



143/153 SACKVILLE DRIVE

SUPPLEMENTAL DA SUBMISSION

PREPARED FOR:

HRM Planning & Development

March 12, 2025





March 12, 2025

Dean MacDougall

Planner 3

Halifax Regional Municipality, Planning and Development

Dean.macdougall@halifax.ca

Re: 143/153 Sackville Drive Development Agreement Application Supplemental Submission.

Dear Dean,

Sightline Planning + Approvals was retained by JP Sun of JP Sun Developments to manage the Development Agreement (DA) application for 143/153 Sackville Drive (PID's 40010050 & 41510256). The application was first submitted by Stephen Adams Consulting in January last year.

The following supplemental submission is intended to address the comments of the Team Review comments from July 2024. The planning rationale goes through each of the points and indicates how they are addressed through this package. Associated with this supplemental submission are, the architectural package (Appendix A), 3D Renderings (Appendix B), the Traffic Study (Appendix C), shadow study (Appendix D), the wind study package (Appendix E) and the updated landscaping plan (Appendix F).

Thank you for your consideration, if there are any concerns, please don't hesitate to reach out.

Jane Rideout

Jane Rideout

Planning Manager

CC: Kevin W. Riles, President & CEO, Sightline Planning + Approvals
Client



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Appendix C – Traffic Impact Study

Appendix D – Shadow Study

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Appendix F - Landscaping Plan

Appendix G – Aerial Photography of the Site

Introduction

Sightline Planning + Approvals was retained by JP Sun Developments to manage the development agreement application for a mixed-use commercial and multi-residential building at 143 & 153 Sackville Drive (PID's 40010050 & 41510256) in Lower Sackville, Halifax Regional Municipality (HRM). The application was originally submitted by Stephen Adams Consulting in January 2024. This supplemental submission is to provide additional planning rationale and studies, and address the HRM Planning & Development Team Review Comments received in July 2024. The submission includes an updated Architectural Package, traffic impact study, landscaping plan, wind study, shadow study, and a detailed planning rationale for the project.

The proposal for the re-development of 143 & 153 Sackville Drive is a 14-storey two-tower design, and is a mixed-use commercial and residential development. The proposal includes 12,009 sq. ft. of Commercial space and 301 Residential units that are a mix of one-, two-, and three-bedroom units. The building will provide two floors of underground parking for the proposed units and above-ground parking for the commercial space. The building is designed to be oriented at Sackville Drive to encourage pedestrian use along Sackville Drive, which aligns with the goals and vision of the Sackville Drive Secondary Plan. This supplemental package includes an updated landscaping plan showing additional pedestrian infrastructure, including street trees, benches, and bike racks. Overall, this proposal aligns with the goals of the Sackville Drive Secondary Plan and would replace the existing low-density commercial and car-oriented form with a higher-density, mixed-use, and pedestrian-friendly development.

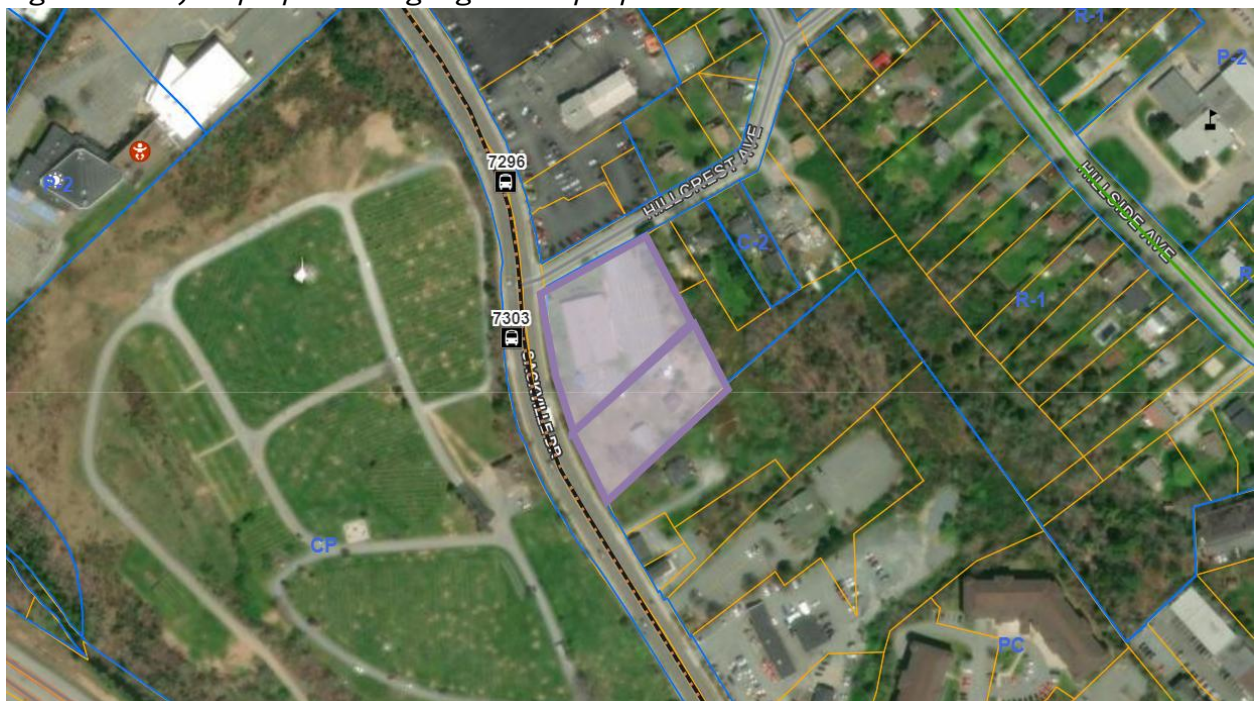
Property Background

The subject properties are 143 & 153 Sackville Drive (PIDs 40010050 & 41510256) in Lower Sackville and have a combined area of approximately 2.14 acres. The properties are on a corner lot, with approximately 400 ft of frontage on Sackville Drive and 210 ft of frontage on Hillcrest Avenue. Sackville Drive is classified as an arterial road, and Hillcrest Ave is classified as a local street. Two bus routes run along this portion of Sackville Drive, Route 8 and 87. There is a bus stop directly across from the subject property and another within 250 ft of the property.

Table 1: Property Information

PID	Address	Plan Area	Zone	Frontage (ft)	Area (ft ²)	Area (Acres)
40010050	143 Sackville Drive	Sackville Drive SPS	PC	144 ft (Sackville Drive)	40, 321	0.9
41510256	153 Sackville Drive	Sackville Drive SPS	PC	261 ft (Sackville Drive) 210 ft (Hillcrest Ave)	52, 764	1.2
Total				405 ft – Sackville Drive 210 ft – Hillcrest Ave	93, 085	2.1

Figure 1: Subject properties highlighted in purple.



The property is zoned Pinehill/Cobequid (PC) under the Sackville Drive Secondary Planning Area and Generalized Future Land Use Map. This portion of Sackville Drive is comprised of primarily low-rise commercial uses, with some surrounding low-density housing. Directly across the street is the *Gate of Heaven Cemetery*. The subject properties are occupied by a single-unit residential building (143 Sackville Dr) and a low-density commercial building with health services clinics, including a physiotherapy, audiology, and sleep centre (153 Sackville Dr).



Figure 2: Aerial Photography of the site facing Southbound



Figure 3: Aerial photography of the site facing Northbound. More aerial photography is attached in Appendix G

Application & History

The application for this Development Agreement (DA) was submitted in January 2024 by Stephen Adams Consulting on behalf of the client JP Sun Developments. The application was made for a mixed-use multi-residential and commercial building. The design included two towers of 12 and 14 storeys with underground parking and ground-floor commercial space.

The original application was deemed complete, although HRM Planning & Development staff required additional studies and changes to the design prior to proceeding to community engagement. This supplemental submission consolidates information from the original submission with updated designs and new studies to provide a comprehensive overview of the proposed development.

Proposed Development

The full architectural explanation that was provided in January 2024 for the proposed development is attached within Appendix A, the Architectural Package, prepared by Paul Skerry Architects Ltd. The package includes updated site plans, floor plans, elevations, and renderings.

The proposal includes two towers connected via a shared building podium, ground floor, and underground parking. Each tower would be 14 storeys and the building would include 301 residential units, split between 1-, 2-, and 3-bedroom units. 16 of the building's residential units would be designated barrier-free accessible units. The residential portion would also include an indoor community amenity space on the ground floor, underground parking, and outdoor courtyard amenity space.

The commercial area proposed includes 12,009 sq. ft. of indoor commercial space divided into four commercial units. There is also additional exterior commercial spill-out space, where commercial uses can be incorporated into the residential courtyard, such as outdoor seating for a café or restaurant.

Figure 4: Rendering of proposed buildings from Sackville Drive - See Appendix B for additional renderings



The proposed development is a departure from the low-density and car-oriented suburban design that currently exists on the property in favour of a higher-density mixed-use development that will encourage more pedestrian movement through the Sackville Drive area.

The building's unique design meets the criteria of the Sackville Drive Planning Strategy and seeks to acknowledge the existing structures with its use of three-storey step-backs to mitigate the increase in height towards surrounding buildings.

Traffic Impact Study

In January 2024, an initial Traffic Impact Statement was prepared and submitted by Griffin Transportation Group Inc. for the proposed project. HRM Planning Staff then required a full Traffic Study to be completed for the proposed project to understand the impact on the existing traffic network, particularly the intersection of Hillcrest and Sackville Drive. Griffin Transportation also managed the impact study and found that the increased traffic from the proposed development **would not warrant changes** to the intersection at Hillcrest Drive and Sackville Drive.

The study noted the proximity to the Cobequid Bus Terminal and two Halifax Transit bus routes. While the recommendations did not require interventions for vehicle movement, it was recommended that pedestrian infrastructure, in the form of a crosswalk on Sackville Drive be included. This would make accessing the transit bus stops on the opposite side of Sackville Drive more feasible and improve pedestrian connectivity. As the proposed redevelopment is designed to be pedestrian-centred, this crosswalk should be an important consideration.

The complete traffic impact study is attached as Appendix C.

Shadow Study

Following the changes to the building design in the original 2024 development agreement submission, a Shadow study on the proposed building was completed by Paul Skerry Architects. The Shadow Study is attached as Appendix D and uses the criteria outlined in the HRM Centre Plan Land Use By-law. The two areas of focus for shadow impact are the *Gates of Heaven* Cemetery, which is directly across the street from the proposed development, and the residential buildings, which are to the west of the development, along Hillcrest Ave.

The results of the study show that there is already significant existing tree cover over between both the cemetery and the neighbouring residences that acts as a buffer between the proposed development and those uses. The study found that on September 21, between 8:00am and 6:00pm (the fall equinox), the building would **not** cause fewer than 6 hours of sunlight to the surrounding properties. Therefore, the surrounding buildings would retain sufficient sunlight and would not be impacted by shadows from the proposed development and have a minimum of 6 hours of sunlight. It should be noted that during summer, between March 21 and September 21 (the two equinoxes), shadowing will be much less than shown in the diagrams. Further, the proposed building would not shade any area within the residential community or cemetery property continuously for four hours.

Wind Study

A wind study of the proposed development's impact on the surrounding community was completed by Gradient Wind. The study used the Regional Centre Plan's criteria for the wind study, as there are no criteria outlined in the Sackville Drive Secondary Plan.

The report found that wind conditions for surrounding sidewalks, transit stops, *Gate of Heaven* Cemetery, neighbouring parking lots, proposed access routes, driveways, and walkways in the vicinity of the building are all considered **acceptable**. Further, there are

no dangerous wind conditions are expected anywhere on the subject site. The complete wind study is attached as Appendix E.

Landscaping Plan

The proposed landscaping plan reduces the amount of surface parking and increases the amount of street trees and other streetscape elements. The landscaping plan was prepared by Gordon Ratcliffe Landscape Architects. The landscape architect Gordon Ratcliffe has described his rationale for the design of the project:

Due to the high visibility of this project, a deliberate attempt was made to create a 'ring of green' around the perimeter of the site. Due to the development having mixed uses, it was important to provide landscaping suited to the different types of users. The rear of the property provides a quiet and buffered space for people to enjoy, park their bicycles and step back from the bustle of Sackville Drive. The commercial areas along Sackville Drive are still visible from the road. These areas offer up landscaped spaces of aesthetic quality for customers that showcase different colours and textures of plant material. There are also places for customers and residents alike to sit and take time to enjoy the landscape space. The residential entries provide a four-seasons greeting for folks using the Sackville Drive entrances.

The architecture and landscaping for this site work together to reshape the Sackville Drive landscape and make it more desirable for pedestrians and residents to walk, shop, or sit in this area. Appendix F contains the Landscaping plan.

Site Compatibility

The building has been designed to transform the pedestrian experience on Sackville Drive, add a higher-density building to the area, and retain commercial space without compromising the Lower Sackville community's character.

The building is directly abutting a single-family residential at 7 Hillcrest Avenue, and a triplex at 137 Sackville Drive. There is a car dealership across Hillcrest Avenue from the proposed site. Across Sackville Drive from the property is the *Gates of Heaven* cemetery. The proposed design aims to minimize any negative impacts on these neighbouring uses, improve the pedestrian experience on Sackville Drive, and respect the experience for driving down Sackville Drive. On a larger scale, the proposed design seeks to be compatible within the broader Sackville Drive plan area and Lower Sackville community.

The building's position on the property was strategic to encourage pedestrian access and be as far from the neighbouring residences as possible. The building is oriented towards Sackville Drive, which is an arterial road with many commercial and industrial businesses.

The orientation is meant to support pedestrian access to the building and hide the surface parking from the Sackville Drive streetscape.

The building has stepbacks from the tower podium along Sackville Drive and Hillcrest Avenue, as to not feel imposing from ground level. The setbacks in the site design are 75-80 feet from Tower 2 to 7 Hillcrest, which are similar to the separation distances between other tall mid-rise buildings and low-rise residential uses in other suburban areas of HRM. Some examples of similar setbacks and height variations in HRM's suburban areas include:

- 10-storey at 81 Dellridge (Bedford South), has a 60 ft +/- setback from townhouse lot (rear line) on Armenia Dr.;
- 10-storey at 232 Transom Dr., 115 ft +/- from houses on Transom;
- 18-storey at 75 Wentworth Dr (corner of Dunbrack), very close to abutting townhouse lots on Wentworth;
- 8-9 storey at 131 Wentworth Dr. (Rockingham South), 82 ft +/- from townhouse lot (civic 103) across driveway;
- 7-8 storey at 35 Bently Dr. (Mount Royale), very close to abutting townhouses at 7-11 Viewcrest Drive;

The property at 137 Sackville Drive and the car dealership are unlikely to be negatively impacted by this development. The car dealership has a large parking lot that acts as a buffer between the proposed building and the office uses. These two properties are also zoned Pinehill-Cobequid, which would allow them to be redeveloped for a range of uses that could include larger buildings, like multi-unit residential similar to the subject site.

The proposed design meets the intent of the Sackville Drive SPS, as it will support a more pedestrian-oriented commercial and residential experience.

Conclusion

This supplementary submission offers further information, studies, planning and design rationale for the proposed redevelopment of 143/153 Sackville Drive. The Sackville Drive Secondary Plan is an ambitious planning document that seeks to transform the Lower Sackville area from a car-centric thoroughfare to a pedestrian-oriented main street. This proposal aims to assist in that transformation by offering higher-density residential with ground-floor commercial in a prominent area on Sackville Drive. The proposed design has been studied for its wind and shadow impacts and will not negatively impact the surrounding uses. The proposed development will support ridership of the existing transit network because it is located near two bus stops that serve two bus routes.

Please consider this supplementary submission and do not hesitate to reach out with further comments or additional questions.