

JHAL Ltd. (est. 1984)

902 802 3480

Offices

92 Crichton Ave., Dartmouth, NS, B3A 3R3

37912 Cabot Trail, Ingonish Beach, NS, B0C 1L0 (*Seasonal*)

Gardens on Main

Proposed Multifamily Residential Project

247 Main Street, Dartmouth, Nova Scotia

Development Agreement Submission

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Architectural Concept Report.

submitted

December 8, 2022



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THE GENERAL AREA



Figure 1 Aerial view of East Dartmouth at the corner of Caledonia and Main Streets.

The East Dartmouth Community is well served with recreational and educational facilities, shopping districts and transportation links. Within a 15-minute walk of the proposed project, located in the Khune Block, residents can access:

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- YMCA
 - East Dartmouth Community Center
 - Beazley Fields
 - Caledonia Jr. High School
 - Woodlawn High School
 - Akeley Child Care Center
 - NSCC Akeley Campus
 - Main Street Shopping District
 - Public Transportation.
 - Religious Centers

Lacking in this community are multifamily residential properties capable of housing the expanding population that work in the area or attend college or have local connections and want to retire or to start a new family.

Development over the past 50 years has tended towards construction of single-family homes. This has led to low density sprawl and heavy dependency on private vehicles.

The model of single-family residential neighbourhoods is becoming increasingly unaffordable and out of the reach of many. As a consequence, many residents, and would be residents, do not have access to housing in the East Dartmouth Community and must travel from other areas to work or attend school. Active transportation links are limited and connectivity between the local neighbourhoods, shopping districts, recreational facilities and green belts has yet to be established at a significant level.

The primary arterial roadway through East Dartmouth is Main Street. Main Street's four lanes of high-volume traffic connect, to the west, the circumferential highway leading to South Dartmouth and greater HRM and to the north, the communities of Cherry Brook, North Preston, Lake Major, and East Preston. Highway 7, the easterly extension of Main Street, connects HRM to communities along the Eastern Shore from Dartmouth to Canso.

THE PROJECT

The site is located on the northeast corner of Kuhn Drive and Main Street. The project proposes to construct a 14-story multifamily residential building. The building will include 148 residential units and two commercial units. The commercial units will be leased to business that service the needs of the tenants such as a confectionary store or medical office.

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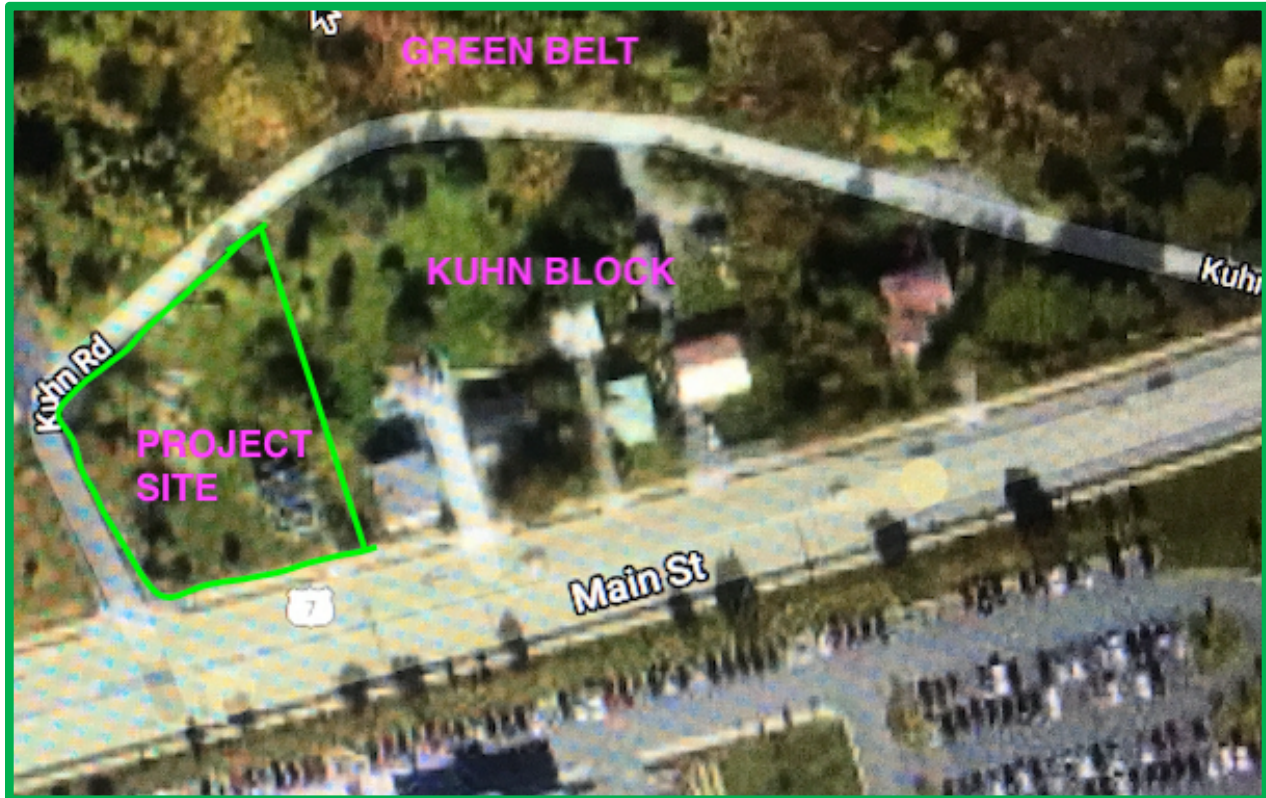


Figure 2 Project Site at the corner of Khune and Main

The mix of apartments will include bachelor, one bedroom, one bedroom with a den and two-bedroom units. A portion of the project will be dedicated to affordable housing.

Underground parking will be provided for bicycles, electric scooters, and electric and motor vehicles. All units will be fully equipped with air conditioning, kitchen appliances and washers and dryers.

34% of the grounds will be developed as landscaped green space, patios, and playgrounds.

A roof top community garden and patio will add to the outdoor space and provide enhanced biophilic experience for the tenants.

The use of projecting bays, large windows and generous balconies will provide additional access to daylight and views and will add distinction to each apartment. These elements will reduce the massing and scale of the building and be consistent with *form-based* planning objectives.

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Figure 3 Proposed "Gardens on Main". View from the corner of Kuhn and Main Street.

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Figure 4 Proposed "Gardens on Main". View from Main Street looking west.

Amenities will include a Roof-top Garden Patio, Community Rooms, a Fitness Center, and a Lounge.

Facades will be constructed of materials chosen for their aesthetic quality, local availability, durability, and energy efficiency. Windows will be triple glazed. Roofs and walls will be insulated well in excess of building code requirements. Solar panels will be placed on the roof to reduce dependency on fossil fuels. Terraces, balconies, and green roofs will be designed to reduce the heat island effect. *The building is projected to exceed the National Model Energy code by 40%.*

An iconic coloured band of light will extend vertically along the north façade of the building as an artwork gesture. *Additional artwork and sculpture will be incorporated into the design of the building and site as a contribution to the Community.*

Barrier free access will be provided to all common areas. 15% of the apartments will be fully barrier free, exceeding Nova Scotia Building Code requirements by 250%. The remainder of the apartments will be barrier free friendly with wide door and access to living room spaces.

LOCAL AREA BENEFITS

Across the street from the proposed project is the Akeley Campus of the Nova Scotia Community College. Akeley Campus has a population of several thousand students, faculty, and staff. Students are engaged in a rich variety of trade, culinary and technical programs.

There are few opportunities for students, faculty, and staff to find housing within walking distance of the Campus. *The proposed project will welcome students and staff seeking quality accommodation.*

On the west side of Kuhn Rd, and directly across from the project site, is a Green Belt composed of wetlands, ponds, and mixed forest. On the north and west sides of the Green Belt are multiresidential apartment buildings of similarity high density to the proposed project. *These properties have set a precedent for density similar to that proposed for this project. More on this later.*

The Green Belt has no recreational amenities (see Fig. 1). There is opportunity to develop this Green Belt into a Community Common through the addition of trails, and amenities that connect recreational, neighbourhood, and educational facilities within the local area. One can

imagine the biophilic health benefits children and adults will retain from the use and enjoyment of a sensitively developed community park.

The owner of the proposed project, Mr. Michael Lawen, offers to contribute financially towards improvement in the Green Belt as an enhancement to the local community and an inducement for active transportation.

South and west of the property are the lawns and sanctuary of the Sir Thomas Moore Roman Catholic Church. The church property includes a large swath of land on the corner of Main Street and Caledonia. The lands include lawns, the Church and over 100 surface parking spaces. The church nave and facade face Caledonia Street. A service entrance is accessible from Kuhn Road.

Little of the church building is visible from the proposed project as the church is set back quite far from Main Street, is orientated towards Caledonia Rd., and is screened by mature trees along that property's northly boundary. *It is not expected that the scale of the proposed project will have any negative impact on this iconic structure and community focal point.*

To the north of the site is a collection of 4 single-family residential homes which comprise the balance of the Kuhn Block. The properties are zoned R3 and require development agreements prior to any change in use. Our investigations indicate these homes, primarily rental properties, have been, or will be, purchased by other developers' intent on replacing the homes with multifamily residential projects.

The Kuhn Block is not contained within a residential neighbourhood. See Fig. 2. It is ringed by the Main Streets arterial four lane highway to the east and the green belt to the west. *Consequently, development of the proposed project will not denigrate an existing neighbourhood though increased density and traffic, by blocking the sun or causing wind turbulence.*

PRECEDENT FOR A BUILDING OF THIS TYPE.

As previously noted, This project proposes to construct a 14 story, multiresidential building with 148 apartment units and underground parking for 144 vehicles. Lot coverage will be 64%. Landscaped open area will be 34%.

A precedent for high site density and building height are typified by the 3 apartment buildings at 14 Churchill Court, 104 Roeika Drive and 50 Roeika Drive – some 250 meters from the project site.

These affordable housing projects front on to the south and west sides of the same green belt as the proposed project. Density is estimated as follows:

Address	No. of Apartments	Height.	Surface Parking
14 Churchill Court	100	8 stories	100
104 Roeika Drive	50	3 stories	50
50 Roeika Drive.	80	4 stories	80



Figure 4 14 Churchill Court - located 250 meters from the Kuhn Block proposed project.

The three buildings contain an estimated 230 apartment units, 230 surface parking spaces and range in height from 3 to 8 stories. The paved surface parking is estimated to cover some 6,410 sm (69,000 sf) of land. The buildings front on to the Green Belt to the south and east but otherwise are adjacent to single family residential neighbourhoods.

Timely access to active transportation, amenities, services, and schools is hampered by the need for access to private vehicles or extended walking times.

14 Churchill Court, at 8 stories, sets a precedent for building height. It would have been built in a time when the population of HRM was less than 200,000. Contemporary population is approaching 500,000 and is predicted to double in the next 30 years.

Our project is being proposed in a time when the needs of the City are greater. Further, the project site fronts on a high-volume arterial highway that would not be amenable to low scale, low density housing. The site has easy access to public transportation, and to services such as daycare, medical facilities, schools, shopping, and other amenities. The proposed project will have no surface parking and retains 34% of the lot as landscaped open green space. The Kuhn Block is not adjacent to a single-family residential neighbourhood but is adjacent to a Green Belt common.

The proposed project, when compared to the precedents and when considered in contemporary terms is consistent with the precedents, will have comparably fewer impacts on its surroundings and will contribute beneficially to the urban fabric of the community.

EXECUTIVE SUMMARY

It is anticipated that the proposed project will benefit and enhance the East Dartmouth Community through the addition of much needed high-quality housing.

- Deep overhangs, projecting bays and generous balconies will create distinctive facades and strengthen the interface between tenants, the environment, and the community – consistent with *form-based* planning objectives.
- The inclusion of covered balconies, large windows, and the roof top patio will extend the living space, add quality of life and biophilic comfort for tenants.
- Underground parking will provide safe and secure storage of vehicles, electric scooters, and bicycles. On-site parking will alleviate parking pressures in the neighbourhood as tenants will not need to park on streets or paved parking lots.
- Energy efficient equipment and appliances, solar panels, electric vehicle chargers and sustainable building practices will reduce the building's impact on the environment, save tenants money on utility cost, and help tenants transition to an environmentally sustainable future.
- The tenants will enjoy secure accommodations through safe and inviting street level entries and on-site security.
- Community rooms and other amenities will provide space for tenant use and aid in developing the inbuilding community.

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- All common areas will be 100% accessible. Fifteen percent of the apartments will be barrier free, and the remainder will be barrier free accessible.
 - The owner proposes to contribute towards the enhancement of Parks to improve the adjoining Green Belt
 - The owner proposes to contribute towards Active Transportation by adding an abundance of parking for bicycles and micro electric vehicles, such as scooters.
 - The owner proposed to contribute towards the Community through the addition of Art installations and works.
 - The owner proposed to contribute to the community through the addition of affordable housing.
 - The owner proposes to improve Kuhn Road as a contribution towards the community.
 - The owner proposes to extend services to the site from Caledonia Road. This will benefit other property owners in the Kuhn Block.
 - The proposed project, as a high building:
 - Allows for more open green space at grade and eliminates the detrimental environmental effects of surface parking.
 - The site of this building is not located within a residential neighbourhood and as a result will have no impact on low-density neighbourhoods due to increased traffic, solar obstruction, or wind turbulence.
 - The location of this site along a high-volume arterial highway is not amenable to low density, low height housing given the noise and pollution emanating from Main Street traffic. It is appropriate as a location for a high building that, on height alone, will mitigate the impact of the noise and pollution of passing vehicles.
 - The density will alleviate the needs of a significant number and variety of households that are currently without homes in the local community.
 - The proximity to the Green Belt will providing access to parkland for building residents – mitigating project density.
 - The East Dartmouth Community is currently in need of multifamily residential housing. Would-be residents are seriously under accommodated and must travel from other areas to attend school or work. This limits their ability to contribute to the community. Commuting has an economic cost as well as an environmental impact that can only be mitigated by living local and having access to active transportation.

The proposed project will be able to eliminate these impacts by providing local housing that is within walking distance of most amenities, schools, and other services. This project is, therefore, compatible with the needs of the community and will be an urban enhancement. Further, as we have seen with the evolution of the Center Plan, the

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project is consistent with the density and volume along the contemporary Main Street Corridor. This traffic will only increase, unrestrained, with the accelerated growth of the City unless local, high-density housing is available withing walking distance of the community.

In conclusion, the owner asks the Community and HRM to accept this proposal and expedite its delivery. The project, if approved at the density proposed, will be economically viable and justify the investment. The net result will be a significant number of households accommodated in and contributing to the local community.

We hope you will agree the project will benefit the East Dartmouth Community and as earlier expressed, contribute some relief to the ongoing City housing crisis.

End of commentary.

Richard Doucette, NSAA, RAIC

Principal Architect

APPENDIX FOLLOWING:

Appendix A

Architectural Drawings

Appendix B

Traffic Report

Appendix C

Civil Servicing Report