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DEVONLY-2025-05639

TO: Megan Backos, Planner / Project Lead, Planning & Development

SUBJECT: Applicant Response

**Prior to Community Engagement Requirements:**

HRM Comment	Review Team Member	Applicant Response
Please revise site plan to ensure that all development, except required stream crossings, arcades, esplanades, board walks and open space and recreational uses, are located outside of the two watercourse buffers required on the site.	Planning / Project Lead	Policy LSR-2 states that no development occurs on all <b>undisturbed</b> ground and vegetation within a 50' buffer of the from all watercourses, wetlands and floodplains. However, an asphalt parking lot currently exists on the site, and the proposed development proposed on <b>disturbed</b> land. Additionally, the permeability integrated within the proposed development will improve stormwater management on the site from what currently exists.
Please revise the watercourse buffer to 30.5 metres instead of 30m. This may impact Building 1.	HRM Development	Drawings revised to show a 30.5m watercourse buffer instead of a 30m watercourse buffer.
The zone reference is wrong on the site plan. The property is dual zoned with P-3, not P-1.	HRM Development	Site plan revised to show the property zoned as P-3/PC instead of P-1/PC.
Ensure that the 2024 version of the Sackville River Floodplain is used on all documents.	HRM Environment & Climate Change	Provided.
Please provide a stormwater management plan that demonstrates meeting the requirements of AO2020-010-OP and relocate the stormwater infrastructure outside the floodplain.	HRM Environment & Climate Change	Provided.

**Prior to Decision Requirements:**

HRM Comment	Review Team Member	Applicant Response
Please provide rationale to support an improvement to the physical connection to the Little Sackville River (Policy LD-1 (d) – Sackville Drive SMPS).	Planning / Project Lead	Multiple pedestrian and AT connections proposed through the site connecting the Little Sackville River to the communities main street (Sackville Drive). Opportunity to create new access points and improve existing access points along this portion of the river.



Please provide additional information on the parking structure: Approximately how many parking stalls will be inside of it?	Planning / Project Lead	Refer to revised drawings. No longer proposing separate parking structure. Underground parking is intended below residential and commercial uses.
Please provide additional information on the parking structure: Will there be parking on the roof?	Planning / Project Lead	There will not be any parking located on the roof of the commercial building.
Please provide additional information on the parking structure: How will it be internally connected to the adjoining commercial and residential buildings?	Planning / Project Lead	Refer to revised drawings. No longer proposing separate parking structure. Underground parking is intended below the residential and commercial uses.
Please provide additional information on the parking structure: How will the external walls be designed to improve the aesthetic for residents of the proposed multi unit residential building proposed at 400 Sackville Dr?	Planning / Project Lead	Refer to revised drawings. No longer proposing separate parking structure. Underground parking is intended below the residential and commercial uses.
What will the roof of the commercial building look like? Residents of the adjoining buildings with north-facing units will be looking out over it from their units and consideration should be made to its aesthetic.	Planning / Project Lead	The detailed design of the roof has not yet been determined.
Additional building articulation and setbacks should be considered to break up the long walls on buildings 2, 3A&B, and 4 A&B and better meet policy SS-4(a)(f) which requires, "incorporation of building setbacks at various levels."	Planning / Project Lead	The proposed buildings adjacent to the commercial building are set back significantly from Sackville Drive and have separation from pedestrian pathways and abutting buildings or uses. As such, their scale and form in relation to their context achieves the human scale intent of setbacks in more urban/dense contexts. These buildings are connected to the commercial uses providing a setback condition along Sackville Drive. Articulation along facades can be provided with material variation, projections, recesses, and other design measures.
For this site it is appropriate to orient the residential buildings to private shared driveways, however the driveways should be designed to include pedestrian-friendly streetscaping elements, such as street furniture,	Planning / Project Lead	Please refer to the site plan. Specific pedestrian-friendly streetscaping elements include curb extensions and bump-outs. Development agreement provisions can include requirements for landscaping elements to support pedestrian friendly environment.



pedestrian-scaled streetlighting, landscaping, etc. If there are specific elements the applicant wants to have included in the agreement please propose them in revisions.		
Pedestrian entrances for the residential buildings are oriented to parking lots and not located conveniently for active transportation users. To better conform with Policy SS-4(a) please reconfigure entrances to reduce the distance travelled for AT users.	Planning / Project Lead	Please refer to the revised site plan. Pedestrian entrances for the residential buildings have been added along the pedestrian-friendly private shared driveway, located conveniently for active transportation users.
The 24 stall parking lot is proposed between the commercial building and Sackville Drive will require enhanced landscaping elements to create a pedestrian-friendly environment between the public sidewalk and the commercial entrance, such as a pedestrian walkway to connect users from the entrance of the commercial building to the public sidewalk, vegetative islands breaking the parking lot up, etc. These can be written into the agreements or proposed by the applicant in the revised plans.	Planning / Project Lead	Please refer to the revised site plan. Enhanced landscaping elements have been added to create a pedestrian-friendly environment between the public sidewalk and the commercial entrance. This includes a pedestrian walkway that connects users from the entrance of the commercial building to the sidewalk.
Please provide additional information on the amount and location of indoor and outdoor amenity space proposed for the site. Page 74 of the Sackville Drive Land Use By-law outlines what amenity minimums are required in the site's underlying zone for consideration.	Planning / Project Lead	Our intent is to meeting the underlying zone consideration.
Requirements for visual screening between the subject site and the	Planning / Project Lead	Noted, will be included in the agreement.



abutting commercial uses will be included in the agreement.		
Lighting requirements shall be included in the proposed agreement which ensure lighting is directed away from surrounding properties to mitigate light pollution.	Planning / Project Lead	Noted, will be included in the agreement.
A qualitative wind impact study (see Policy SS-4(a)(d)), and traffic impact study (see Policy SS-4(a)(i)) will be required to determine impact on the surrounding land uses and residential areas	Planning / Project Lead	Noted, will be included in the agreement.
The agreement will include requirements for pedestrian weather protection at building entrances.	Planning / Project Lead	Noted, will be included in the agreement.
Landscaping requirements will be written into the agreements to conform with SS-4(a)(g). The applicant may also submit a preliminary landscaping plan to include as a schedule to the agreement. Policy SS 4(a)(g) specifies landscaping or trees to be located around the perimeter of the property.	Planning / Project Lead	Noted, will be included in the agreement.
Policy LSR-1 (Sackville Drive SMPS) only permits the infilling of floodplains for road access (driveways) where absolutely required. Please provide rationale as to why locating the driveways within the floodplain are absolutely required.	Planning / Project Lead	Driveways and access points are required within the floodplain to accommodate safe access for all transportation uses to various portions of the development and to also ensure there are multiple access points into and out of the site. Additionally, the locations of all buildings, driveways and parking areas are proposed on already disturbed, impervious lands.
As per comments from NS Communities, Culture and Heritage, an ARIA report will be a requirement included in the agreement prior to development on site.	Planning / Project Lead	Noted, will be included in the agreement.



Only one set of service connections is permitted per PID. Is PID 40819369 proposed to be subdivided?	Halifax Water	Noted.
Please be aware of the Sackville floodplains timeline and changes for Development Controls; and the by-law requirements for floodplain changes, including fill, section 4.23 (h) (Sackville LUB) and Part 6, section 6(f) (Sackville Drive land use by-law).	HRM Development	Noted.
If updated regulations for the Sackville and Little Sackville Rivers Floodplains are adopted by Council, this application will be required to meet the updated policies. In anticipation of this, we recommend preparing to demonstrate how the development proposal meets the proposed updated policies. In particular, we make the following comments based on the proposed policies: a. LSR-10M(b): Please demonstrate meeting this policy through the proposal. We recommend removing the parking area in the floodplain and replanting the floodplain area with native flood-tolerant plant species.	HRM Environment & Climate Change	The proposed parking areas in the floodplain are currently impervious surface as the site was formally a large car sales lot. As such, the proposed development will be reducing the amount of impervious surface.
LSR-10M(c): Recommend relocating the proposed driveways so they are not intersecting the watercourse buffer.	HRM Environment & Climate Change	Please refer to the revised site plan. Proposed driveways have been relocated such that they no longer intersect with the watercourse buffer.
LSR-10M (f): Please relocate the entrances to (or add entrances on) the opposite side of buildings 3A and 3B so that there is a path of egress to Sackville Dr that is not within the	HRM Environment & Climate Change	Please refer to the revised site plan. Entrances have been added on the opposite side of Buildings 3A and 3B such that there is a connection to the private driveway, providing a path of egress to Sackville Dr. that is not within the floodplain). Additionally, the private driveway and pedestrian sidewalk leading to Buildings 1 and 2 has been relocated such that it no longer intersects the



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floodplain. Ensure there is a path of egress to Sackville Dr for Buildings 1 and 2 that is not within the floodplain.		floodplain boundary, providing a path of egress to Sackville Dr. that is not within the floodplain.
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