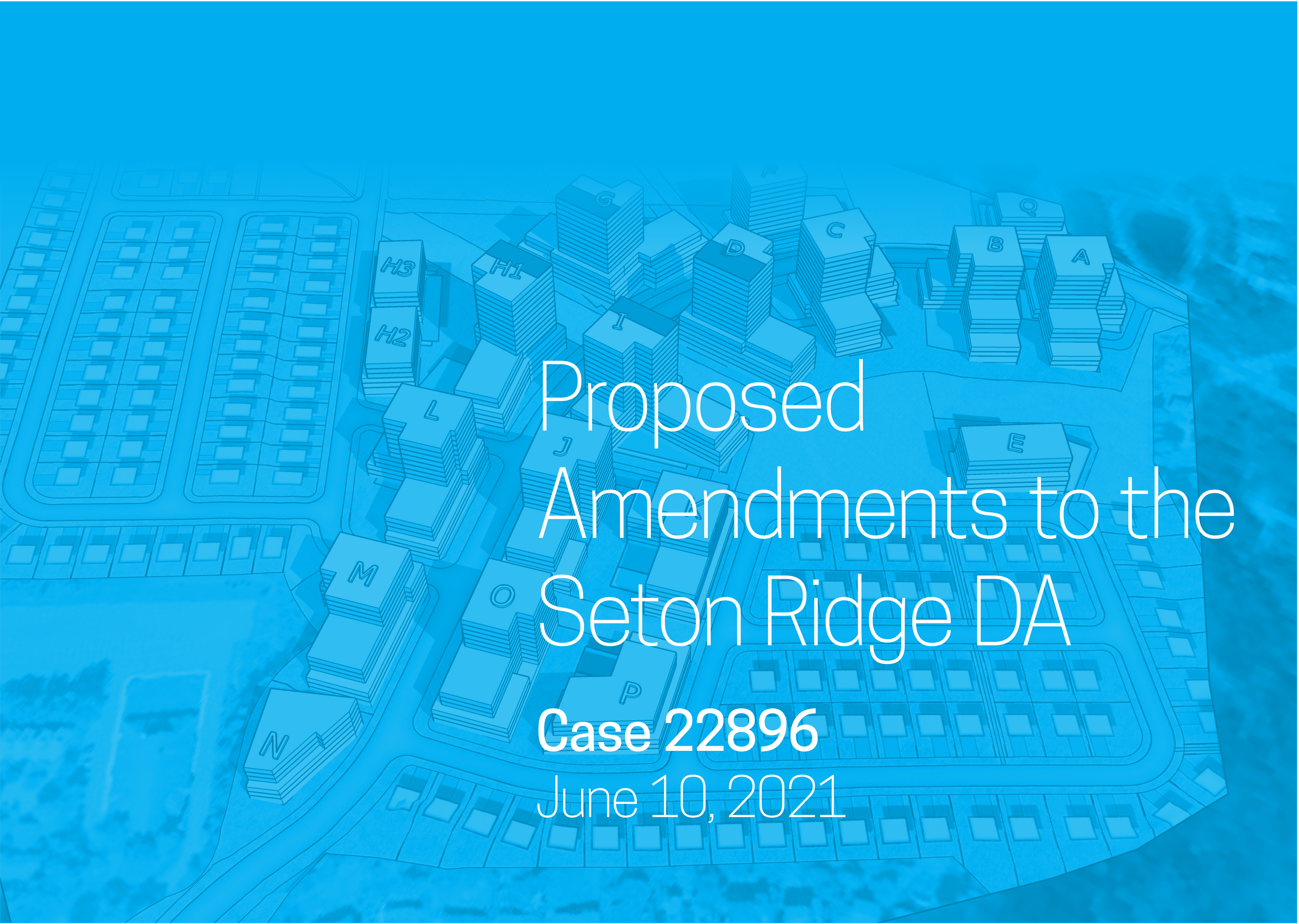




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Proposed Amendments to the Seton Ridge DA

Case 22896

June 10, 2021



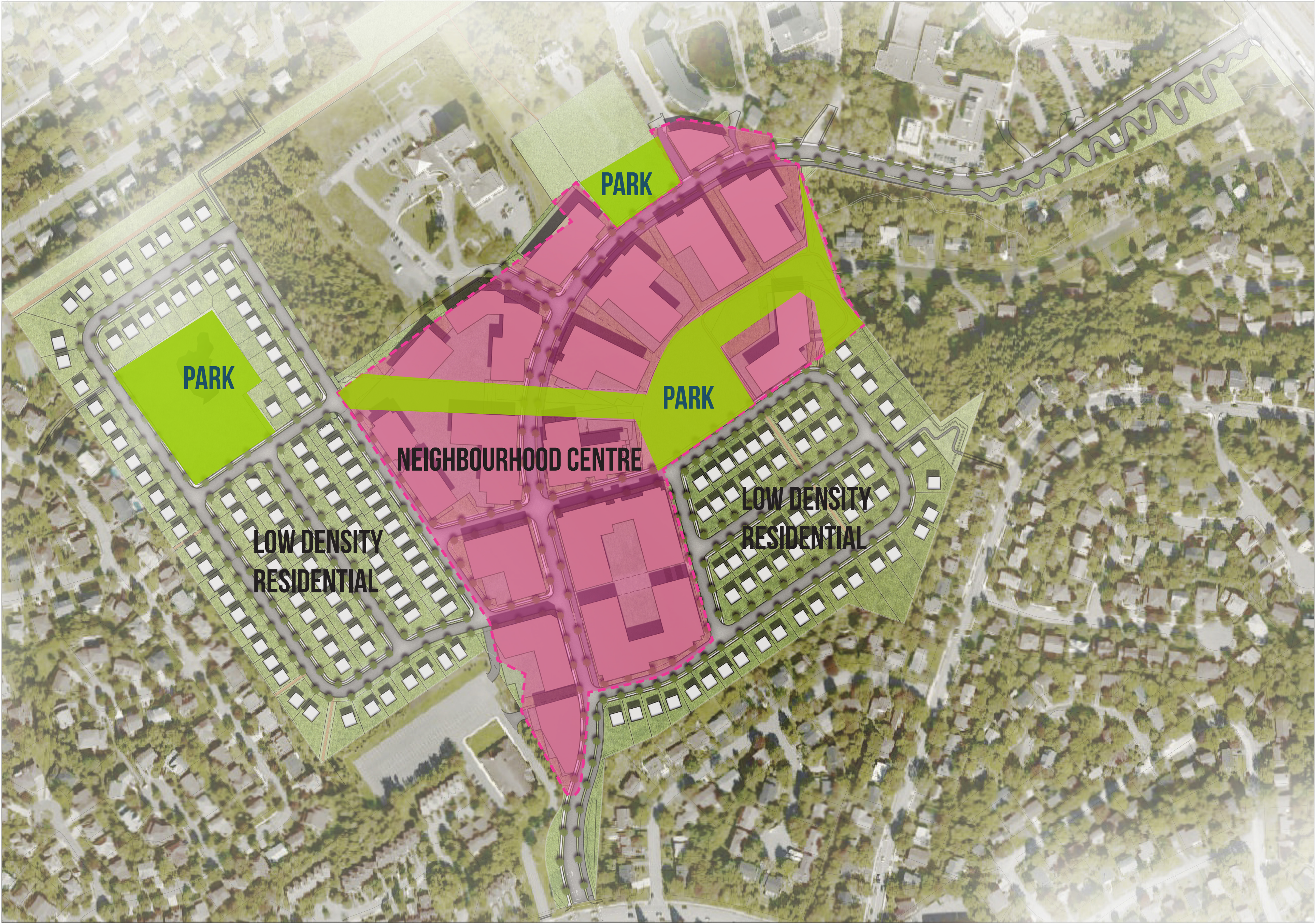
The original DA was executed on October 26, 2018. Southwest is requesting some minor modifications and clarifications to enable the community development originally intended. These changes include:

1. Wording clarifications to minimize subjectivity for future development officers. (e.g. definitions)
2. Two intent clarifications
3. Ten DA revisions to improve clarity moving forward.



00
Concept Plan

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01

Requested DA
Change

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2.1 Words Not Defined under this Agreement

Definitions for the DA use those from the HRM Charter, the LUB, & the Subdivision Bylaw. Some contradict so we would like better clarity by including the following specific Mainland Bylaw Definitions:

“Height” when applied to a building, means the vertical distance of the **highest point of the roof** above the mean grade of the surface of all the streets adjoining the building or the mean grade of the natural ground so adjoining if such grade is not below the grade of the surface

“Street Line” means the boundary of the street

“Street Line Grade” means the elevation of a street line at a point that is perpendicular to the horizontal midpoint of the street wall. Separate street line grades shall be determined for each streetwall segment that is greater than 8 metres in width or part thereof

“Street Wall” means the wall of a building or portion of a wall facing a street line that is below the height of a specified step-back, which does not include minor recesses for elements such as doorways or intrusions such as bay windows

“Street Wall Height” means the vertical distance between the top of the street wall and the street line grade, extending across the width of the street wall

“Roof” means the top of the slab elevation for the highest part of the building excluding the penthouse, and excluding rooftop exemptions.

“Penthouse” means an enclosed rooftop space used for mechanical, habitable or shared amenity space purposes.



Rooftop Exemptions Table

Taken from CentrePlan:

Table 4: Features exempt from maximum height requirements

Feature	Column 1: Maximum height above roof	Column 2: 30% coverage restriction	Column 3: Minimum setback from roof edge
Antenna	Unlimited	●	3.0 metres
Chimney	Unlimited	●	
Clear, uncoloured glass guard and railing system	2.0 metres	●	
Clock tower or bell tower	Unlimited	●	
Communication tower required to support uses and activities in the building	Unlimited	●	3.0 metres
Cooling tower	Unlimited	●	3.0 metres
Elevator enclosure	5.5 metres	●	3.0 metres
Flag pole	Unlimited	●	
Heating, ventilation and air conditioning equipment and enclosure	5.5 metres	●	3.0 metres
High-plume laboratory exhaust fan	Unlimited	●	3.0 metres
Landscaping	4.5 metres		
Lightning rod	Unlimited	●	
Penthouse	4.5 metres	●	3.0 metres
Parapet	2.0 metres		
Rooftop cupola	4.5 metres	●	
Rooftop greenhouse	6.0 metres		3.0 metres
Skylight	2.5 metres		
Solar collector	4.5 metres		
Spire, steeple, minaret, and similar features	Unlimited	●	
Staircase or staircase enclosure	4.5 metres	●	2.5 metres
Windscreen	4.5 metres	●	



03

Requested DA
Change

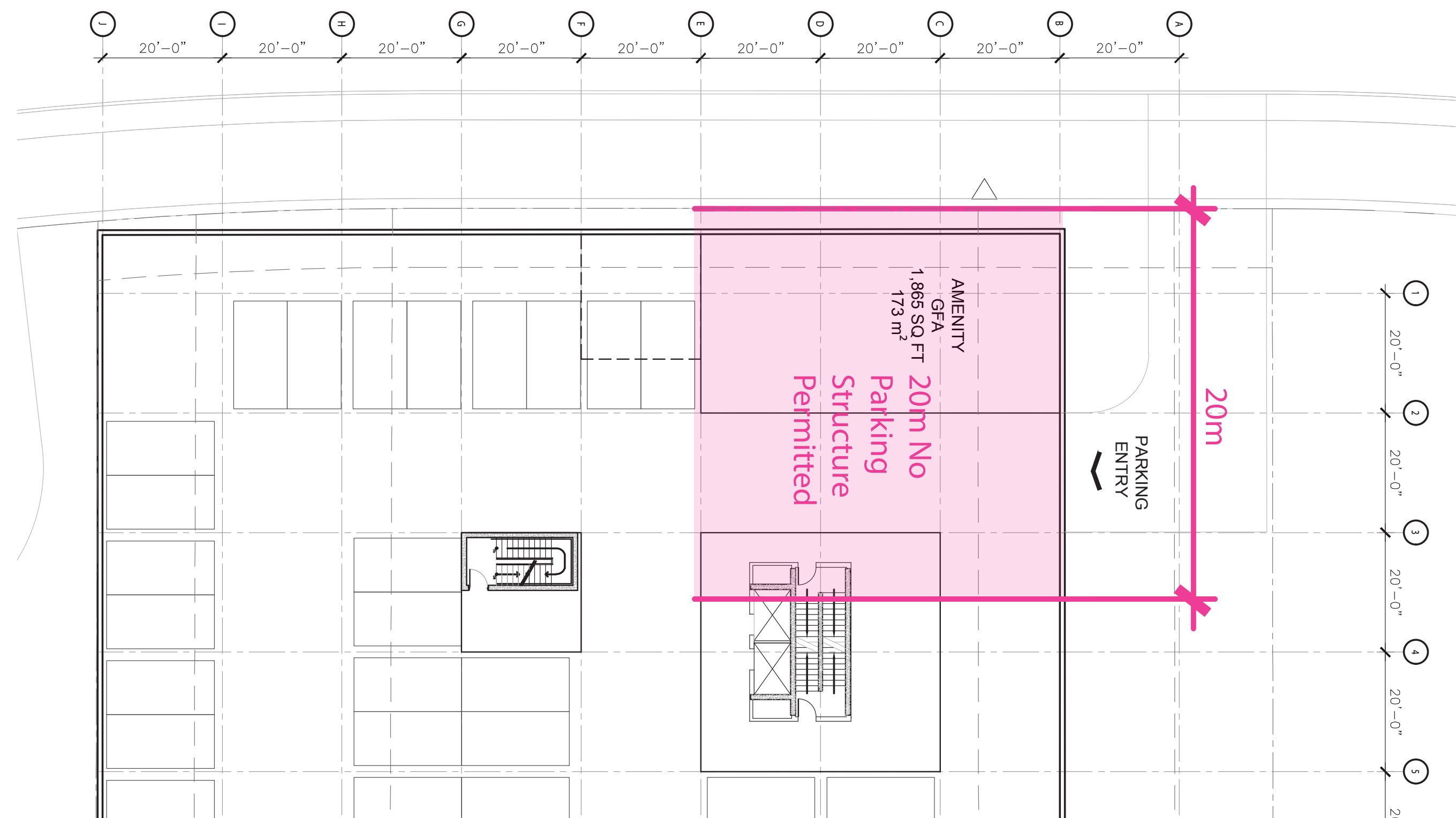
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Schedule C4,

6(d) Parking structures located above grade shall not be located within 20 metres of a collector road.

Add to Definitions

“Parking Structure” means a building dedicated solely to commercial parking.





04

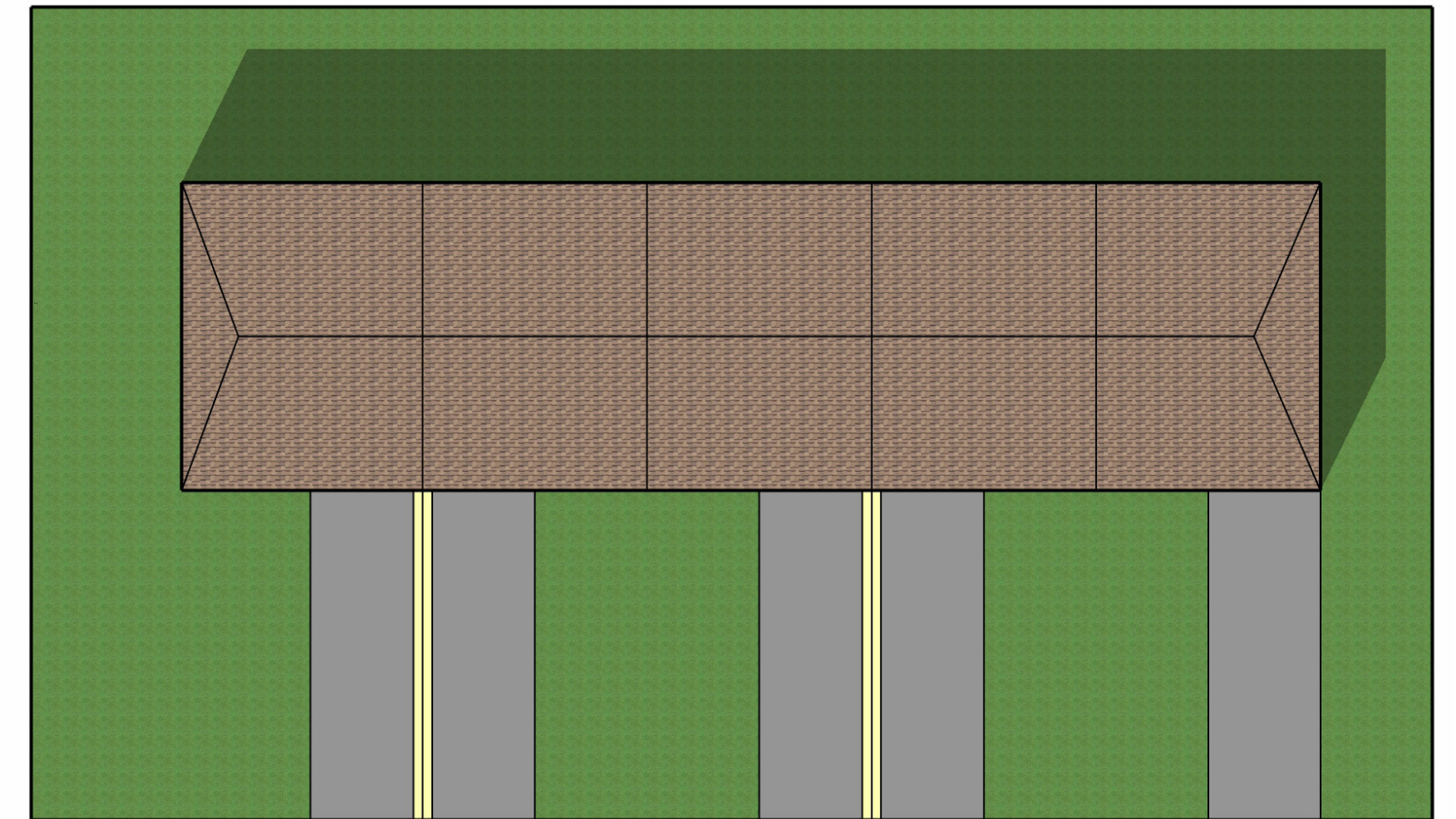
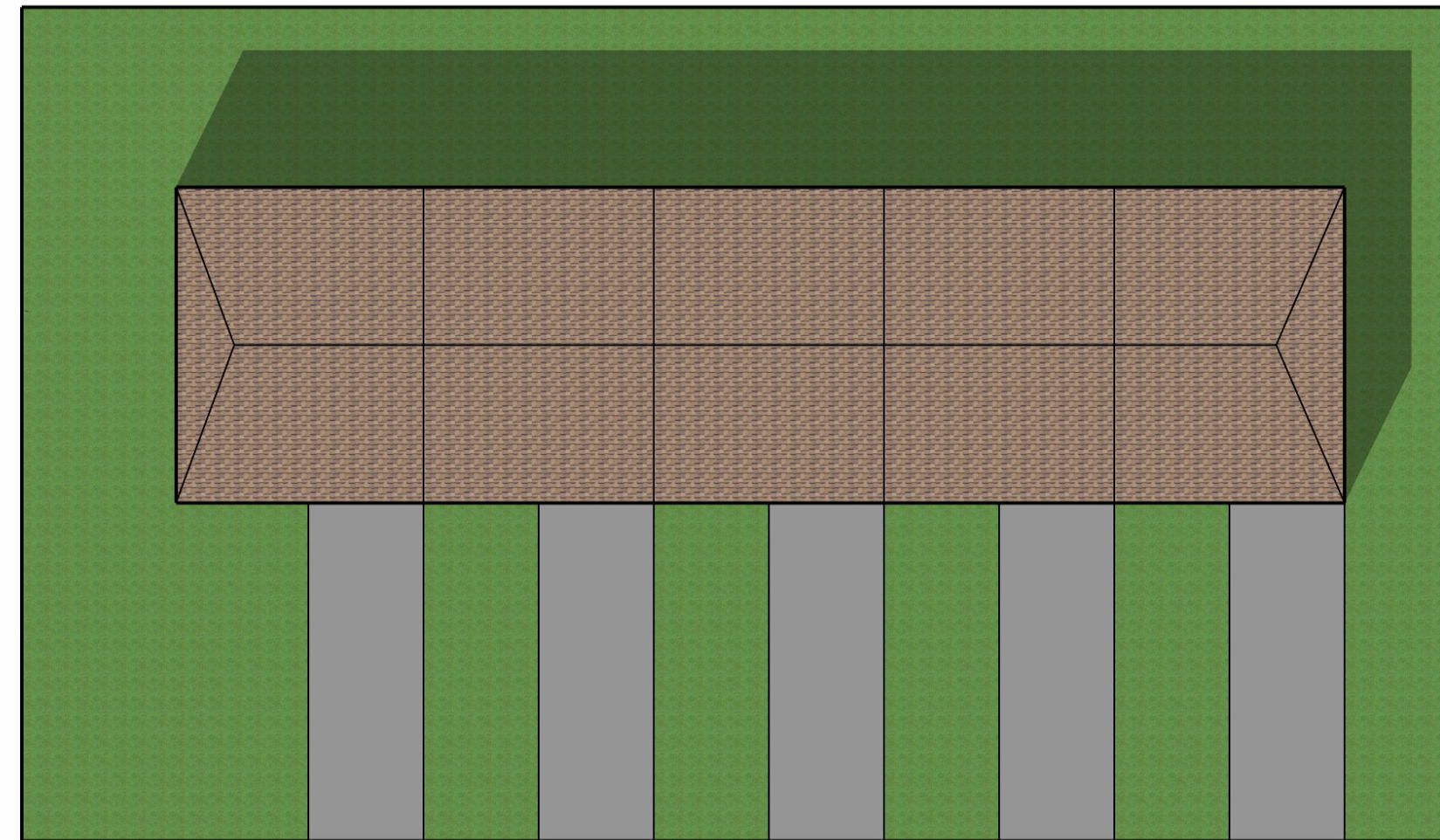
Requested DA Change

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Schedule C5

15. For Townhomes, where possible, driveways shall be paired with a decorative strip between driveways that are a minimum of 30 cm (1 foot) in width to a maximum width of 1.5 metres (4.92 feet).

16. The Development Officer may waive the requirement to pair townhouse driveways if design constraints limit the feasibility of pairing driveways including, but not limited to, the placement of services and utilities, grade changes, the curvature of the road or an uneven number of dwellings.





05

Requested DA
Change

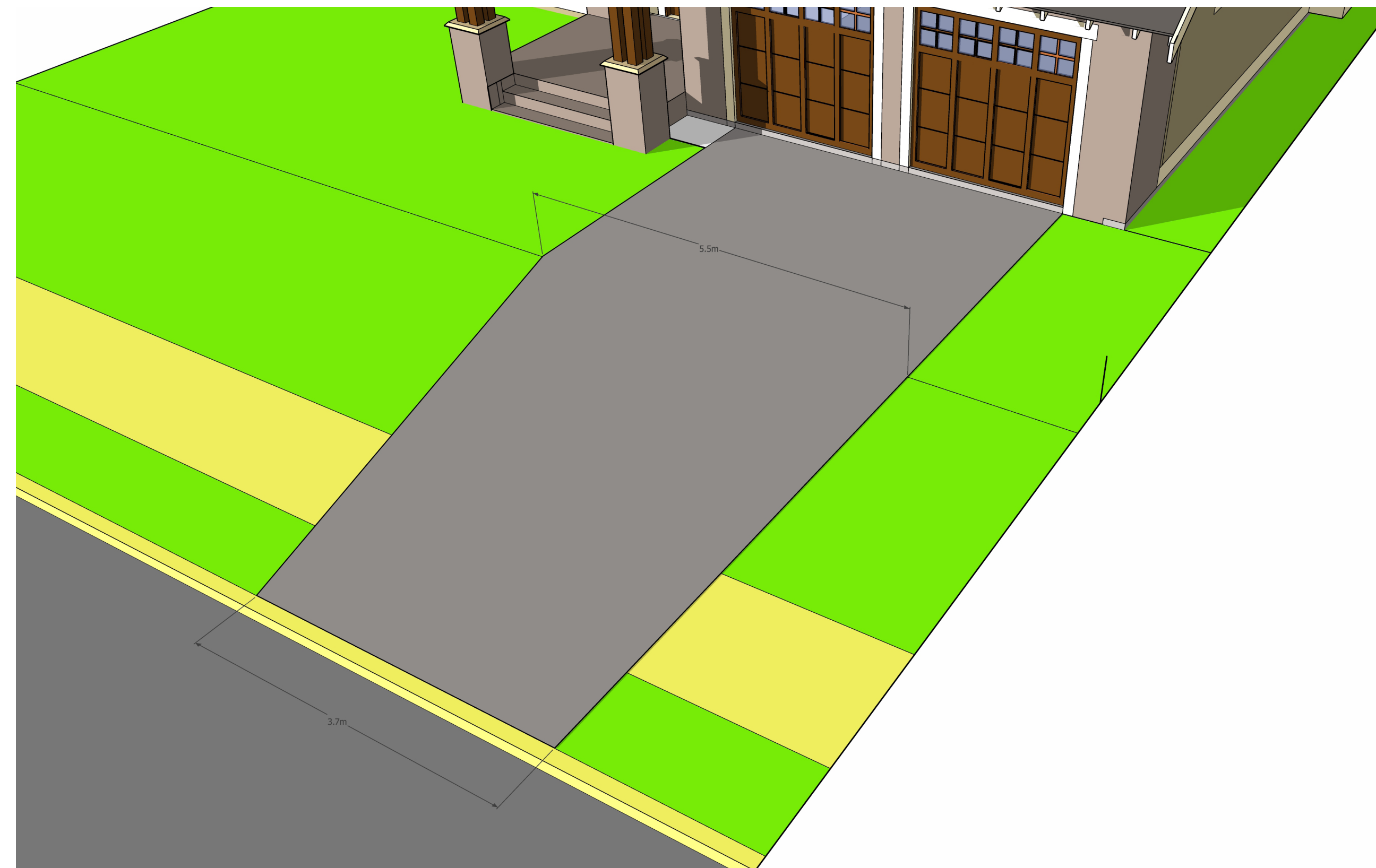
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Schedule C5

17. The maximum width of any driveway between the curb and front property line shall be 3.66 metres (12 feet) per dwelling, and shall not exceed 4.27 metres (14 feet) in width in the front yard.

Change to:

17. The maximum width of any driveway at the curb shall be 3.66 metres (12 feet) per dwelling, and shall not exceed 5.5 metres (18 feet) in width in the front yard.





06

Requested DA Change

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Schedule C7

1. The portion of the collector road identified on Schedule C2 as “Potential Steep Grades” shall be heated by a concrete pavement system that uses excess heat from Mount St. Vincent University subject to the following terms and conditions:

Change to:

1. The portion of the collector road identified on Schedule C2 as “Potential Steep Grades” shall be heated by a concrete pavement system that uses **either (a) excess heat from Mount St. Vincent University or (b) a dedicated heating plant**, subject to the following terms and conditions:

1(e) the Developer agrees to secure the rights and use of the excess heat from Mount St. Vincent University in perpetuity at no cost to the Municipality

Change to:

1(e) The developer agrees to secure the rights and use of excess heat from MSVU **(at no cost to the Municipality) or to provide a stand-alone heat source and pay for the heating costs in perpetuity.**



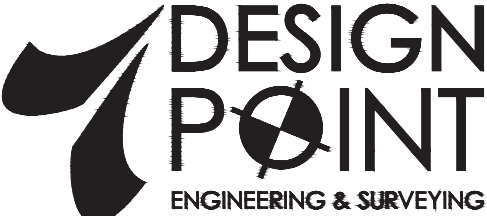

06
Requested DA
Change

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Seton Ridge Snowmelt Study by GMB

It is more cost effective to build a dedicated heating plant than to use MSVU's excess heating capacity. The wording change provides greater flexibility in cost efficiencies.



CONSULTANT	CLIENT	PROJECT DESCRIPTION	SHEET DESCRIPTION	Engineer A. FORSYTHE	Drawn J. DWYER
 PHONE: 902.832.5597 www.designpoint.ca	 Live. Shop. Work. Play.™	SETON RIDGE HALIFAX, NOVA SCOTIA	PROPOSED HEATED ROADWAY LIMITS AND NATURAL GAS HEAT SOURCE BUILDING LOCATION	Scale 1:1000	Date Dec. 02, 2019
				Project No. 18-034	Drawing No. C-SK10
				Filename 18-034_CSK10.dwg	1 OF 1



3.4 Subdivision

(h) The location of local streets may vary from the location of local streets shown on Schedule C2 provided that:

i. the maximum length of any local street between intersections is no greater than two hundred (200) metres as measured from street centre line to centre line;

(and similar change in 3.4(e))

Change to:

i. the maximum length of any local street between intersections is no greater than five hundred (500) metres as measured from street centre line to centre line.

This change is being requested to be consistent with the current and upcoming revision to the Municipal Design Guidelines for intersection spacing and satisfies the spacing contained on the approved concept plan. Maintaining the maximum 200m spacing from the DA will significantly increase the length of roadway and maintenance costs to the municipality.



08

Requested DA
Clarification

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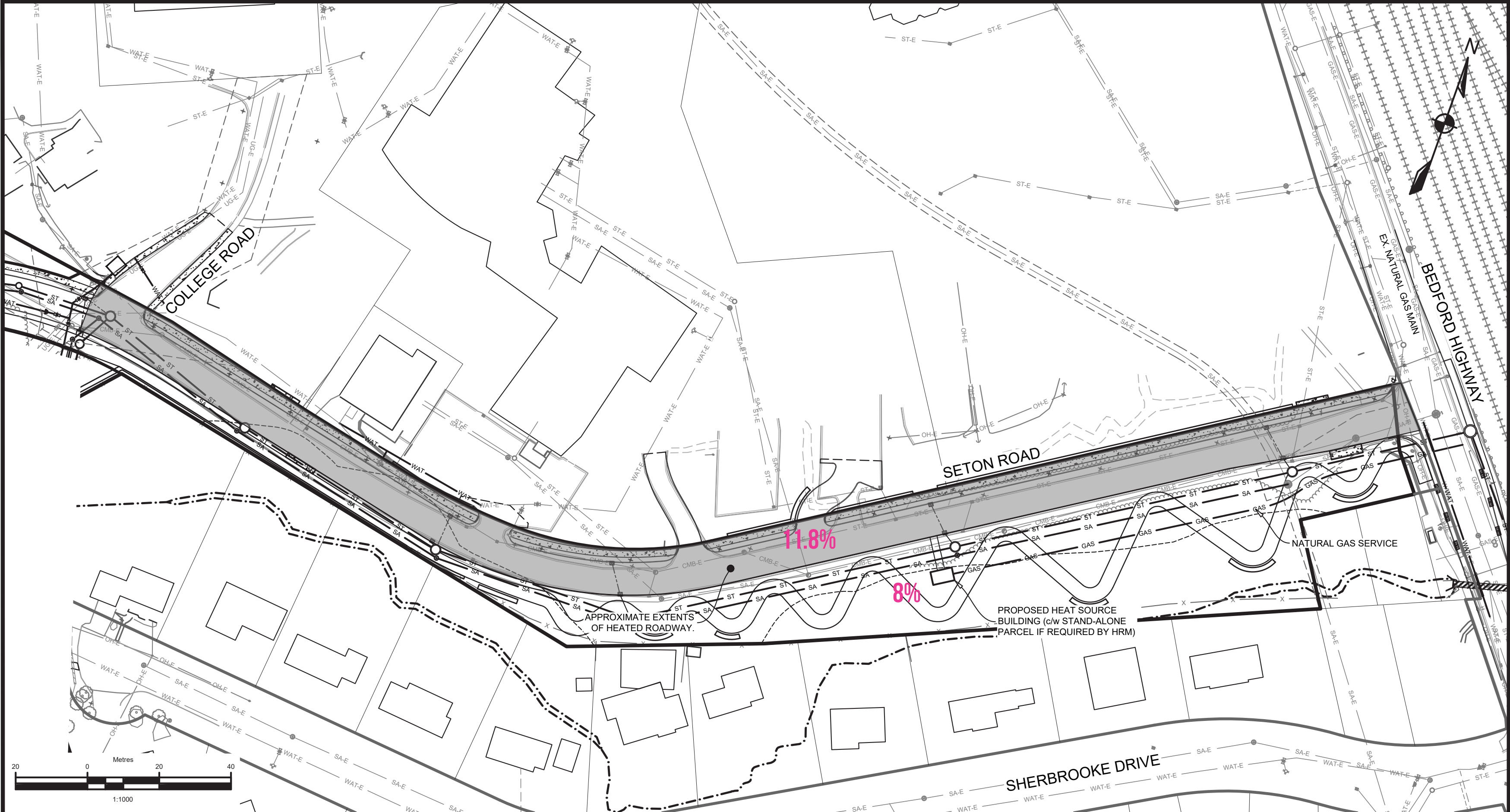
Schedule C7

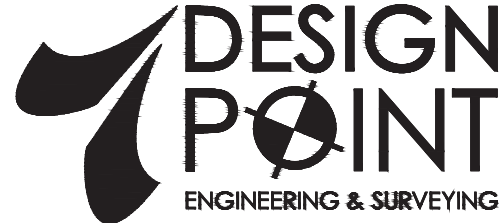

2. The Developer agrees to construct an Active Transportation (AT) pathway alongside the collector road, within the general area shown on Schedule C2, that includes a curvilinear design with rest and transition areas to reduce the overall grade of the pathway.

Change to:

2. The Developer agrees to construct an Active Transportation (AT) pathway alongside the collector road, within the general area shown on Schedule C2, that includes a curvilinear design with rest and transition areas to reduce the overall grade of the AT pathway as much as may be practical from the adjacent road slope.

It was always our understanding that the ‘curvilinear design’ reference in the DA was added in an attempt to reduce the overall grade of the trail where possible compared to Seton Road; with the understanding that since the road right-of-way width is constrained, there are real practical limitations to the degree of curvilinear-ness that could be accommodated to reduce the trail slope. To meet an 8% slope limit, the AT trail would have to be 1.4x the length of the Seton Road and we simply do not have the room in the future and existing right-of-way to accommodate this length.



CONSULTANT	CLIENT	PROJECT DESCRIPTION	SHEET DESCRIPTION	Engineer	Drawn
 PHONE: 902.832.5597 www.designpoint.ca	 Southwest Live. Shop. Work. Play.™	SETON RIDGE HALIFAX, NOVA SCOTIA	PROPOSED HEATED ROADWAY LIMITS AND NATURAL GAS HEAT SOURCE BUILDING LOCATION	A. FORSYTHE	J. DWYER
				Scale 1:1000	Date Dec. 02, 2019
				Project No. 18-034	Drawing No. C-SK10
				Filename 18-034_CSK10.dwg	1 OF 1

Part 4 ENVIRONMENTAL PROTECTION MEASURES

Rename Part 4 from “ENVIRONMENTAL PROTECTION MEASURES” to “ENVIRONMENTAL PROTECTION MEASURES AND PROJECT PHASING”

Add the Following Section:

“4.2 Clearing, Excavation and Blasting

Notwithstanding 4.1, the developer may commence clearing, excavation and blasting activities required for grading and installation of municipal services prior to the Developer receiving full design approval, provided that the conditions of section 4.1 have been met.”

PART 4: ENVIRONMENTAL PROTECTION MEASURES

4.1 Stormwater Management Plans and Erosion and Sedimentation Control Plan

Prior to the commencement of any site work on the Lands, including earth movement or tree removal other than that required for preliminary survey purposes, or associated off-site works, the Developer shall:

- (a) Submit to the Development Officer a detailed Site Disturbance Plan, prepared by a Professional Engineer indicating the sequence and phasing of construction and the areas to be disturbed or undisturbed;
- (b) Submit to the Development Officer a detailed Erosion and Sedimentation Control Plan prepared by a Professional Engineer in accordance with the Erosion and Sedimentation Control Handbook for Construction Sites as prepared and revised from time to time by Nova Scotia Environment. Notwithstanding other sections of this Agreement, no work is permitted on the Lands until the requirements of this clause have been met and implemented. The Erosion and Sedimentation Control Plan shall indicate the sequence of construction, all proposed detailed erosion and sedimentation control measures and interim stormwater management measures to be put in place prior to and during construction; and
- (c) Submit to the Development Officer a detailed Site Grading and Stormwater Management Plan prepared by a Professional Engineer.

Southwest would like to commence some of the earthworks for this project in advance of full design approval to help to reduce the overall construction timeline. We know that HRM’s current and future housing shortage will be well served by reduced construction timelines.



10

Requested DA Change

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Part 4 ENVIRONMENTAL PROTECTION MEASURES

Add the Following Section:

4.3 Construction Phasing

Up to three multi-unit buildings may be constructed within the Neighbourhood Centre prior to final subdivision approval provided that the building permits have been secured using the HRM approved road design, and the Development Engineer and Development Officer are reasonably satisfied that the proposed development is capable of conforming with all applicable terms and conditions of this agreement. These buildings may only be occupied on a temporary basis for display or for office uses pertaining to the sale of properties until subdivision approval has been granted and municipal services have been accepted.”

Again, in order to more rapidly bring new much-needed units to market we would like to phase the construction of new multi-unit buildings in tandem with the road construction, instead of waiting till the roads are fully built and approved. These 100+ units often take 2-3 years to construct and we believe we can shave a year or more off the construction schedule if we didn't have to wait till final road commissioning to commence construction. There would also be less disruption to the new public streets and to local single-family residents if these larger buildings could be commenced while the roads were being constructed.

THANK YOU

