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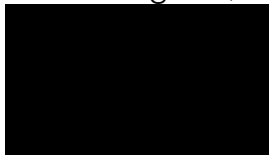
Re: Development Agreement Application for Proposed Development at 344 and 376 Sackville Drive (PIDs 41052283 & 40819369).

On behalf of our client and landowner, zzap Consulting Inc. is pleased to submit this Development Agreement (DA) application for our proposed development at 344 and 376 Sackville Drive, in Sackville, Nova Scotia. (PIDs: 41052283 & 40819369). To support this application submission, the following materials have been included as appendices:

- Site Plan
- Building Perspective Drawings and Statistics
- Traffic Scoping Document
- Servicing Schematic

Please advise if you require any further information at this time to prepare the initiation report for this project.

Kind Regards,



Connor Wallace,
Principal
ZZap Consulting Inc.

APPENDIX B: APPLICATION RATIONALE

1.0 Summary of Development Proposal

The proposed development includes the construction of two new multi unit residential buildings and one mixed use commercial and multi unit residential building, aiming to make use of approximately 15 acres of unutilized land in the heart of Lower Sackville. The development will include:

- (2) multi-residential buildings ranging in heights of 6-10 storeys, on the southern PID (40819369)
- (1) mixed use commercial and multi unit residential building on the northern PID (41052283)

In total, the development will include xx residential units, 45,000 sf of commercial / retail / office, and a variety of amenity space for residents to enjoy. The project is proposed to be completed in two phases to allow for a smooth construction process. Additionally, development will require the subdivision of lots to achieve frontage requirements.

The subject properties are located in an area that is well-suited to accommodate new residents, thanks to a wide range of nearby amenities. Within a 3 km radius, residents will have easy access to a variety of schools, grocery stores, gyms, and a hospital, ensuring efficient everyday convenience. In addition, public transportation is highly accessible, with a variety of transit stops located directly in front of the proposed development.

While Sackville Drive has historically seen low density, sprawled development, the area was re-designated as an “Urban Local Growth Centre” in the 2014 Halifax Regional Plan, calling for a “mix of low, medium and high density residential”, uses to be established. Furthermore, with the upcoming completion of the suburban plan, the area will likely be zoned as a higher density hub, thus ensuring development projects will continue to occur in the nearby / surrounding locations. It is important to note that there is an existing DA application for the property directly abutting PID 41052283 asking for 2 (8 and 12 storey) towers sharing a common 2 storey podium.

2.0 Enabling Policies

The subject properties are currently zoned PC under the Sackville Drive Land Use By-Law (LUB), which permits a maximum building height of 50 feet as-of-right. However, the Secondary Municipal Planning Strategy (SMPS) allows development to exceed this height provided the requirements set out in policy SS-4(a) are met. The proposed development meets all as-of-right requirements, with the exception of the height maximum. This DA application seeks approval to exceed this height requirement. Zzap believes the proposed development aligns well with the intent of all policies set forth

and will enhance the growing demand for density along Sackville Drive. Please see information below for rationale behind each required policy.

3.0 Rationale and Applicable Policy Analysis

Table 1: Policy SS-4(a) – Sackville Drive SMPS

“Within all designations, buildings over 50ft (15.24m) in height above established grade shall only be considered by development agreement in accordance with the provisions of the Municipal Government Act. In considering any such agreement, Council shall have regard to the following:”

Policy Criteria	Zzap Rationale
a) Building shall be oriented to the street and transit services and primary entrances shall be orientated to the sidewalk and primary pedestrian ways;	The proposed buildings have been designed with a strong emphasis on street and private driveway orientation. The mixed-use building on the northern PID (41052283) features commercial frontages that engage with Sackville Drive, and the multi-unit residential buildings on the southern PID (40819369) are set back slightly while still maintaining a pedestrian-friendly streetscape along the private driveway. The primary entrances are positioned along pedestrian routes to enhance accessibility and promote active transportation.
b) in a multiple unit dwelling compatible commercial use may be required at street level and adequate recreation and amenity space shall be provided;	The mixed-use building on the northern PID includes commercial spaces on the ground floor to activate the streetscape. The residential components of the development will feature amenity spaces, including landscaped courtyards, indoor gathering areas, and recreational facilities for residents.
c) compatibility and impact on the surrounding built form, lands uses and residential areas;	The proposed height and density align with the long-term vision for Sackville Drive as outlined in the Regional Plan and anticipated Suburban Plan. The development complements existing and proposed higher-density developments in

the area, ensuring a gradual transition from lower-density surroundings through significant separation distances.

d) microclimate issues such as wind, solar orientation, and shadowing;

The building massing has been designed to mitigate wind impacts and optimize solar access for residential units and public spaces. Buildings are oriented to minimize shadowing on adjacent residential properties that are primarily located to the south and west.

e) pedestrian street level activity shall be encouraged through, but not limited to, the incorporation of outdoor cafes and ground floor uses. Consideration shall be given to weather protection for pedestrians;

The development fosters pedestrian activity by incorporating ground-floor commercial spaces along Sackville drive, sidewalk connectivity throughout, including seating areas. Canopies, recesses or awnings are intended provide weather protection at entrances.

f) incorporation of building setbacks at various levels to reduce the visual impact of the height and mass in relation to the surrounding built form;

The buildings incorporate setbacks at strategic levels, particularly above the podiums, to soften the perceived height and enhance compatibility with adjacent structures. The varied heights (6-10 storeys) also create a more visually engaging and context-sensitive design.

g) landscaping complements shall reinforce circulation paths, highlight entrances, provide shade, and add seasonal interest and designed for appreciation by pedestrians, bicyclists and motorists. Adequate landscaping features and/or street trees should be provided around the perimeter and throughout the site of the development to enhance the aesthetics of the site;

Site landscaping will emphasize pedestrian-friendly design with pathways, entrance-focused landscaping, and seasonal plantings in strategic locations. Natural open spaces will be preserved along the Little Sackville River

h) incorporation of streetscape elements and furniture;

The streetscape will include seating areas, bicycle racks, and decorative paving to enhance the public realm. Site furnishings will be strategically placed to support pedestrian comfort and usability.

i) traffic circulation and access to and from the site should be designed to minimize adverse impacts on the adjacent residential uses and street network;	Vehicular access points are strategically located to minimize conflicts with pedestrian flows and existing traffic patterns. A traffic impact statement is provided.
j) significant natural and cultural features on the site should be identified and protected where appropriate;	The proposed buildings have been strategically positioned on the property to maintain the required 30 meter buffer from the Sackville River, and to avoid encroaching on the 1:100 year flood line with the exception of a small portion of at-grade parking. Additionally, the design prioritizes the preservation of existing trees to the rear of the site, enhancing environmental sustainability where possible.
k) lighting shall be designed to provide security, safety, and visual appeal for both pedestrians and vehicles while ensuring minimal impact on adjacent properties;	Lighting is intended to be directed downward to minimize impact on surrounding properties while ensuring adequate illumination for residents and visitors.
l) the provisions of Policy I-5 be met.	See table 2 below.

To apply for a DA, all relevant objectives must be considered. Given the fact that the northern property (PID 00431528) is designated as residential, and the southern property (PID 00428862) is designated as commercial, the following tables aim to clarify how the objectives of each have been considered in the design of the proposed plan:

Table 2: Policy I-5 (Sackville Drive SMPS)

Policy Criteria	Zzap Rationale
a) the proposal furthers the intent of the streetscape guidelines established within the Land Use By-law and Schedule D relating to signage, architecture, landscaping, parking and driveway entrances;	We propose the DA include a clauses and schedule references that references LUB requirements for these items, or has DA specific requirements that further their intent.



b) that the proposal is not premature or inappropriate by reason of: (i) the financial capability of the Municipality to absorb any costs relating to the development; (ii) the adequacy of sewer and water services; (iii) the adequacy or proximity of school, recreation and other community facilities; (iv) the adequacy of road networks leading or next to, or within the development; and (v) the potential for damage to or for destruction of designated historic buildings and sites

Please find attached servicing schematic and TIS.

c) that controls are placed on the proposed development to reduce conflict with any adjacent or nearby land uses by reason of: (i) type of use; (ii) height, bulk and lot coverage of any proposed building; (iii) traffic generation, access to and egress from the site, and parking; (iv) open storage; (v) maintenance; and (vi) any other relevant matter of planning concern.

We understand the development agreement will place controls on these items.

4.0 Closing

We trust that the enclosed materials satisfy the application requirements, and we look forward to working with Staff, Council and members of the public throughout the application process. Should you have any questions, clarifications, or comments regarding this application, please do not hesitate to contact us.