

Bakery Place at 893 Sackville Dr

Development Agreement Application

May 12, 2025 - North West Community Council Public Hearing

Presentation by Isabelle Choumiline - Planning Manager, Sightline Planning + Approvals



Our Team



Rysco Properties Stonewater Homes

Property Owner & Developer



Sightline Planning + Approvals

Planning Consultant



Fathom Studio

Architecture, Site Plan,
Landscaping Plan & Traffic
Impact Study



Judy Avenue

Daycare & Preschool

Auto Shop

40ft
buffer

Sackville Drive

Holy Trinity Parish

[illegible][illegible]

This is an aerial map of a residential neighborhood in Sackville, New Brunswick. The central focus is the 'Subject Property' at address 40093163, which is highlighted in yellow. It is a large, roughly rectangular lot with a smaller, irregularly shaped building footprint in the center. Surrounding this property are numerous other lots, each with an orange-shaded building footprint and a unique address. To the north and west, addresses range from 40100778 to 40100802. To the east, addresses range from 40092561 to 40092876. To the south, addresses range from 40093163 to 40093742. Major roads are shown in grey: Sackville Dr runs diagonally from the top left to the bottom right; Connolly Rd runs horizontally across the top left; Judy Ave runs horizontally across the top right; Beaver Bank Rd runs diagonally from the bottom left to the bottom right; and Douglas Ave runs horizontally across the bottom right. A scale bar in the bottom right corner indicates a distance of 20 meters or 100 feet. The map is powered by Esri, as indicated by the text in the bottom right corner.

40100802
41379769
41379751
41402199
41402181
40299521
40100778
41284431
40100786
40100760
40093650
00637470
40093809
40093817
40093627
40093742
40093163
40093718
40381329
40415028
40381311
40415010
40381303
40092561
40100406
40099897
40092876
40092884
40092637
40092611
41125741
41127507
40092975
Judy Ave
Sackville Dr
Connolly Rd
Beaver Bank Rd
Douglas Ave
20 m
100 ft
Service Nova Scotia and Internal Services | Service Nova Scotia
Powered by Esri

[illegible]

40100802
41379769
41379751
41402199
41402181
40299521
40100778
41284431
40100786
40100760
40093650
00637470
40093809
00637488
00637496
40093817
40093627
40093742
40100752
40381329
40415028
40381311
40415010
40381303
40092561
40092876
40092884
40092637
40092611
41125741
41127507
40092975
40100406
40099897
Judy Ave
Sackville Dr
Connolly Rd
Beaver Bank Rd
Douglas Ave
Subject Property
40093163
40093718
20 m
100 ft
Service Nova Scotia and Internal Services | Service Nova Scotia
Powered by Esri

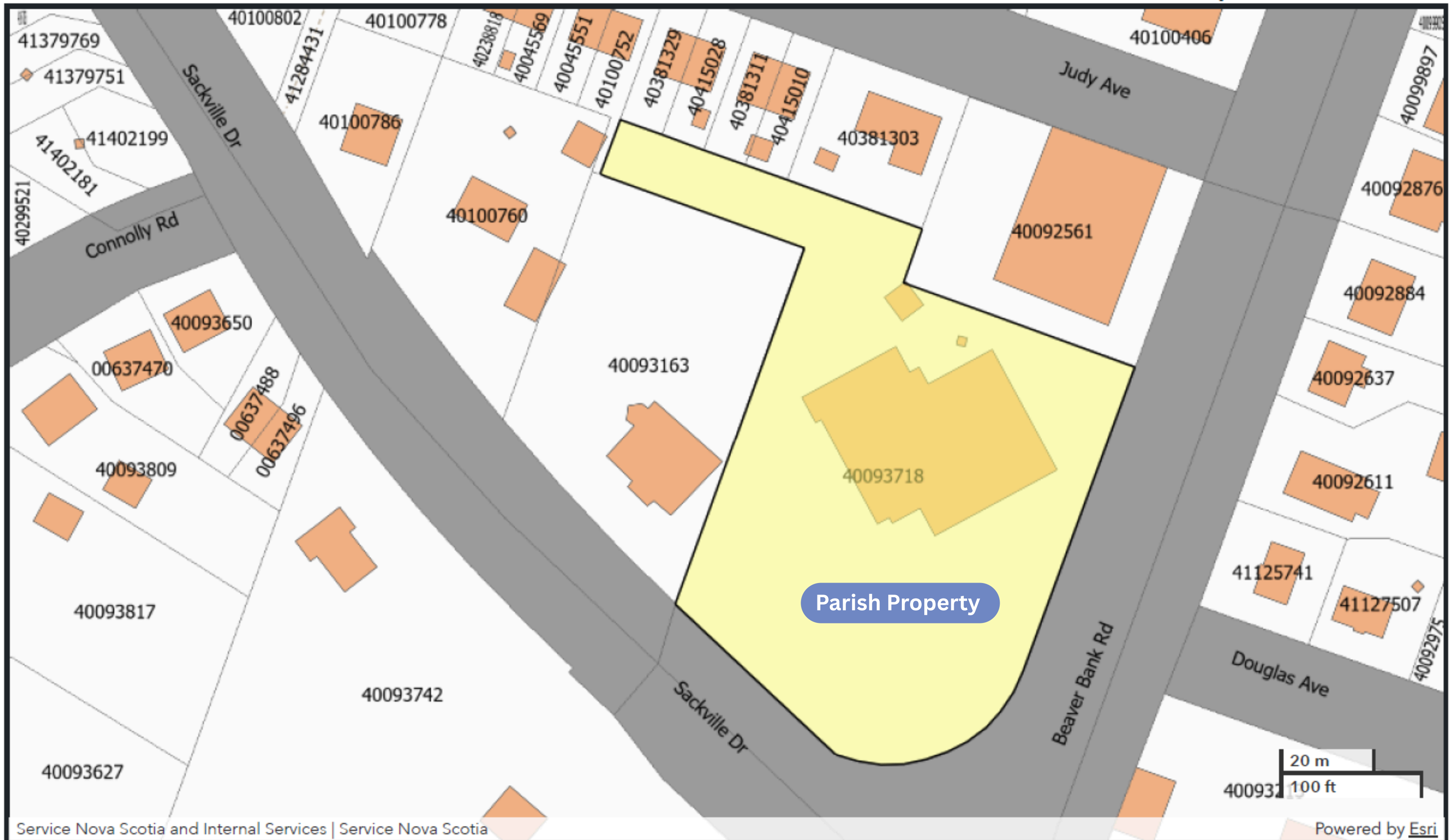
40100802
41379769
41379751
41402199
41402181
40299521
40100778
41284431
40100786
40100760
40093650
00637470
40093809
00637488
00637496
40093817
40093627
40093742
40100752
40381329
40415028
40381311
40415010
40381303
40092561
40092876
40092884
40092637
40092611
41125741
41127507
40092975
40100406
40099897
Judy Ave
Sackville Dr
Connolly Rd
Beaver Bank Rd
Douglas Ave
Subject Property
40093163
40093718
20 m
100 ft
Service Nova Scotia and Internal Services | Service Nova Scotia
Powered by Esri

40100802
41379769
41379751
41402199
41402181
40299521
40100778
41284431
40100786
40100760
40093650
00637470
40093809
40093817
40093627
40093742
40093163
40093718
40381329
40415028
40381311
40415010
40381303
40092561
40100406
40099897
40092876
40092884
40092637
40092611
41125741
41127507
40092975
Judy Ave
Sackville Dr
Connolly Rd
Beaver Bank Rd
Douglas Ave
20 m
100 ft
Service Nova Scotia and Internal Services | Service Nova Scotia
Powered by Esri

[illegible][illegible]

Property Online Map

Date: **April 30, 2025 11:25:40**





Kent Building Supplies

Sackville Drive

Judy Avenue

Beaverbank Drive



Fit4Less

Sobeys

Superstore

Starbucks

Irving Circle K

Kent Building Supplies

Beaverbank Drive

Holy Trinity Parish

Sackville Drive

Subject Property



5 storey 47-unit apartment building with small ground floor commercial space (1,275 sqft)




Consists of 1-bedroom units (66%), 2-bedrooms units (26%) and 3-bedroom units (8%)




6,500 sqft of amenity space including private balconies, an accessible rooftop space and two amenity rooms



Includes underground and surface parking for a total of 52 vehicle spaces and 30 bicycle stalls



PROPOSAL KEY FACTS



PROPOSAL KEY FACTS



Surrounding area is made up of a variety of uses including small scale commercial, large scale commercial, institutional and residential uses



Under existing zoning a 35 ft tall commercial building is permitted as-of-right, and buildings over 50 ft are now permitted along Sackville Dr



Sidewalks and crosswalks in the area allows for pedestrian access to a variety of amenities at the near by Downsview Plaza and beyond



Access to two bus transit routes (8 and 87) and is near the Sackville Transit Terminal

Traffic Considerations

Proposed Driveway

The proposed driveway has been designed to align with the Kent driveway across the street.

The **very low volume** of traffic entering and exiting the development during peak hours **does not warrant** a dedicated **left turning lane**.

Nearby Intersections

The proposed development is expected to see only 10 vehicles exiting the driveway during peak hours.

The **overall volume can be accommodated** through the Sackville Beaverbank signalized intersection **without negatively impacting existing traffic**.

Commercial Space

The small ground floor commercial component is intended to primarily serve local residents.

The commercial space is expected to generate relatively **low traffic volumes**.

“

The proposed development represents **less than 0.5%** of total traffic through the Sackville Drive / Beaverbank Road intersection and therefore has **no influence on operations at that intersection**. Similarly, the very low volumes of traffic to and from the development have **minimal impact on intersections adjacent** to the development.

”

Roger Boychuck, P.Eng.

Senior Transportation Engineer

Fathom Studio



Gable roof designed to complement the surrounding buildings and does not provide any additional residential units



Adheres to the principals of pedestrian friendly streets, the commercial space faces Sackville Dr while the bulk of the building faces away from Sackville Dr and Judy Ave



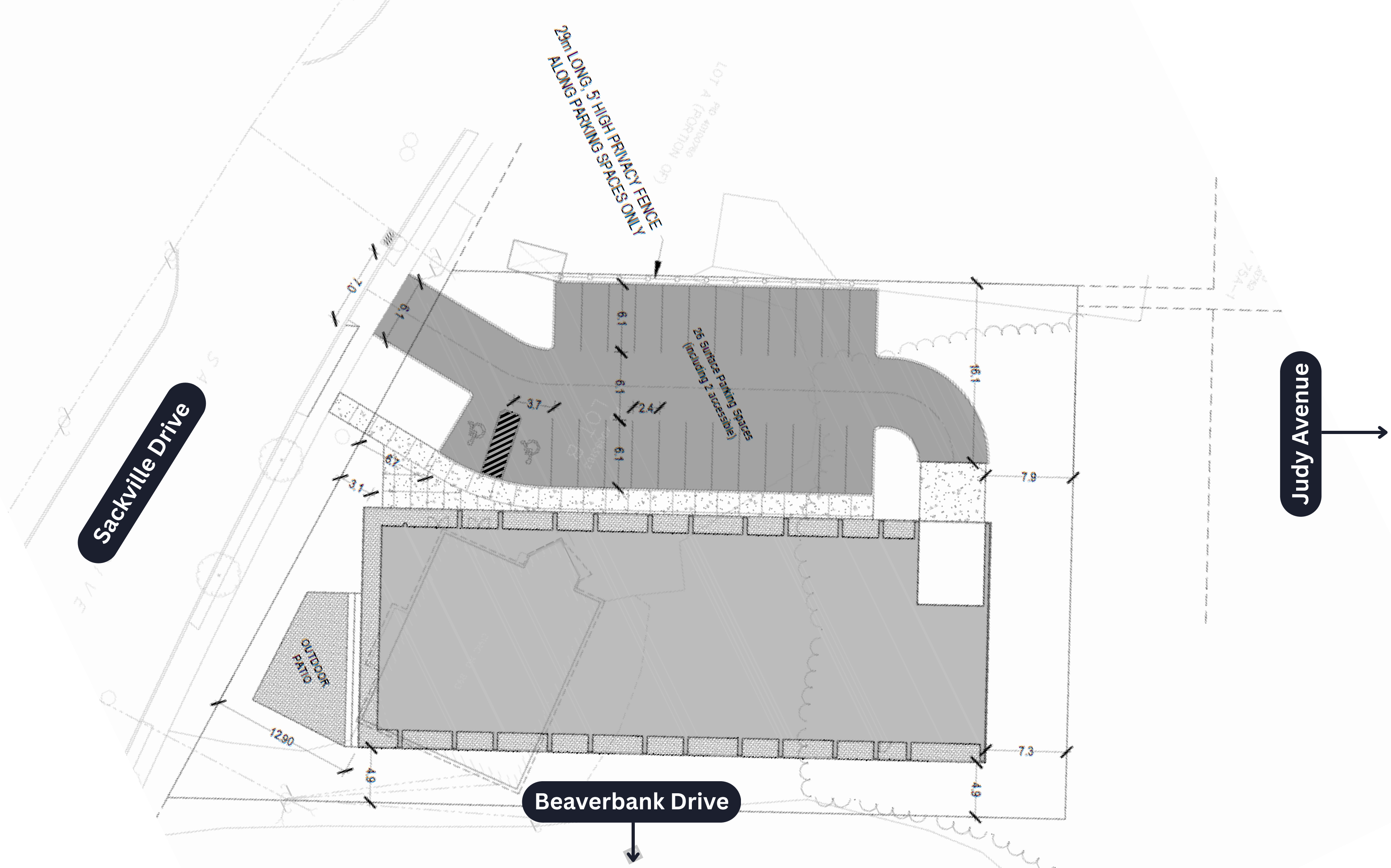
Landscaping plan includes fencing and additional buffering for the abutting properties, including the homes on Judy Ave



In addition to buffering, the planting of native species and deciduous trees around the perimeter provides added natural stormwater management benefits

MINDFUL DESIGN





Sackville Drive

Judy Avenue

Beaverbank Drive

28m LONG, 5' HIGH PRIVACY FENCE
ALONG PARKING SPACES ONLY

DECIDUOUS TREE BUFFER
15' O.C. WHERE POSSIBLE

DECIDUOUS TREE BUFFER
15' O.C. WHERE POSSIBLE

26 Surface Parking Spaces
(including 2 accessible)

OUTDOOR
PATIO

LOT A (PORTION 05)







Do You Have Any Questions?

 sightlineplanning.ca

 isabelle@sightlineplanning.ca









Policy

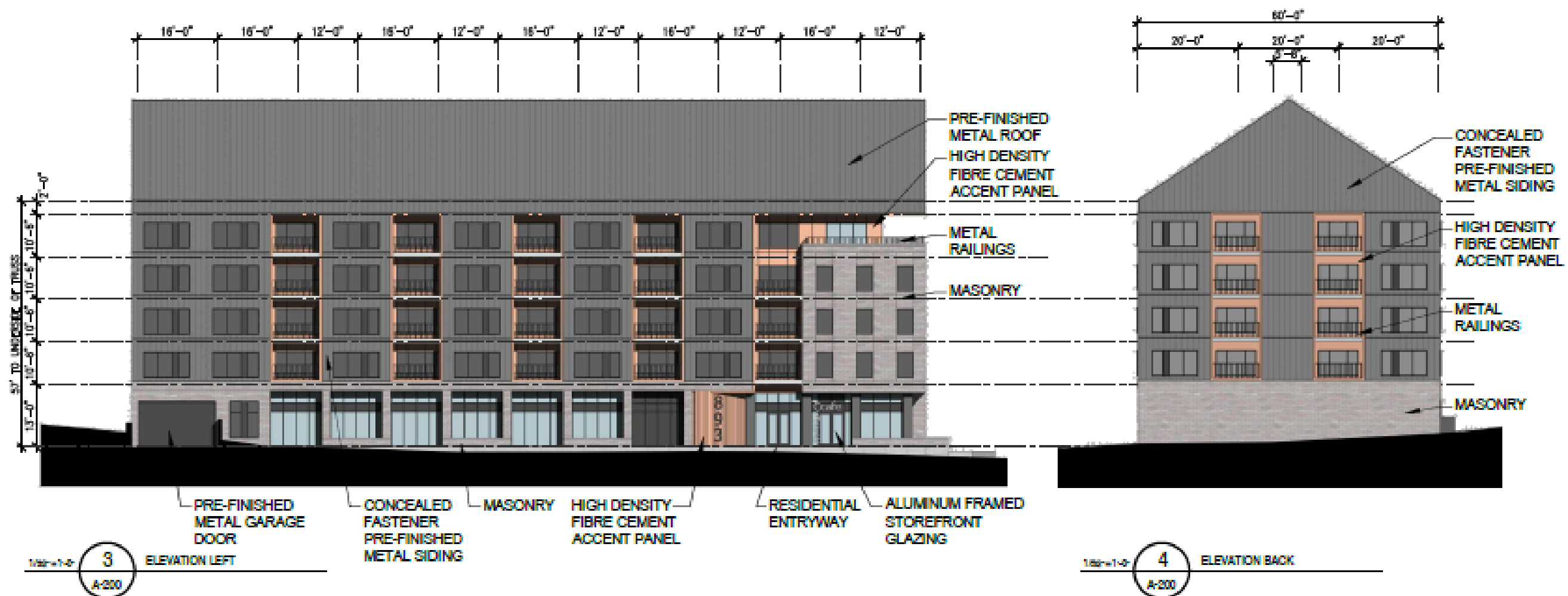
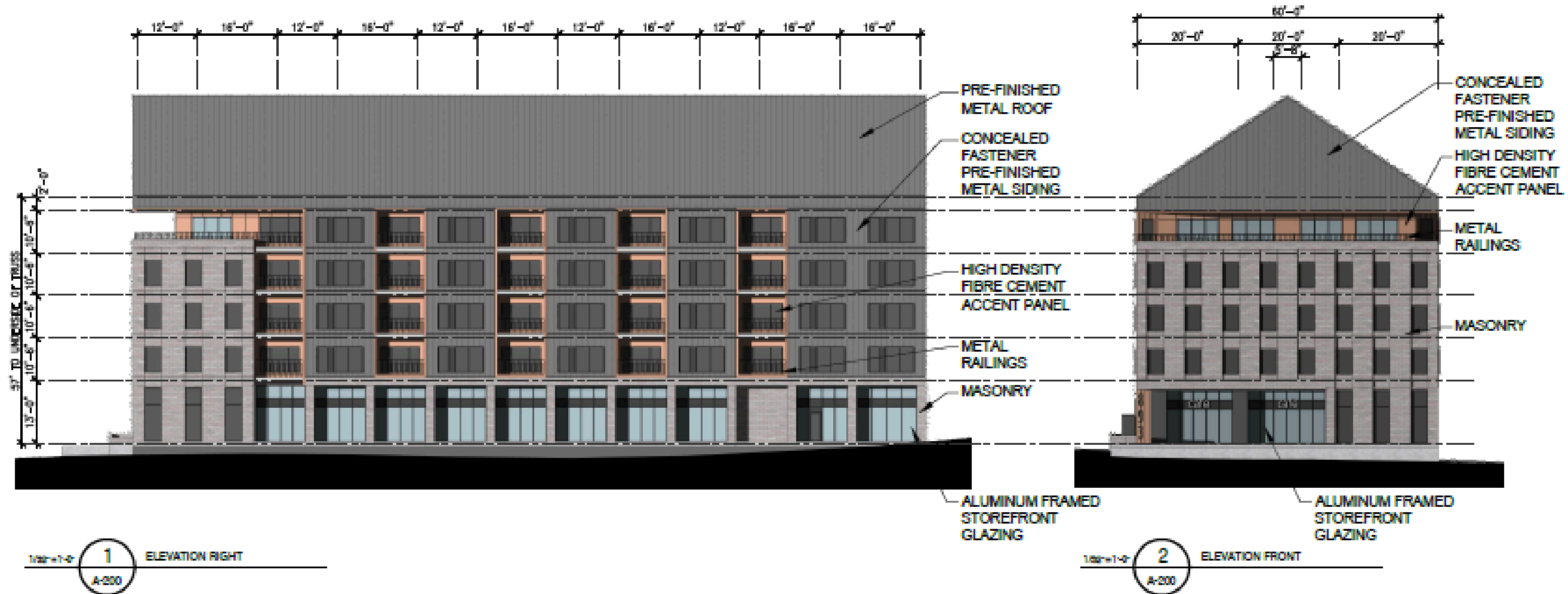
The property is designated Community Commercial (CC) under the Sackville Secondary Plan and zoned C-2 under the Sackville Land Use By-Law.

1

A multi-unit dwelling is enabled under the provisions of Policy CC-6 and assessed against the general provisions of Implementation Policy IM-13.

2

A mixed-use proposal with a commercial space under 10,000 sqft can be permitted as-of-right on the property in conjunction with a multiple unit dwelling by development agreement.



4.4 Other Transportation Considerations

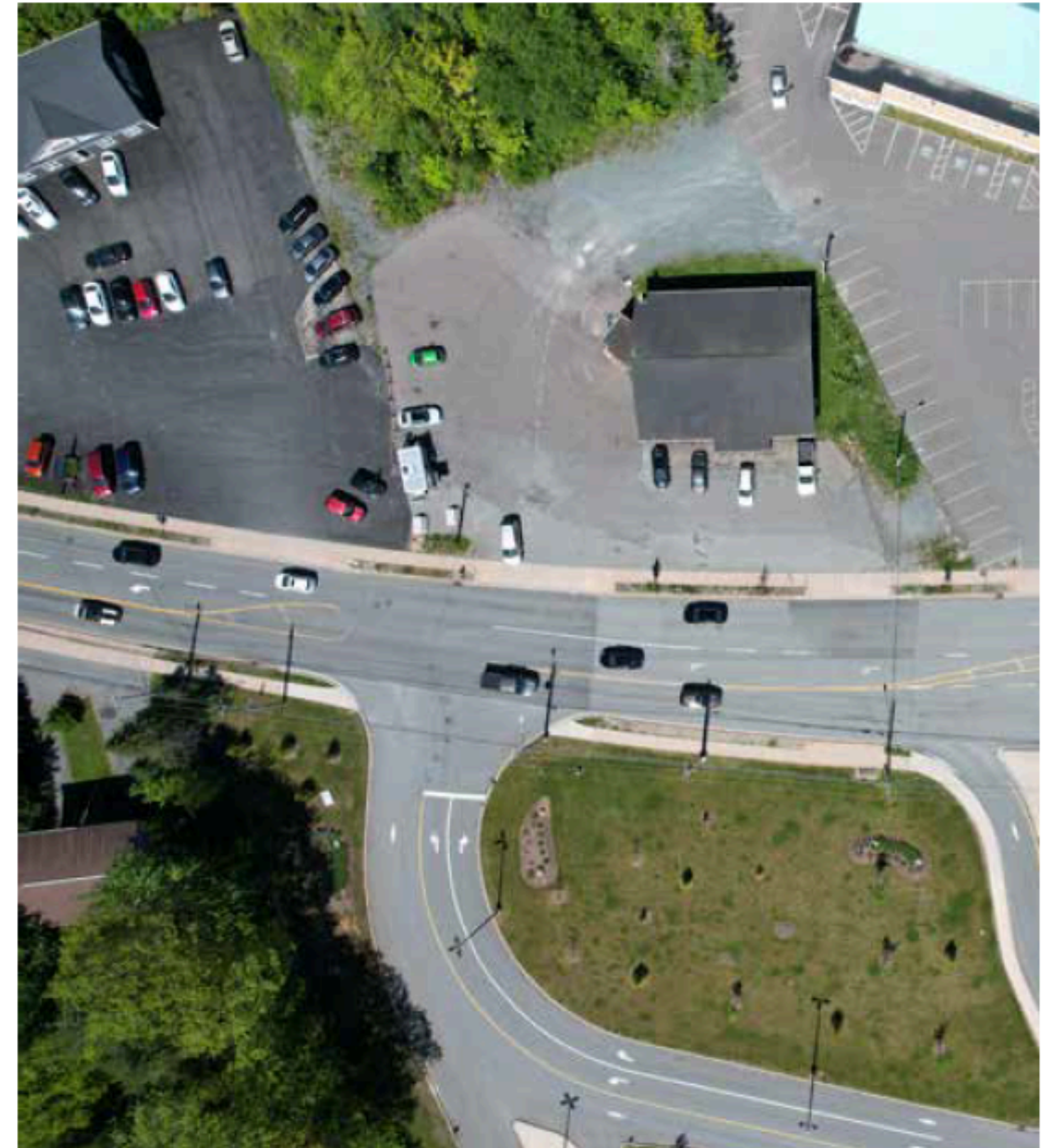
Warrants - Traffic Signals and Dedicated Left Turn Lanes

Development volumes represent a very low percentage of traffic on Sackville Drive. Left turn movements into the development are expected to be about 1-2 vehicles during the AM peak and 5-6 vehicles during the PM peak. In the worst case situation, this represents 1 vehicle every 10 minutes entering the development. A dedicated left turn lane, therefore is not warranted at this location.

Once the driveway is constructed, there may be a requirement for minor adjustments to the existing line painting on the roadway to ensure left turn and hatched areas are clear and coordinated with the Kent and new proposed driveway. As shown in the figure to the right, it would be possible to repaint the existing hatched area just west of the driveway intersection as a short storage left turn lane into the development. This option could be explored further at the detailed design stages of this development.

Sight Distances

The proposed development is well set back from the intersection, as are buildings immediately beside the proposed development. There are no other obstructions adjacent to the proposed driveway that have a negative impact on sight distances to this driveway. It was noted that the development is located on the inside of a horizontal curve, though the large radius of the curve does not create any sight distance restrictions.



5.1 Conclusions

This Transportation Impact Study (TIS) was prepared to evaluate the anticipated impacts of the proposed multi-unit residential development located at 893 Sackville Drive, in Lower Sackville, Nova Scotia. The development is located on the north side of Sackville Drive and just northwest of Beaverbank Road, separated from Beaverbank Road by the Holy Trinity Parish and associated parking lot.

The development includes up to about 50 residential units in a single 5-storey building complete with underground parking and some surface parking adjacent to the building. The development is also expected to include a small ground floor commercial component, intended to primarily serve local residents and generate relatively low traffic volumes. The development's single access point is located about 150 meters east of the Sackville Drive / Beaverbank Road intersection and directly across the western driveway to the Kent development across the street, to which the new proposed driveway has been aligned with. As detailed design proceeds, care should be taken in designing the geometry and line painting plan to ensure clear and proper driver guidance through this intersection for all movements.

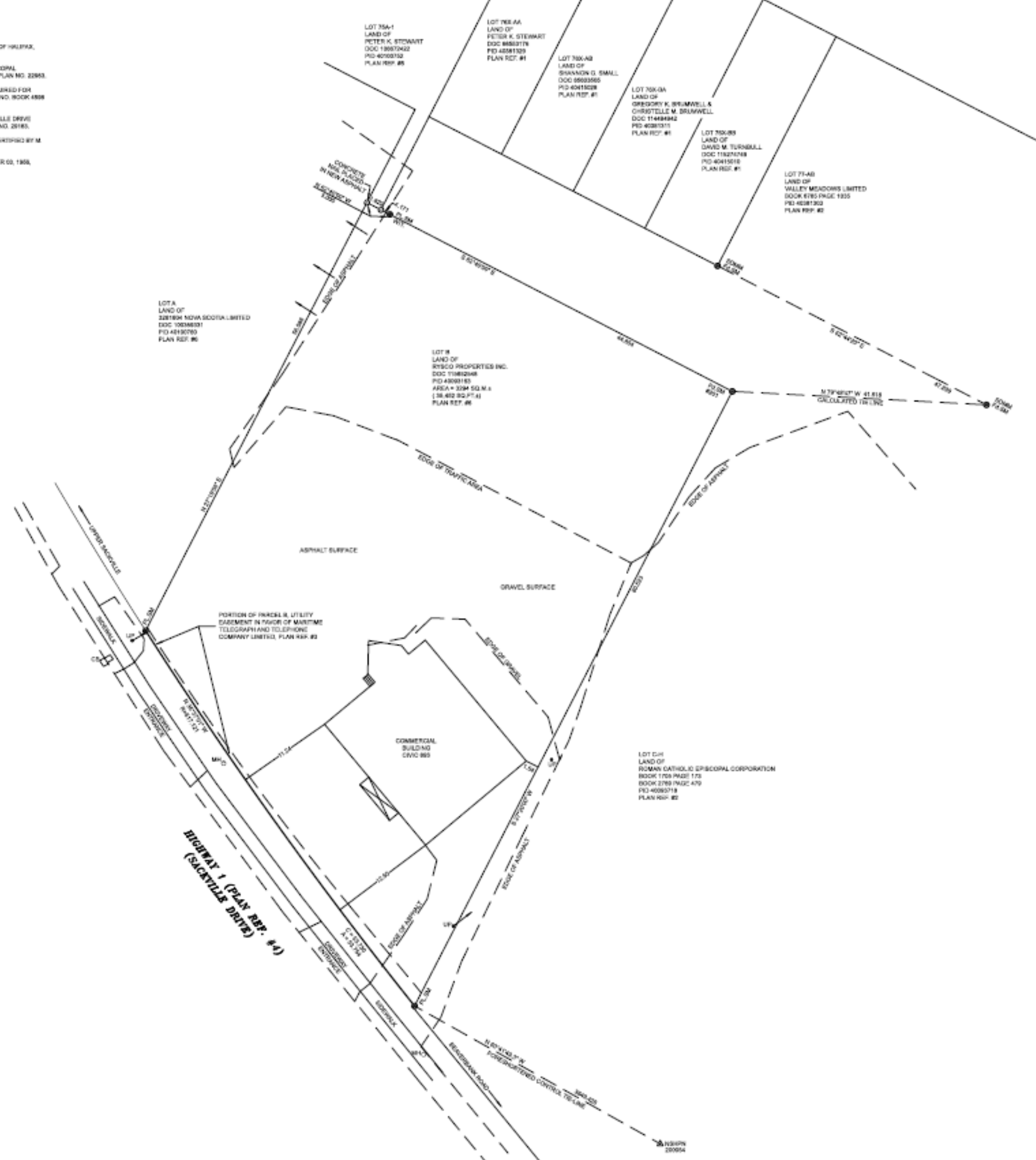
The very low volume of traffic entering and exiting the development suggest that the driveway should be configured with a single entry and exit lane (2 lane cross section) as analysis results show that vehicle queuing will seldom exceed a single vehicle. Analysis results also show the right and left turn entry movements to the development from Sackville Drive do not create any significant impediment to through traffic on Sackville Drive. While a dedicated left turn lane from Sackville Drive to the new development is not explicitly warranted, consideration could be given to converting the existing hatched area just west of the intersection to a short left storage segment for further minimize the potential impact to through traffic on Sackville Drive.

This report shows that existing traffic volumes on Sackville Drive are relatively high but can generally be accommodated through Sackville / Beaverbank signalized intersection. This signalized intersection provides the added benefit of creating regular gaps in traffic near the intersection which helps support movements to and from minor side roads and driveways near the intersection. This includes the new driveway to the proposed development, which only generates about 10 exiting movements during the peak hours. The benefits of the adjacent signalized intersection are clear when comparing results in the macroscopic SYNCHRO model (shows higher levels of delay in isolation of the signals) and performance in the microscopic SimTraffic models (shows acceptable levels of service), which accounts for the signals and other corridor operational characteristics.

The proposed development represents less than 0.5% of total traffic through the Sackville Drive / Beaverbank Road intersection and therefore has not influence on operations at that intersection. Similarly, the very low volumes of traffic to and from the development have minimal impact on intersections adjacent to the development.

The development has direct access to two transit routes passing directly by the development and is in close proximity to the Sackville Transit Terminal. Sidewalks and crosswalks adjacent to the development provide access to the abundance of commercial, recreational and institutional land uses nearby and connect to a robust active transportation network that has multiple route connections near the development.

- 1) PLAN SHOWING SUBDIVISION OF LAND OF ROMAN CATHOLIC EPISCOPAL CORPORATION OF HALIFAX, DATED AUGUST 15, 1986, CERTIFIED BY KIM T. WITTER, MELS, LPO PLAN NO. 23097.
- 2) PLAN SHOWING CONSOLIDATION AND SUBDIVISION OF LAND OF ROMAN CATHOLIC EPISCOPAL CORPORATION OF HALIFAX, DATED APRIL 24, 1986, CERTIFIED BY T.A. DOUGLAS, MELS, LPO PLAN NO. 22863.
- 3) PLAN SHOWING PARCELS A & B, LAND OF BANKS WYTHE ROSS AND BROS. LIMITED, REQUIRED FOR RECREATION PURPOSES, DATED MAY 6, 1988, CERTIFIED BY DAVID WHYTE, N.S.E., LPO PLAN NO. 28068 AS AT PAGE 700.
- 4) PROVINCE OF NOVA SCOTIA DEPARTMENT OF TRANSPORTATION PLAN SHOWING BACKLAYS DRIVE (TRUNK 1), SEAVASCAPE ROAD TO LUCASVILLE RD., DATED DECEMBER 6, 1992, LPO PLAN NO. 26185.
- 5) PLAN SHOWING SUBDIVISION OF INVERLEY HILLS SUBDIVISION, DATED JUNE 30, 1992, CERTIFIED BY M. RAUPER, MELS, LPO PLAN NO. 18987.
- 6) PLAN SHOWING SUBDIVISION OF LAND OF BACKLAYS SUPPLIES LIMITED, DATED OCTOBER 6, 1989, CERTIFIED BY D. CRITCHTON, P.E., LPO PLAN NO. 26136.



PID
40100752
DT 75A-1

PID 40100760
LOT A (PORTION OF)

PID 40093163
LOT B

PID 40093718
LOT C-H

WOODED
AREA

ASPHALT

TREELINE

GRAVEL

EDGE OF ASPHALT

EDGE OF GRAVEL

ASPHALT

ASPHALT

CONC

WOOD

CMC NO. 893

BMF TLE

CONC STEPS

FOOD
TRUCK

ASPHALT

ASPHALT

SACKVILLE DRIVE
(WIDTH VARIES)

GRID NORTH

CP
TOP=57.39

MH
TOP=57.34

MH
TOP=57.36

MH (SQ CB HATCH)
TOP=59.15

MH
TOP=59.61

MH
TOP=59.53

CB
TOP=58.95

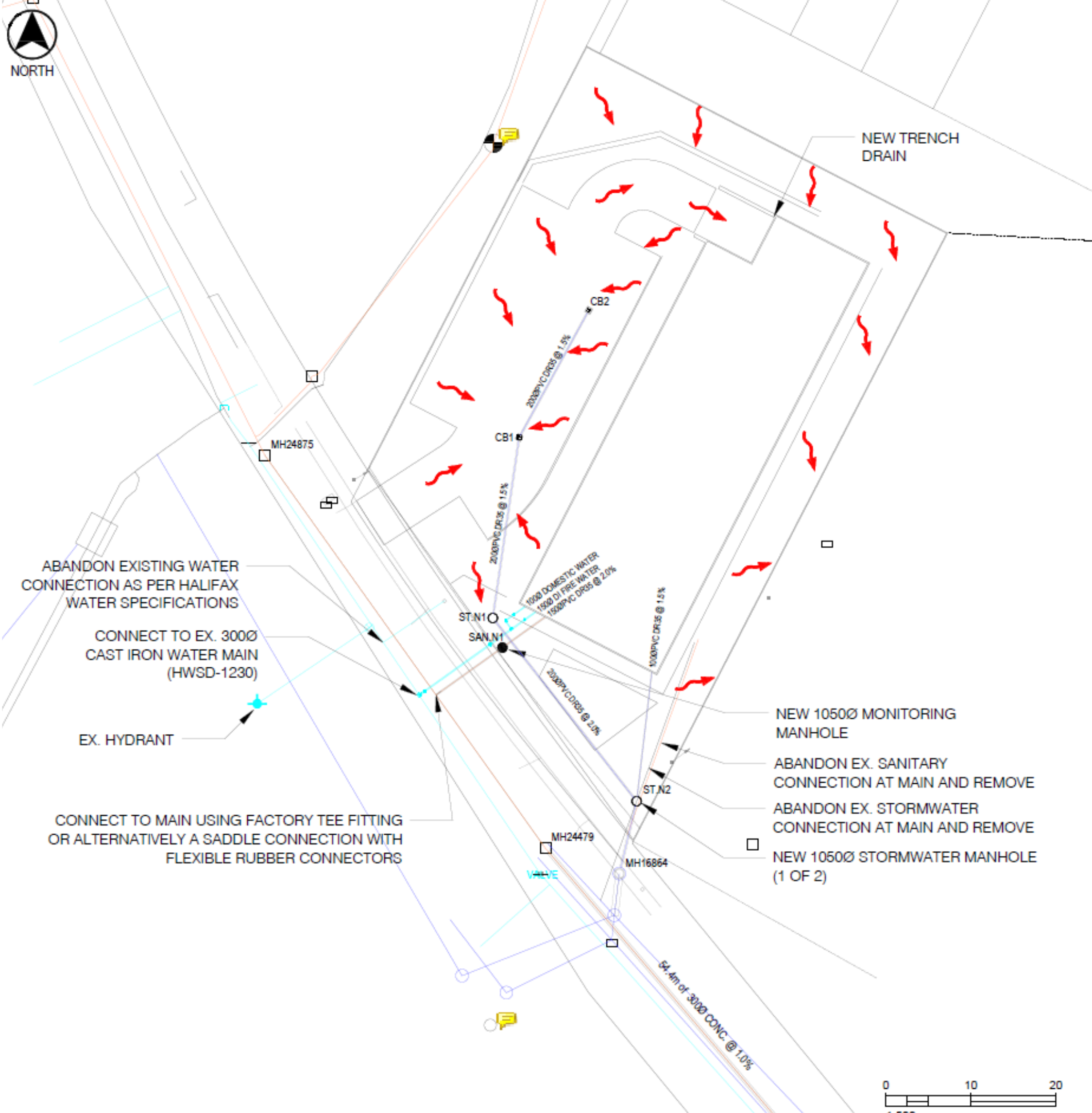
MH
TOP=58.33

MH
TOP=57.50

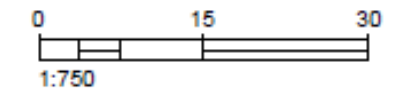
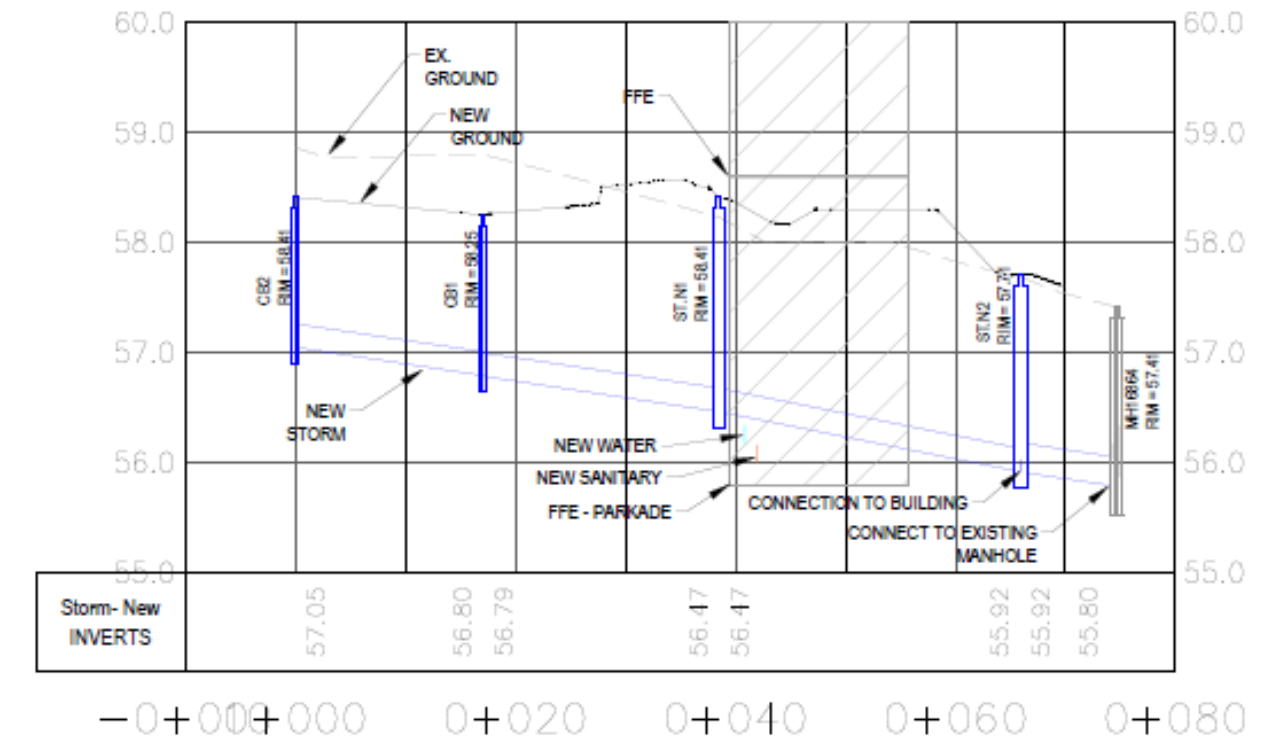
CB
TOP=57.14

MH
TOP=57.45

MH
TOP=57.55



STORMWATER PROFILE (PRELIMINARY)



NOTES

- EXISTING MUNICIPAL SERVICE INFORMATION OBTAINED FROM HALIFAX WATER
- ALL LOCATIONS AND INVERTS OF EXISTING INFRASTRUCTURE ARE APPROXIMATE ONLY AND TO BE CONFIRMED DURING DETAILED DESIGN
- NEW PIPE SIZING, LOCATION AND INVERTS TO BE CONFIRMED DURING DETAILED DESIGN
- DETAILED STORM WATER CALCULATIONS TO BE COMPLETED DURING DETAILED DESIGN TO BALANCE PRE AND POST DEVELOPMENT FLOWS.

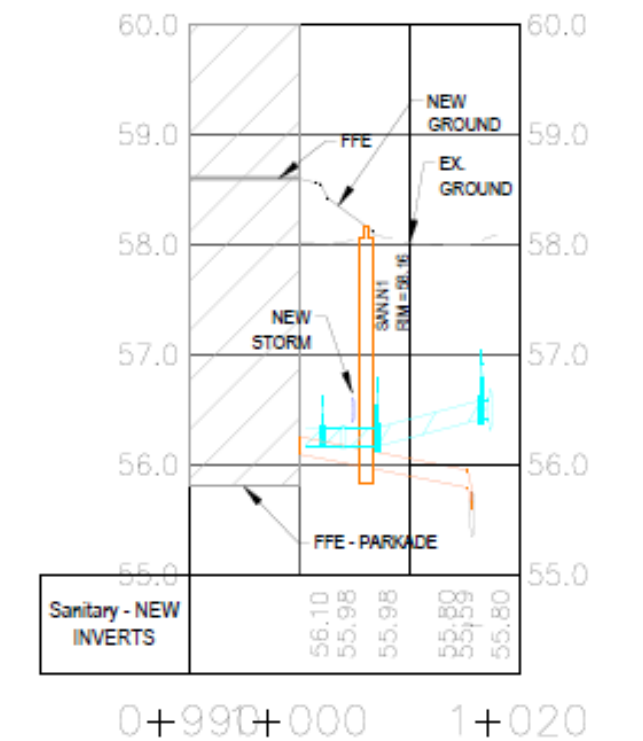
PRELIMINARY SANITARY CALCULATIONS

Calculations completed as per Halifax Water Standard Specifications (2022)

Population: 47 units at 2.25 people/unit = 106 People
Peak Wet Weather Flow = 2.06 l/sec (32.52 USgpm)
150Ø Service Connections (min. size) capacity = 28.0 l/sec
Capacity utilization = 7.4%
Velocity = 1.58 m/s

Contribution to existing 300Øc Sanitary main on Sackville Drive = 1.1%

SANITARY AND WATER PROFILES (PRELIMINARY)



fathomstudio.ca
1 Starr Lane
Dartmouth, NS
B2Y 4V7

fathom

NOT FOR CONSTRUCTION