



**SPRING GARDEN WEST
PROPOSED NON-SUBSTANTIVE AMMENDMENTS**

22003_SGW
SPRING GARDEN ROAD AND ROBIE STREET
HALIFAX, NOVA SCOTIA, B3H-3E3
JANUARY 21, 2025



Introduction:
Proposed Non-Substantive Amendments to the Development Agreement

This report illustrates the proposed non-substantive changes with red lettered annotations on D.A. Schedules B, D, E, F, G, H (plans and elevations). The **Motivation for the change** is described followed by the **D.A. Support for a non-substantive amendment.**

The proposed amendments including changes A) and B) are within the maximum FAR of 9.1 required in DA section 3.6.2.

The Annotated D.A. Schedules are followed by Illustrative drawings 1, 2, and 3 in the Appendix following the descriptive text.



A) Addition of Enclosed Tenant Parking Ramp

Motivation for the change:

The concept design presented for the D.A. considered one underground parking access ramp from Carlton Street serving residential tenants, hourly parking, refuse collection, and possibly commercial deliveries.

To avoid excessive vehicle congestion on Carlton Street by vehicles cueing to access the parking ramp, we find it wise to segregate the tenant access ramp to the P-level parking from the back-of-house service vehicle and commercial parking access ramp (garbage truck and possible commercial deliveries and hourly parking).

Proposed is an additional tenant only parking access ramp from the south podium. We would cover and enclose the ramp with a low intensity green roof and wall climber planting which in total would be about 3.05m high. Please see item A) annotated on the attached drawings and illustrative figures 1 and 2/A.

D.A. Support for a non-substantive amendment:

This is a proposed change relative to DA item 3.12.4 (b):

- 3.12.4 *Subject to Section 3.12.6, motor vehicle parking on the Tower Building Site shall:*
- (a) *be provided underground; and*
 - (b) *be accessed from Carlton Street, as shown on Schedule B.*

This is an admissible change as cited below.

Section 6.1.1 lists changes agreed as non-substantive. The following support this change:

- 6.1.1 (c) *Changes to the Preliminary Landscape Plan as illustrated on Schedule D;*
- 6.1.1 (f) *Changes to the motor vehicle parking requirements pursuant to Section 3.12;*
- 6.1.1 (h) *Changes to the Site Plan, as illustrated on Schedule B, regarding the access ramp (entry/exit) to the underground parking levels and the driveway access and layout on the Tower Building Site to allow for future collaboration in terms of interconnected underground parking levels and shared driveway and access with a development on the neighbouring site identified as Site B on Map 24 of the Regional Centre Secondary Municipal Planning Strategy.*

The addition of this parking access ramp predominantly impacts the Site Plan of DA Schedule B and the Preliminary Landscape Plan of the DA Schedule D. These schedules are listed as non-substantive aspects of the DA and is consistent with 6.1.1 (c),

This additional ramp location is abutting the southern property line more readily connected to the neighbouring development to the south and is consistent with what is stated at 6.1.1(h).

The reduction of vehicle congestion cueing to access the Carlton Street ramp will also be beneficial for the heritage streetscape neighbourhood.

The enclosure with a low intensity green roof and wall climbers planting is compatible and augments the climber trained perimeter fence (noted on DA Schedule B) and provide



C) New Centralized Tenant Drop-off in place of the Enclosed Loading Bay

Motivation for the change:

The original building concept was based on independent east and west tower entry lobbies and vehicle drop-offs. It also conceived an enclosed loading area at the ground floor of the east tower with overhead doors at each end for tenant moving trucks.

The proposed centralized tenant drop-off, annotated on the attached drawings (Item C), serves a main centralized lobby with concierge for both towers. The centralized lobby optimizes building management, life safety services access, and improves residential tenant convenience and sense of community.

The open porticoed centralized drop-off replaces the enclosed loading area. Moving trucks will be accommodated by lay-by areas along the internal driveway and moving storage rooms in the podium at the ground floor of each tower. The 2 tower cores will be linked internal to each other to the shared concierge lobby and front-of house services.

D.A. Support for a non-substantive amendment:

The proposed centralized drop-off marginally affects the building elevations and has no impact on the requirements of section 3.6. It is admissible as a non-substantive amendment to the DA 6.1.1(e):

6.1.1 (e) Changes to the exterior architectural appearance of the Tower Building other than the requirements found under Section 3.6;

D) West Tower Residential Entry Removed

Motivation for the change:

With the proposed centralized main lobby and tenant vehicle drop-off, the west tower residential entry facing Robie Street is no longer required. Please see item D) annotated on the attached drawings. This will be used as commercial entry and access for fire fighters from Robie street.

D.A. Support for a non-substantive amendment:

The proposed change has negligible impact on the building elevations and does not infringe the setback requirements of section 3.6. It is admissible as a non-substantive amendment to the DA under 6.1.1(e) as cited above.



E) East Tower Residential Entry Removed

Motivation for the change:

With the proposed centralized main lobby and tenant vehicle drop-off, the east tower residential entry recess for the east tower entry at the north-east corner of the building is no longer required. Please see item E) annotated on the attached drawings. Additional shopfronts will replace the vestibule glazing originally intended.

D.A. Support for a non-substantive amendment:

The proposed change impacts the building elevations and does not infringe the setback requirements of section 3.6. It is admissible as a non-substantive amendment to the DA under 6.1.1(e) as cited above.

F) Addition of Small Balconies

Motivation for the change:

Item F) annotated on the attached drawings are proposed additions of small balconies at both towers glazing abutting signature architectural projections (annotated respectively (2) and (3) on the elevations). These will allow the optimization of the HVAC system by accommodating the exterior compressor for 1:1 min-split heat pumps. The balconies' glazed railings will be finished in a frit pattern to conceal hide mini-split HVAC compressors and the slab edge. These added balconies will also provide more amenity to residential tower units. See also Drawing 1 – Axo View from the South East.

D.A. Support for a non-substantive amendment:

The proposed change impacts the building elevations and does not infringe on the setbacks requirements of section 3.6. They are admissible as a non-substantive amendment to the DA under 6.1.1(e) as cited above.



G) Addition of P5 Parking Level

Motivation for the change:

The original design assumed refuse collection would be from the street with bins being rolled up the Carlton Street ramp. Upon further consultation with refuse collection service providers, it has been determined that this would create traffic congestion on Carlton Street while vehicles wait for refuse collection personnel to finish using the ramp. Accordingly, we developed the design to allow refuse collection trucks to enter the P1 level, park to collect the refuse, complete a circular route to exit from the same Carlton Street ramp. This would also benefit the Carlton residential neighbour in removing disruption caused by this building's curb-side refuse collection.

Greater P1 circulation space will be required for the maneuvering of the refuse truck and consequently less availability for parking. The design of the bicycle storage room, storm water cistern, electrical vault, and other utility services rooms requiring allocation on P1 also significantly reduces space for parking stalls. Furthermore, should a portion of P1 be used as commercial in support of the ground floor commercial space (see attached drawing 3), additional parking stalls would be lost. To meet the owner's design objective for providing parking for 75% of the units, an additional parking level would be required.

See Item G) annotated on the attached drawings.

D.A. Support for a non-substantive amendment:

The number of underground levels has no impact on the visible form. Section 3.1.2 states that the floor levels and elevations shown on the schedules (elevation drawings) are indicative and their number is subject to the built form parameters to which sub-grade levels have no impact.

3.1.2 Floor levels and elevations values on Schedules F, G, and H are indicative. The total number of floor levels is subject to the built form values contained in Sections 3.6.2, 3.6.3, 3.6.4, 3.6.6, 3.6.7, 3.6.11, and 3.6.12.

H) Bays Extended to Lower levels

Motivation for the change:

Item H) annotated on the attached drawings are proposed extension to the next level below of the signature architectural projections on the south side of both the east and west towers. On the east tower, the glazed corner balcony was also added adjacent signature architectural projection. These additions are beneficial to wind mitigation at the base of the towers and are architecturally compatible with the design intent while bringing additional amenity to a few residential units.

D.A. Support for a non-substantive amendment:

The proposed change impacts the building elevations and does not infringe on the stepbacks requirements of section 3.6. They are admissible as a non-substantive amendment to the DA under 6.1.1(e) as cited above.



J) Addition of Raised Planter

Motivation for the change:

As explained in change A), refuse collection trucks will enter the P1 level via the Carlton Street ramp. Item J) annotated on the attached drawings is a 1.2m raised planter which covers the structural slab shifted upward to allow for the additional headroom clearance for the garbage truck to access the P1 level. See illustrative drawings 1 and 2/J.

D.A. Support for a non-substantive amendment:

The proposed change primarily impacts the DA Preliminary Landscape Plan Schedule D with the addition of a raised planter at the eastern property line. It is admissible as a non-substantive amendment to the DA under 6.1.1(c) as previously cited.

