



**DESIGN REVIEW BOARD AGENDA
NOTICE OF MEETING**

*Tuesday, April 30, 2019 at 12:00 p.m.
Parkdale Room, 2nd floor, City Hall (199 Queen Street)*

- 1. Call to Order**
- 2. Declaration of Conflicts**
- 3. Approval of Agenda** – Approval of Agenda for Tuesday, April 30, 2019
- 4. Adoption of Minutes** - Minutes of Design Review Meeting on Thursday, April 18, 2019
- 5. Business arising from Minutes**
- 6. Report:**
 - a. 80 Grafton Street (PID #340265) Greg
Request to construct a five-storey, mixed-use building on the existing parking lot located in the Downtown Mixed-Use Neighbourhood (DMUN) Zone.
 - b. Vacant lot between Founders Hall and 4 Prince Street (PID #841536) Laurel
Request to construct a multi-unit building on a vacant located in the Waterfront (WF) Zone.
- 7. Introduction of New Business**
- 8. Adjournment**

The application is to construct a 60-unit apartment building, 50 units of which will be for affordable housing and the remaining ten (10) units will be at market rate. The design reviewer has had some concerns and recommendations relating to the design of the building, including concerns with the internal pedestrian connections. Staff then worked with the applicant to address these concerns and review the recommendations. Several options were also provided to address the pedestrian connection concerns. The recommendation is to provide connections internal to the site, one that runs along the parking area and connects to Acadian Drive and the other along the proposed apartment and connects to Patterson Drive. Both will link to the existing public trail system in the area. The applicant submitted a new site design that had the two pedestrian connections that are flush with the parking lot that are only delineated with white lines. Staff presented a number of options for the pedestrian delineation as well and felt that the proposal submitted does not provide a safe connection. Staff feels that the applicant's building design met the bylaw requirements but recommends approval of the design with the condition that the pedestrian connections be separated from the parking lot.

Sharon Larter, RM, clarified where the location of the property in relation to the Carrefour de l'Isle-Saint-Jean school and commented on the pedestrian curb not being visible during winter time. Mr. Zilke presented the map to indicate the location of the proposed structure and elaborated on the proposed pedestrian access in relation to the access to the school.

Councilor Rivard also confirmed if the property has enough green space and why not create a separate path for pedestrian instead of putting the path very close to the road. Mr. Forbes mentioned that this is an affordable housing project and is not sure of the financial implications of this requirement. However, it should be regarded as a small component of the whole overall cost of this project. Mr. Rivard then asked if this pedestrian path was part of the existing plan or if it was just added as a result of the review. Mr. Zilke confirmed that it was added after receiving comments from the design reviewer. Mr. Rivard also commented that the 3 foot pavement is considerably small with the same amount of material to be used for the driveway. Mr. Forbes also added that the curb could use the same material (rolled asphalt) but should be elevated with asphalt sidewalk. If only a line was painted to mark the pedestrian path, this will not be visible during the winter months. It was also pointed out that this is an established neighbourhood with children who may be visiting other children in the proposed apartments so staff needs to be more vigilant on ensuring safety. Mr. Rivard also emphasized that we do not want to send a message that because this is an affordable housing project, it can be designed to a lower standard.

Kenneth McInnis, RM, commented that he appreciated the design and how the building's design makes it look like it's broken into two buildings. Mr. Forbes acknowledged that the applicants are willing to work with Staff towards determining an acceptable design. Mr. Forbes added that the board's responsibility is to review the proposal and make recommendations to further enhance the proposed building design and site plan. Mr. Forbes also acknowledged that the proposed building takes into consideration other apartment buildings in the area and adds a number of additional design features to the building that enhance the overall design. Mr. McInnis also asked if the front design is the same as the back and Mr. Zilke confirmed this to be correct. Sharon Larter, RM, also clarified where the southwest elevation is facing and Mr. Zilke responded that the southwest is facing Acadian Drive.

Mr. Rivard then asked Mr. Zilke if there is anything else in the design that needs to be addressed aside from the requirement for the sidewalk. Mr. Forbes commented that the board may wish to consider directing Staff to ensure that the applicants meet the requirements for the sidewalk to clearly be separated from the parking lot and provide a clear delineation or marking. Ms. Larter also added that this marking should be visible even during the winter season.

Councillor Rivard asked for comments or questions; there being none, the following resolution was put forward:

Moved by Kenneth McInnis, RM and seconded by Sharon Larter, RM, that the request to construct a four-storey, 60-unit apartment building for affordable housing located at 10 Acadian Drive (PID #442400), be approved, provided that the sidewalk be separated from the parking lot to the satisfaction of the Development Officer.

CARRIED

The meeting was adjourned at 12:20 PM.

Councillor Greg Rivard

TITLE: <p style="text-align: center;"> DESIGN REVIEW FILE: PLAN-2019-30-APRIL-6a 80 GRAFTON STREET (PID #340265) OWNER: 1867 DEVELOPMENTS INC APPLICANT: BILL CHANDLER </p>	 CHARLOTTETOWN
MEETING DATE: April 30, 2019	Page 1 of 6
DEPARTMENT: Planning & Heritage	ATTACHMENTS: <ul style="list-style-type: none"> A. GIS Maps B. Council Resolution C. Original Design Review Submission D. Preliminary Design Reviewer Comments E. Revised Design Review Submission F. Final Design Reviewer Comments
SITE INFORMATION: Context: Vacant property in the 500 Lot Area Ward No: 1 – Queen Square Existing Land Use: Vacant Parking Lot Official Plan: Downtown Mixed-Use Neighbourhood Zoning: Downtown Mixed-Use Neighbourhood (DMUN) Zone	
PREVIOUS APPLICATIONS: Council passed a resolution on November 13, 2018 for a site specific exemption including three variances to allow the development of this application.	

RECOMMENDATION:

The Planning & Heritage Department encourages the Design Review Board to reject the submitted design for the proposed five (5) storey mixed-use development at 80 Grafton Street (PID #340265).

BACKGROUND:

Request

The applicant, Bill Chandler, has submitted a design for the proposed five (5) storey mixed-use development at 80 Grafton Street (PID #340265) on behalf of the owners, 1867 Developments Inc.

Development Context

The subject property is currently a vacant parking lot located on Grafton Street between two (2) designated heritage resources – 137 Queen Street (MRSB) and 70 Grafton Street (Pilot House). The property is located in the Downtown Mixed-Use Neighbourhood (DMUN) Zone.

Property History

The Planning & Heritage Department has no recent building permit records for the vacant parking lot but Charlottetown City Council passed the following resolution at the monthly meeting of Council held on Tuesday, November 13, 2018:

That the request to obtain a site specific exemption of the Downtown Mixed-Use Neighbourhood (DMUN) Zone of the Zoning & Development By-law as it pertains to 80 Grafton Street (PID #340265) in order to construct a five (5) storey mixed-use development and allow the applicant to enter into an agreement with the City to provide fifteen of the required parking spaces off-lot in the Pownal Parkade (100 Pownal Street, PID #340414) for a period of not less than 10 years with the rest of the required parking spaces to be paid through cash-in-lieu (\$6,000 per parking space required), be approved, subject to:

- 1. Design Review approval; and*
- 2. The signing of a Development Agreement including bonusing agreement and parking requirements.*

The site specific exemption also includes the following three (3) variances:

- 1. Reducing the minimum lot frontage required to be eligible for a bonus height from 98.4 ft to approximately 76.1 ft;*
- 2. Reducing the minimum side yard setback for the fourth and fifth floors of the proposed building to 70 Grafton Street (PID #340273) from 18.0 ft to approximately 14.33 ft; and*
- 3. Reducing the minimum side yard setback for the fourth and fifth floors of the proposed building to 137 Queen Street (PID #340257) from 18.0 ft to approximately 13.0 ft.*

BY-LAW REQUIREMENTS:***Section 3.14 of the Zoning & Development By-law***

As per Section 3.14.1.a. & 3.14.1.c., the design review process applies to any new construction of any non-residential use / a multi-unit residential building and any development applications that involved bonus height and / or a site specific exemption. In light of the foregoing, the subject property is to the design review process.

As per Section 3.14.3.b., the role of the Design Reviewer is to:

- i. Conduct a review of the proposed Development for conformance with the intent of this by-law, including the Design Standards for the 500 Lot Area and the criteria for evaluation for Design Review.*
- ii. Provide written feedback, comments, and a final recommendation within a specified 10 business day review period. Written comments may be supported by redline markups of the submission.*
- iii. Comments and markups from the Design Reviewer are forwarded to the applicant, and the applicant may revise their submission accordingly. Revised plans may be resubmitted to the City, along with a compliance (secondary) review fee.*
- iv. The revised plans are forwarded to the Design Reviewer for the compliance review.*
- v. If the review is satisfactory, the plans are granted conditional approval.*

As per Section 3.14.3.d., the role of the Design Review Board is to review the written feedback, comments, and recommendation by the Design Reviewer and shall provide a recommendation on the disposition of the application. When the application is jointly supported or rejected by the Design Reviewer and Design Review Board, the disposition of the application shall be determined and where the Design Review Board does not support the recommendation of the Design Reviewer than the Design Review Board shall make a recommendation to Council, and Council shall determine the disposition of the application.

ANALYSIS:

On April 29, 2019, the Design Reviewer, Aaron Stavert submitted his formal review (Attachment F). At this time the Design Reviewer is not in a position to grant conditional approval and

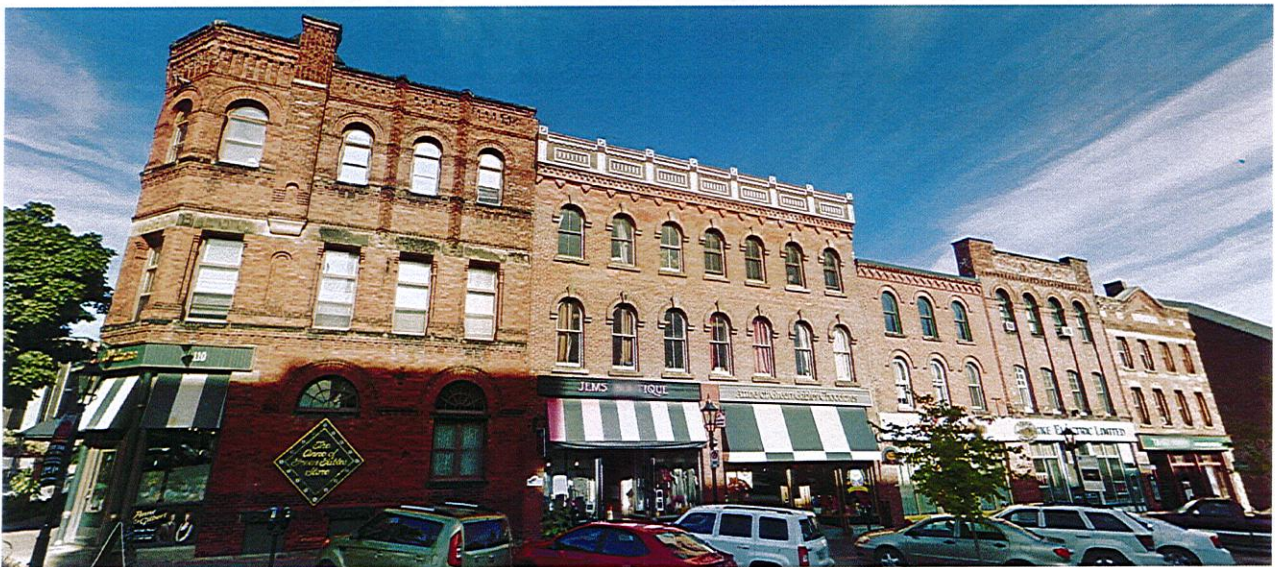
indicated that *'it is the opinion of this design reviewer, that the submitting design consultant should further refine and develop the design, in the areas identified here in... It is recommended that the revisions be re-submitted prior to final acceptance.'*

Staff would note that the applicant has designed a building which has satisfied many components / requirements identified in the Zoning & Development By-law and the 500 Lot Area Development Standards & Design Guidelines; however, this report will mainly focus on the outstanding deficiencies identified by the Design Reviewer to raise the level of the built environments in the 500 Lot Area.

The Design Reviewer has indicated that *'the architect has selected a route of blending the new development into the existing street context by emulating its surroundings. It is the opinion of the design reviewer that if this is the approach, then the building should be clear in its detailing supporting the tradition load bearing masonry construction.'*

As per Section 5.3.1 of the 500 Lot Standards & Guidelines, *'the new construction should be visibly differentiated from the old, achieving compatibility primarily through harmonious scale, massing, façade articulation and materiality.'* Further, *'mimicry and designs that borrow and mix historic stylistic detailing inappropriately or incorrectly should be avoided.'*

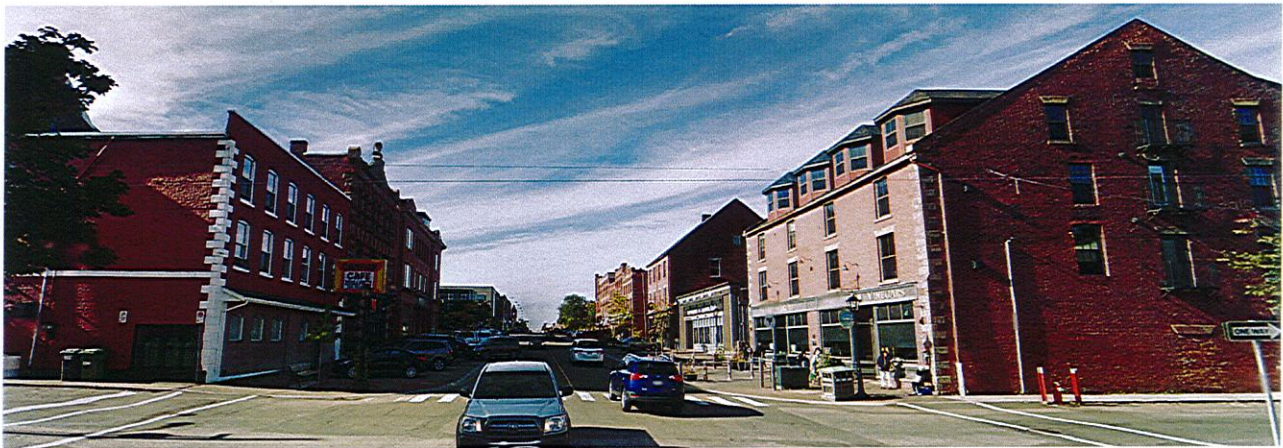
Similar window design can be found along Queen Street in the photo below:



In relation to the proposed window design, the Design Reviewer also states that *'the stucco infill between the windows, is inappropriate. Typically in paired arch-topped windows, there is the masonry opening, and then contained within, is a pair of wood muller windows'* and *'the window proportions do not reflect load bearing masonry walls. They are too wide and not tall enough.'*

The Design Reviewer also indicates that *'the strong contrasting colour scheme of the shouldice stone and windows de-emphasizes the solidity associated with masonry construction.'*

A few examples of this type of shouldice stone can be found throughout the 500 Lot Area:



The Design Reviewer has indicated that *'the architect has made a strong change in appearance to the upper (2) Floors of the building. Steel Cladding, is proposed. However there is very little detailing presented. The design needs more refinement and detailing. There is no expression of floor plates, or cornices.'*

Staff has also noted the change in the applicant's approach between the streetwall which has been designed in a traditional style while the upper stepback have been designed in a contrasting style. This results in the appearance of a historic building with a new addition on top rather than a cohesive design for a new construction.

From a design perspective, the vertically oriented metal siding on the upper two stories appears to lack quality and results in more of an industrial character rather than the residential use that it is.

The Design Reviewer states two additional key features which are unique to this project that should require greater design excellence.

- 1. The location of the development is highly visible and is located near a "key corner" as identified in the 500 Lot Standards & Guidelines.*
- 2. The proposed building is located between (2) heritage designated properties, this further requires design excellence as outlined in Section 5.3 of 500 Lot Standards & Guidelines. And Section 3.6 of the illustrated design manual.*

The proximity of this site to a main intersection of Queen Street and Grafton Street necessitates careful consideration to the neighbourhood character. This key site in the 500 Lot Area adds to and determines the overall atmosphere of the historic 500 Lot Area. As such, it is essential to highlight existing Designated Heritage Resources with new development by complementing these structures while avoiding mimicry.

CONCLUSION:

The Planning & Heritage Department recommends that the design review be further refined and developed prior to being re-submitted for conditional approval by the design reviewer.

PRESENTER:



Greg Morrison, MCIP
Planner II

MANAGER:



Alex Forbes, MCIP, MBA
Manager of Planning & Heritage

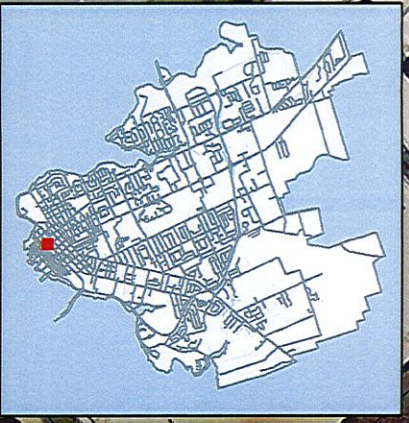
Attachment A

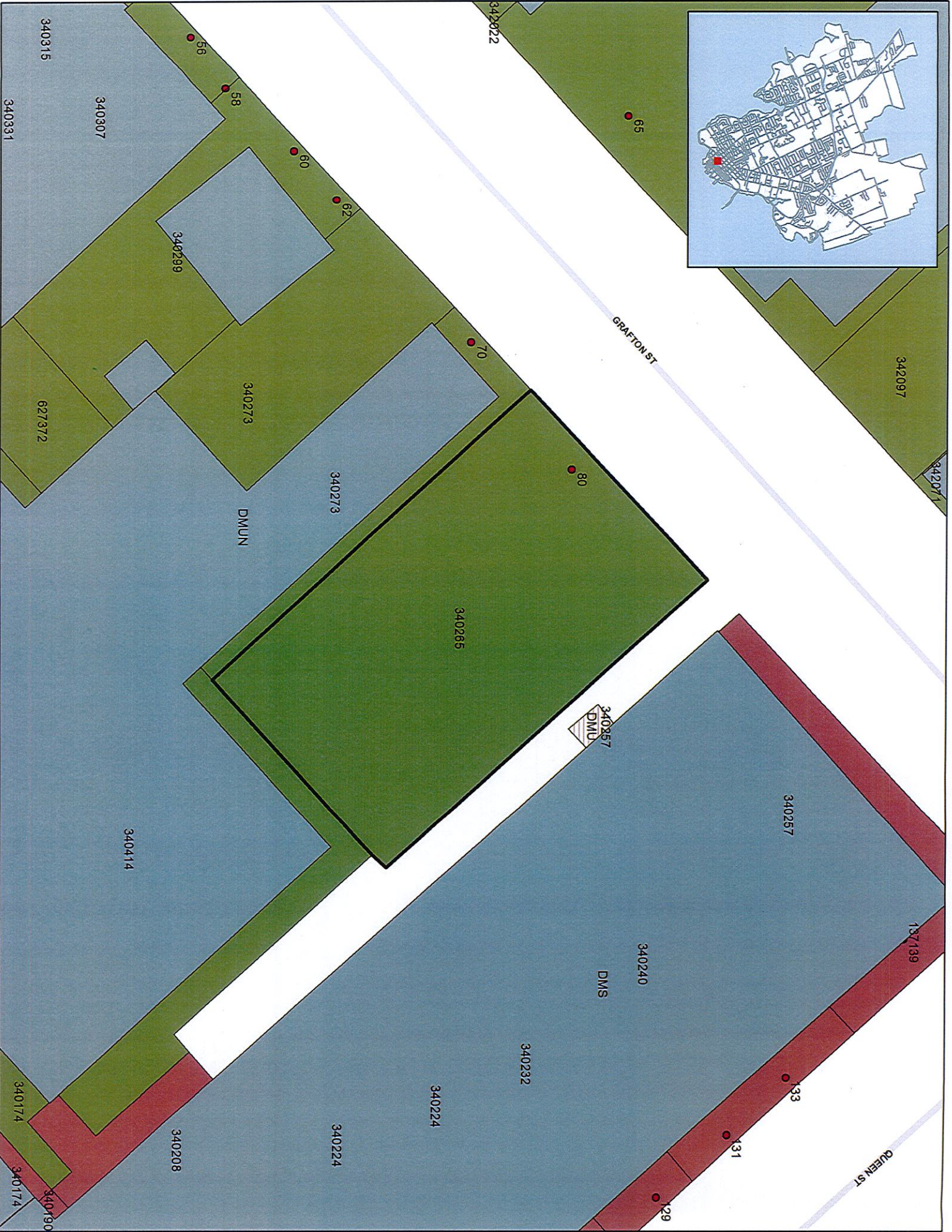
GIS Maps Attached:

1. Zoning Map
2. Aerial Map

Attachment A: GIS Maps
File: PLAN-2019-30-April-
80 Grafton Street (PID #340265)
Owner: 1867 Developments Inc.
Applicant: Bill Chandler







Attachment B

Council Resolution Attached:

1. November 13, 2018

Attachment B: Council Resolution
File: PLAN-2019-30-April-
80 Grafton Street (PID #340265)
Owner: 1867 Developments Inc.
Applicant: Bill Chandler





CITY OF CHARLOTTETOWN

RESOLUTION

Planning #3

MOTION CARRIED 10-0
MOTION LOST _____

Date: November 13, 2018

Moved by Councillor [Signature] Greg Rivard

Seconded by Councillor [Signature] Terry MacLeod

RESOLVED:

That the request to obtain a site specific exemption of the Downtown Mixed-Use Neighbourhood (DMUN) Zone of the Zoning & Development By-law as it pertains to 80 Grafton Street (PID #340265) in order to construct a five (5) storey mixed-use development and allow the applicant to enter into an agreement with the City to provide fifteen of the required parking spaces off-lot in the Pownal Parkade (100 Pownal Street, PID #340414) for a period of not less than 10 years with the rest of the required parking spaces to be paid through cash-in-lieu (\$6,000 per parking space required), be approved, subject to:

1. Design Review approval; and
2. The signing of a Development Agreement including bonusing agreement and parking requirements.

The site specific exemption also includes the following three (3) variances:

1. Reducing the minimum lot frontage required to be eligible for a bonus height from 98.4 ft to approximately 76.1 ft;
2. Reducing the minimum side yard setback for the fourth and fifth floors of the proposed building to 70 Grafton Street (PID #340273) from 18.0 ft to approximately 14.33 ft; and
3. Reducing the minimum side yard setback for the fourth and fifth floors of the proposed building to 137 Queen Street (PID #340257) from 18.0 ft to approximately 13.0 ft.

Attachment C

Original Design Review Submission Attached:

1. Design Brief (2 Pages)
2. Site Plan
3. Elevations (2 Pages)
4. Renderings (5 Pages)

Attachment C: Original Design Review Submission
File: PLAN-2019-30-April-
80 Grafton Street (PID #340265)
Owner: 1867 Developments Inc.
Applicant: Bill Chandler



80 GRAFTON STREET - DESIGN BRIEF

The property located at 80 Grafton Street is one of the few remaining vacant lots in the central area of downtown Charlottetown. Situated between two designated heritage buildings and backing onto the Pownal Parkade, the site offers the potential for a new building to complete the historic streetscape while providing better access to the Parkade.

The design presented meets the Design Standards for the 500 Lot Area as we will describe below.

The building will be 5 storeys, with the main floor being for commercial or office, the second floor for an office, the third floor being smaller, more affordable apartments, and the top two floors being larger more luxurious apartments.

The building will connect to the Pownal Parkade, where a long term parking agreement has been negotiated to satisfy the City of Charlottetown's parking requirements. Public access to the Parkade will also be moved from the side alley to the new side courtyard to allow a safer, barrier free entry.

Front Facade Height and Width:

The design has the top two floors set back from the primary facade to allow the scale and rhythm of the streetscape to continue. The facade treatment for the lower three floors will wrap around the two sides for a portion of the side facades.

The primary facade is intended to portray the look and feel of traditional commercial buildings in downtown Charlottetown, which were invariably brick, trimmed with stone. The design incorporates traditional red brick, string banding courses of stone, window sills and headers of stone, and quoins on the corners. The ground floor shall have large, storefront type windows, while the second and third floors shall have arched topped windows.

As the building steps back on the top two floors, and moves farther away from the street on the lower three floors, the facade treatment changes to more modern materials of prefinished steel siding, and regular rectangular windows.

Building Materials:

The primary facade will be faced with Shaw Brick, Maritime design, Loyalist colour, trimmed with Shouldice Stone for the horizontal bands, window trims, and corner quoins. The accents in the arched windows will be charcoal coloured EIFS. On the lower floors at the rear of the building, the masonry will be painted concrete block. The prefinished steel siding will be a flat profile with concealed fasteners, in a light grey colour. The balcony railings on the upper floors shall be tempered glass in aluminum supports.

Windows:

The windows on all facades align both vertically and horizontally, and are placed to create a balanced facade. The windows and entry systems shall be aluminum framed with a clear anodized finish.

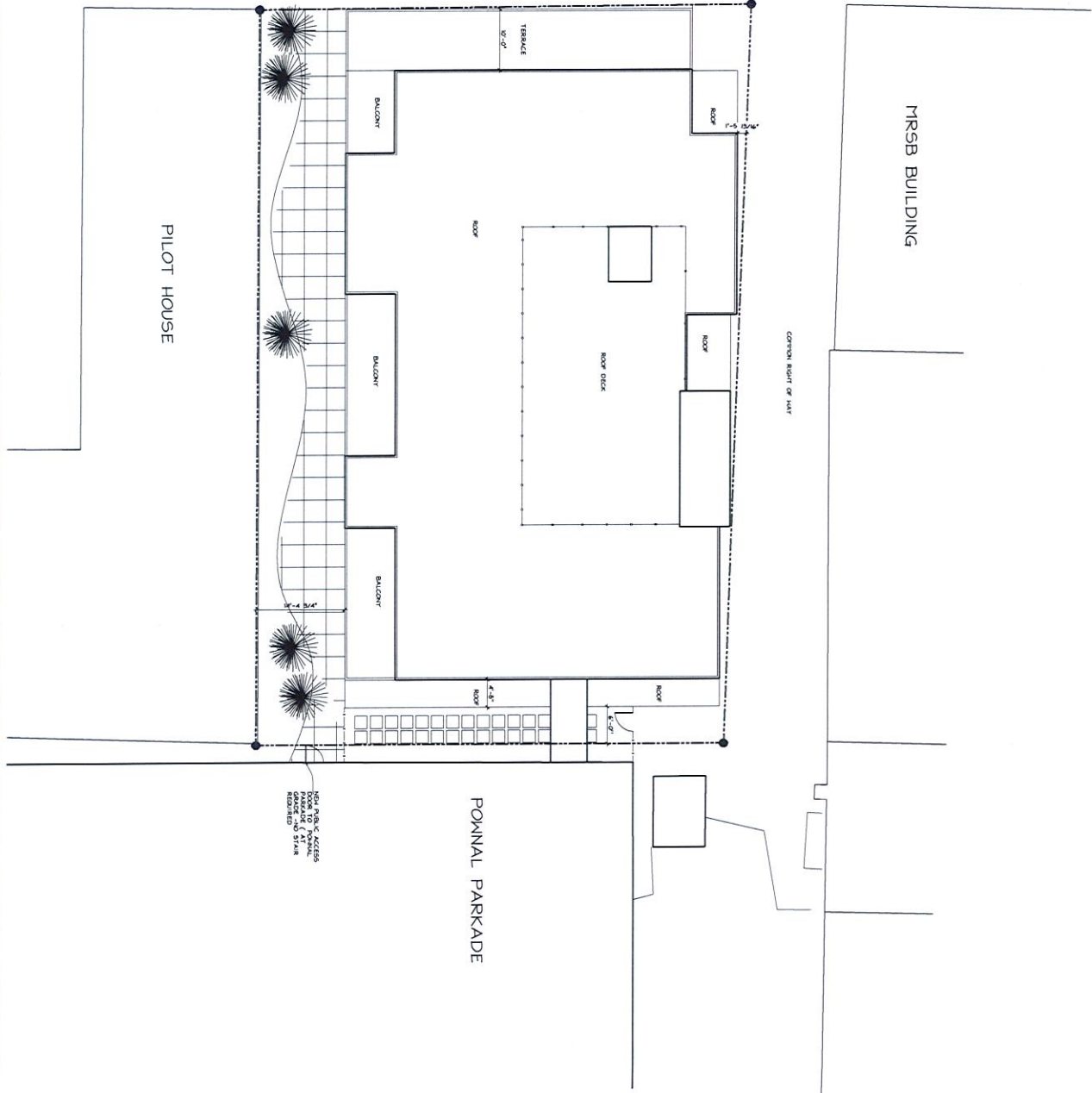
Landscaping:

The fifteen foot wide strip to the west side of the building shall be a "hardscaped" public space, with street lighting, benches, and planters. It is intended that this will provide a new public access point to the Pownal Parkade which will be barrier free. The existing Parkade entrance is from the side alley which is a dark and an unpleasant area of garbage containers, and is only accessible by a few steps.

The roof of the building will have a roof deck for use by the residential tenants.



GRAFTON ST



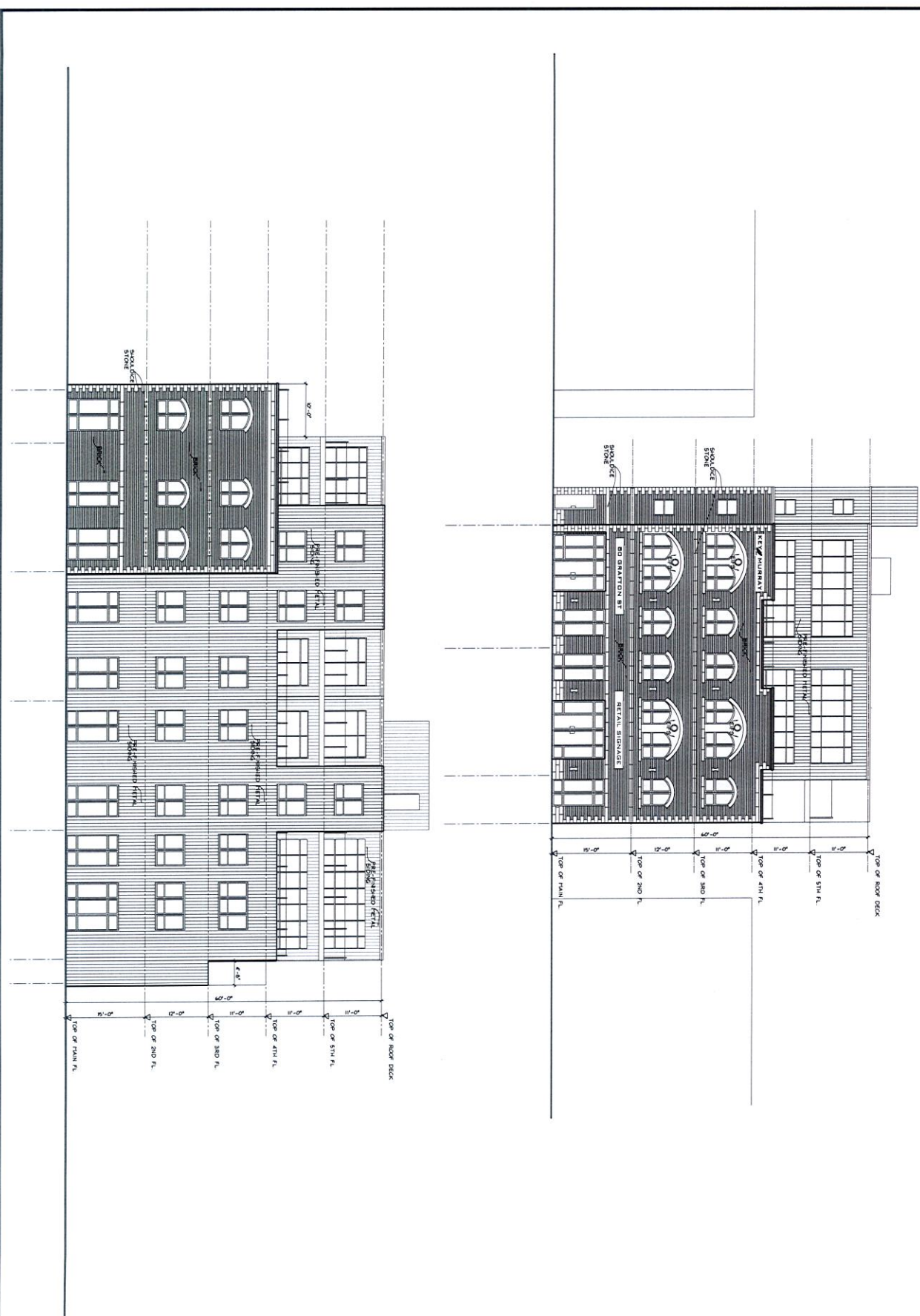
SPI	Project	GRAFTON ST PROPOSAL	
	Sheet Title	SITE PLAN	

Scale	1/8" = 1'-0"
Date	FEB 25, 2019
Drawn By	DM: BY
Dwg No.	


CHANDLER ARCHITECTURE
 DESIGN MATTERS
82 Queen Street PO Box 160 Charlottetown
 Prince Edward Island, Canada C1A 7L1
 Tel: 902 629 4958
 Fax: 902 666 9234 www.chandlerarchitect.com

All measurements must be checked on site prior to construction or fabrication.
 This drawing is the property of Chandler Architecture and shall not be used on other projects or extensions to this project except by agreement in writing from the Architect.
 This drawing is not to be used for construction unless approved by the Architect.

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13
 Project
GRAFTON ST PROPOSAL
 Sheet Title
ELEVATION

Scale
 1/8" = 1'-0"
 Date
 FEB. 13, 2014
 Dwn By
 FADI MRS/SH
 Dwg No.

CHANDLER ARCHITECTURE
DESIGN MATTERS
 82 Queen Street West, Suite 800, Toronto, Ontario, Canada M5H 2M4
 Tel: 502 628 8888
 Fax: 502 568 9254
www.chandlerarchitecture.com

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Rev	Description	Date
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80 GRAFTON ST

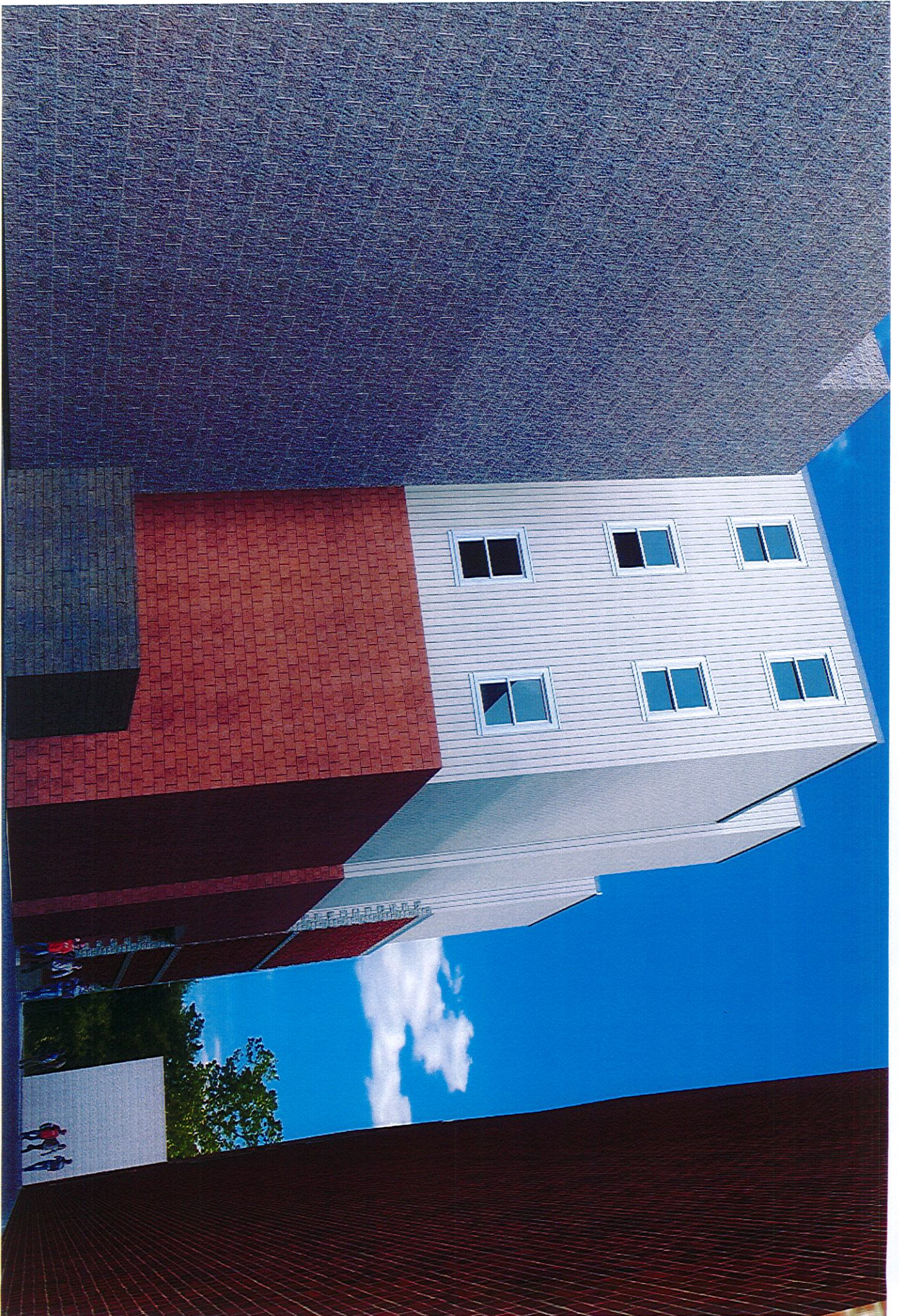
RETAIL STORAGE

THE PILOT HOUSE
FOOD & SPIRITS

THE PILOT HOUSE







Attachment D

Preliminary Design Reviewer Comments Attached:

1. Site Plan
2. Elevations (2 Pages)
3. Rendering

Attachment D: Preliminary Design Reviewer Comments
File: PLAN-2019-30-April-
80 Grafton Street (PID #340265)
Owner: 1867 Developments Inc.
Applicant: Bill Chandler





A8 13	Project GRAFTON ST PROPOSAL	Scale 1/8" = 1'-0"	CHANDLER ARCHITECTURE DESIGN MATTERS <small>82 Queen Street PO Box 188 Chatham Kent Island, MD 20638 Tel: 410-326-8888 Fax: 410-326-8224</small>	All measurements must be checked on site prior to construction of elevation. This drawing is the property of Chandler Architecture and shall not be used on other projects or for reproduction in any manner without the written agreement in writing from the architect. This drawing is not to be used for construction unless stamped by the architect.	Rev	Description	Date
	Sheet Title ELEVATION	Date FEB. 13, 2019			Drawn By FACD PIRICH	0	



RENDERING FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION

RENDERING FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION

Attachment E

Revised Design Review Submission Attached:

1. Elevation
2. Renderings (2 Pages)

Attachment E: Revised Design Review Submission
File: PLAN-2019-30-April-
80 Grafton Street (PID #340265)
Owner: 1867 Developments Inc.
Applicant: Bill Chandler





Project: **GRAFTON ST PROPOSAL**
 Scale: 1/8" = 1'-0"
 Date: MAR. 15, 2018
 Sheet Title: **ELEVATION**
 Dwg No. **MHC17-060**

CHANDLER ARCHITECTURE DESIGN MATTERS
 81 Queen Street PO Box 888 Charlottetown Prince Edward Island, Canada C1A 1T1
 Tel: 902 428 8888 Fax: 902 568 8224 www.chandlerarch.com

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ID	Description	Date

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 14 OF





Attachment F

Final Design Reviewer Comments Attached:

1. April 29, 2019 (4 Pages)

Attachment F: Final Design Reviewer Comments
File: PLAN-2019-30-April-
80 Grafton Street (PID #340265)
Owner: 1867 Developments Inc.
Applicant: Bill Chandler



collaborative architecture
OPENPRACTICE

openpractice.ca
aaron@openpractice.ca

TEL 902 370 2086
FAX 902 370 2087

April 29, 2019

City of Charlottetown
c/o Greg Morrison
PO Box 98, 223 Queen St.
Charlottetown, PE C1A 7K2

Re: Design Review for 80 Grafton St – 5 Storey Mixed Use .

Greg,

Please see enclosed our formal response to the submission as received from Bill Chandler Architects on March 25, 2019 for a new 5 Storey Mixed Use In-Fill Development at 80 Grafton St. Preliminary review and questions were sent back to Bill Chandler & the city on March 29, 2019. There was no further communication between design architect and ourselves until April 23, 2019.

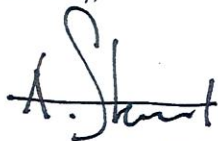
In formulating responses to all design review submission, I am constantly challenging the submission against Section 2.0 Guiding Principles of the 500 Lot Guidelines Document which states.

"The intent is to raise the level of development standards. To put more scrutiny on design excellence. The downtown is a finite resource, in-fills and new development are to proceed with care and diligence."

All comments are not intended as negative, but critical commentary to raise the level of the built environment in our downtown core.

It is the opinion of this design reviewer, that the submitting design consultant should further refine and develop the design, in the areas identified here in. Design modifications identified are requested so that, in the opinion of the design reviewer, the final building will meet the intent of the 500 Lot guidelines, the Illustrated Design Manual and the zoning by-laws for the Downtown Mixed Use Zone. It is recommended that the revisions be re-submitted prior to final acceptance.

Sincerely,



Aaron Stavert, MRAIC, AAPEI

General Commentary on the Importance of Design:

The architect has selected a route of blending the new development into the existing street context by emulating its surroundings. It is the opinion of the design reviewer that if this is the approach, then the building should be clear in its detailing supporting the tradition load bearing masonry construction. It should be relevant to the 500 Lot area and in accordance with established “orders: and details of that architectural style. **“Section 10 of guiding principals and Section 5.3.1. of the 500 Lot Standards and Guidelines discourages historic mimicry with incorrect or inappropriate detailing.”**

The strong contrasting colour scheme of the shouldice stone and windows de-emphasizes the solidity associated with masonry construction. The window proportions do not reflect load bearing masonry walls. They are too wide and not tall enough. The stucco infill between the windows, is inappropriate. Typically in paired arch-topped windows, there is the masonry opening, and then contained within, is a pair of wood mullied windows. The material and colour located in the masonry opening is consistent.

The location of the development is highly visible and is located near a "key corner" as identified in the 500 lot guidelines. Given the location and size of the in-fill project the building takes on a greater civic responsibility for design excellence. See guiding principals section of 500 lot guidelines. This project has also received a variance to allow for additional stories. It is the opinion of the design reviewer that the building has even further “civic responsibility”

The proposed building is located between (2) heritage designated properties, this further requires design excellence as outlined in section 5.3 of 500 lot guidelines. And section 3.6 of the illustrated design manual.

The fact that the building has been positioned to create a public landscaped area leading toward a new entry to the parking garage, yet the primary entry is located on the opposite side of the building. Second means of egress and main entry all open to the service alley instead of the public landscaped area..

Design Manual Section 3.6 Designated Heritage Resources:

	When located between two building of different heights, the taller cornice height shall prevail.	The proposed design does not meet the intent of this section.
	Maintain Heights and Proportions of the 1 st Storey	The proposed design does not meet the intent of this section.
	Reinforce the prevailing rhythm of heritage buildings – generally narrow vertical Proportion	The proposed design does not meet the intent of this Section. Both the building front width and window proportions.
		Glass Guardrails at upper decks need to be pull back from the front façade.

By-law / Design Submission Review Table.


DMUN Section

Section 29	29.1 Permitted Uses.	The proposed design meets the intent of the by-law.
	29.2 Setbacks and Reg's	It is the understanding of this design reviewer that the project has received variances to address all items in this section.
	29.3 Bonus Height	It is my understanding that the application of the Bonus Height Requirements have not yet been worked out.

Design Standards for the 500 Lot Section 7 – Applicable to this Project:

Section 7.3 Front façade height and width	<p>7.3.1 The primary plane of the front façade shall not appear taller than traditional Buildings on the Street, unless the adjacent Building marks an identifiable transition in Building style and/or land use.</p> <p>7.3.2 Building elements that are taller than the primary plane of the front façade shall be designed to contrast that of the lower levels in materials and/or design.</p> <p>7.3.4 For Larger wider buildings, vertical subdivisions or bays in the façade at a width consistent with the street.</p>	<p>The building primary façade is taller than both adjacent neighbours.</p> <p>The architect has made a strong change in appearance to the upper (2) Floors of the building. Steel Cladding, is proposed. However there is very little detailing presented. The design needs more refinement and detailing. There is no expression of floor plates, or cornices.</p> <p>The current design does not break the façade down into smaller subdivisions.</p>
Section 7.4 Building Materials	<p>The Front and Flankage facades shall carry a consistent type and quality of materials. Where a Side Yard Setback is greater than 3 m (9.8 ft), the Side facade shall also carry a consistent material. This clause also applies to the rear façade on a Corner Lot when the Rear Yard is greater than 3 m (9.8 ft).</p> <p>7.4.4 Metal Siding Using Exposed Fasteners is not allowed.</p>	<p>The architect has revised the drawings to further extend the masonry construction down the public walk-way. It doesn't fully match the word of the by-laws, however with limited view down this walk-way, I believe the revision meets the intent.</p> <p>Confirm that final material detailing has not exposed fasteners.</p>

Section 7.5 Windows	All Sections	The proportion and detailing of the windows are not well aligned with the style of the building. Arch top windows – the mainstyle on the primary façade are not continued on the step-backed portion of the street façade (A8 Elevation)
Section 7.6 Roof	All Sections	The current design meets the intent of this section.
Section 7.7	All Sections	At this level of development - The current design meets the intent of this section. – Review final location of plumbing stacks, HRV and exhaust fan locations during design development.
Section 7.9	7.9.1 A Landscaped Area shall be provided between the sidewalk and the front façade of the Building, where appropriate for a continuous streetscape.	Not Applicable
Section 7.12 Storefronts	7.12.1 – 7.12.3	The revised drawing has increased the amount of glass on the storefront. However there a lot of inconsistencies in column widths. Windows are returned at entries, but masonry is left between the windows, emphasizing the thinness of the brick veneer. Section 7.12.3 requests an identifiable transition between ground floor and upper floors. The pilot house has a clear example of material differentiation and window size changes from reference.

TITLE: DESIGN REVIEW FILE: DESIGN-2019-30-APRIL-6B 4 A PRINCE STREET OWNER: PEI HOUSING CORPORATION		 CHARLOTTETOWN
MEETING DATE: April 30, 2019		Page 1 of 3
DEPARTMENT: Planning & Heritage	ATTACHMENTS: A. Design Review Submission (April 3, 2019) B. External Design Reviewer Comments (April 17, 2019) C. Revised site plan showing easements	
SITE INFORMATION: Ward No: 10 Existing Land Use: Vacant Property Official Plan: Waterfront Zoning: Waterfront (WF) Zone		

RECOMMENDATION:

The Planning & Heritage Department encourages the Design Review Board to approve the proposed site and building façade plans for the proposed seven (7) storey, multi-use building consisting of ninety-six (96) hotel rooms, twelve (12) condo units and approximately 4000 sq. feet of office space to be constructed at 4 A Prince Street (PID #841536).

BACKGROUND:

Request

Architect, Aaron Stavert, on behalf of his client, Paul Jenkins, has submitted a design for a proposed seven (7) storey, multi-use building consisting of ninety-six (96) hotel rooms, twelve (12) condo units and approximately 4000 sq. feet of office space to be constructed at 4A Prince Street (PID #841536). The request is to approve the design proposal.

By-law Requirement

As per Section 7.1 of the Zoning and Development By-law, new buildings within the 500 Lot Area are required to undergo the Design Review process. This is to ensure that the architectural design of proposed development within the 500 Lot Area maintains a higher quality of design and is constructed with a consistent type and quality of materials. From a design perspective, “is a building of its time” which compliments and is compatible with existing buildings on surrounding properties.

ANALYSIS:

On April 3, 2019, the applicant submitted façade drawings, and a site plan of the proposed multi-unit building (Attachment A). Staff immediately sent the proposed façade designs and site plan to an independent design reviewer, Peter Fellows, a licensed Architect to perform a design analysis.

On April 17, 2019, Mr. Fellows submitted his formal review, for further information please refer to Attachment B, which indicated the following main points:

- 1) *The current massing of the project is intriguing with not only the setbacks and intended by the Bylaws, but also corresponding overhangs which create an innovative foil for the classic heritage of Founder's Hall. We could see the structure moved a bit closer to Prince Street but feel that the required four meter maximum would make the building feel too overpowering. Perhaps a split halfway between the Founder's Hall setback and the condominium setback would result in a good compromise. In doing this, the rear parking lot could be expanded to allow for a tour bus parking space, thus reducing the parking requirement by eighteen spaces.*
- 2) *The use of a few basic materials-glass, corton steel and black siding panels-makes this structure have a well-proportioned yet strong sense of presence. My only suggestion would be to change the grade level cladding form cement panels to black brick. The addition of some nominal masonry. The choice of a black brick eliminates any suggestion of "historic mimicry". Some landscape features like the planters could also be in this dark material.*

In the design review report the design reviewer indicates that under Section 3.12 and 33.3.2 of the Zoning and Development bylaw a height variance would be required and public benefits provided. Staff would like to clarify that a variance is not required for height or public benefits are not required to be provided. The building is permitted to be constructed to a height of 80.4 ft.

The design reviewer has also indicated that under Section 33.3.3 and 33.3.4 variances would be required for the rear and front yard setbacks. The architect has indicated that the rear yard has a substantial easement to and in favor of the condo corporation located at 4 Prince Street. There is

also an electrical easement in the front yard that traverses the property. The building is not permitted to be constructed on either easement. A variance would be required to increase the setbacks but such circumstances could be considered under Section 3.9.1.b. *“The need for consideration of a Major Variance is owing to peculiar conditions specific to the property and is unique to the area and not the result of actions by the owner, and a literal enforcement of this by-law would result in unnecessary and undue hardship.”* The architect will submit a legal survey drawing showing the exact locations of the easements. Once the survey plan is received a variance can be processed.

The design reviewer has indicated that a minor variance may be required to the side step back on the waterside. Staff would like to confirm that the Bylaw is in the process of being amended to include the provision of either 18 ft. or 10 % of the lot width. Once the Bylaw is amended the building in its current position will still be 1ft. closer to the side boundary than permitted by the Bylaw therefore, the architect has stated that the building will be repositioned so that a variance to the side yard step back will not be required.

In terms of parking, the developer can provide cash-in-lieu of parking with Council’s permission for parking space that cannot be provided onsite. Given the use of the building the developer has secured 20 additional spaces from the Port Authority in their parking lot. However, these spaces cannot be included in the parking count for the proposed building.

Any required variances and parking will proceed through the legislated process if design review approval is granted.

Staff feels that the applicant has met the intent of the Zoning & Development By-law in terms of Design Review and agrees with the recommendations as outlined in Peter Fellow’s report.

CONCLUSION:

Staff is recommending that the Design Review Board approve the proposed building façade designs and site plan for the seven (7) storey, multi-use building consisting of ninety-six (96) hotel rooms, twelve (12) condo units and approximately 4000 sq. feet of commercial office space.

PRESENTER:



Laurel Palmer Thompson, MCIP
Planner II

MANAGER:



Alex Forbes, MCIP, MBA
Manager of Planning & Heritage

FELLOWS & COMPANY LIMITED

5-169 Dundonald St. E3B 1W7

T: 506.462.6140

F: 506.462.6141

E: fellows@nb.aibn.com

Peter Fellows, B.Arch., AANB

April 17, 2019

FCL Project 1035

Laurel Thompson
Planner II
City of Charlottetown
PO Box 98, 233 Queen Street
Charlottetown, PEI
C1A 7K2

Attn: Laurel Thompson

Dear: Ms. Thompson

**Re: Multi Unit Building 2 Prince Street Charlottetown, PEI
Design Review**

I have reviewed the above referenced project as submitted by Open Practice; drawings A0.1, A1.1, A1.2, A2.1, A2.2, A2.3, A2.4, and the perspective.

My comments are based upon the latest City of Charlottetown Zoning & Development Bylaw, specifically:

- Section 3 Permit Applications and Application Process
 - 3.12-Bonus Height Applications
 - 3.14-Design Review
- Section 7 Design Standards for the 500 Lot Area
- Section 33 Waterfront Zone (WF)
- Section 43 General Provision for Parking

In addition a review of the City of Charlottetown Comprehensive Waterfront Master Plan, and the Ten Guiding Principles found in the 500 Lot Area Development Standards & Design Guidelines.

City of Charlottetown Zoning & Development Bylaw

Section 3 Permit Applications and Application Process

- 3.12 A cursory review of the bonus height section revealed that this application probably would have difficulty in achieving enough "Public Benefits" to qualify for requesting this height extension.
- 3.14 In reviewing the Design Review section, the Proponents have included sufficient information and drawings to allow our review to proceed. A site grading plan was not provided to confirm that the first floor elevation meets the correct datum. Viewing the site on a Google Maps confirmed an almost flat site and that the Condominiums close to the water must have had the correct first floor elevation or their project would not have been built. Our assumption is that this is not a problem for this proposed building.

Section 7 Design Standards for the 500 Lot Area

- 7.1 This application is located in the 500 Lot Area.
- 7.2 Although technically not a corner lot, the large easement makes this property feel like one. The new proposed structure has both access to the sidewalk and wraps the corner with its Architectural details as required.
- The rhythm of the windows on all facades are at a nice scale and relate well to both neighbours.
- 7.3 While the proposed building is taller than its neighbours, with the fifth floor step back and a greater setback in front, the apparent size is diminished. Its width is in keeping with the surroundings.
- 7.4 The proposed materials are all acceptable and are true to their nature. We might suggest that at grade level the black cement board could be replaced with black brick which might better relate to both neighbours. This could include the planters as well.
- 7.5 The new facades, as mentioned above are well balanced and wrap all sides well. All windows are non-reflective and consistent with each other.
- 7.6 The expression of the roof is very clear as it cantilevers beyond one side and the rear with a strong but simple cornice at the fifth floor.
- 7.7 Roof top element as shown, is minimal and non-intrusive.
- 7.8 N/A
- 7.9 The proposed landscaped areas are again simple but effective.
- 7.10 Surface parking appears to be asphalt but with the appropriately sized buffers. The planting shown in the perspective could be enhanced- but there is time for that prior to completion.
- 7.11 N/A
- 7.12 The store fronts seem consistent with the hotel and do not appear tinted or reflective. A wrap around canopy protects the entries and together with material changes, serves to transition well from grade level to the hotel floors above.

Section 33 Waterfront Zone (WF)

- 33.1 This concept, with five floors of hotel, together with two floors of residential units and the supplemental retail or office space at grade, qualifies as an acceptable use.
- 33.2 It would appear that the hotel main floor with its lounge zone, eating/dining zone, work zone, play zone, and patio probably meet the requirements for use at grade on the Walkable Prince Street. When adding the retail space behind

Section 33.2 Cont.

the hotel, these grade level uses represent 68% of the total footprint which easily complies.

- 33.3
1. Minimum lot frontage exceeds the required minimum
 2. Overall height above grade of 80'-5", exceeds the standard by 2'-6" and would require a variance.
 3. Front yard on Prince Street is a maximum of 13.1 feet- this project is 33.9 feet and would require a variance to be compliant. Our suggestion would move the building forward to reduce the 33.9 feet' to about 18 feet
 4. The rear yard setback is to be no more than 20% of lot depth or 55.3 feet. The rear building overhang set back is 61.5 feet which exceeds this therefore another variance would be required.
 5. There is a discrepancy with this Bylaw; streetwall height in the table indicates 54.1 feet on Prince Street, but Map 'G' states 60.7 feet. We assume the 60.7 feet is correct as it is what the old Bylaw stated for Prince Street. This being correct, the proposed building with a streetwall of 58.77 feet complies. If it is indeed 54.1 feet then yet another variance would be needed.
 6. The building step backs appear to only refer to buildings of less than 54.1 feet in height. However; this may not be the intent! The building as submitted has a front step back of about 23 feet which exceeds the 9.8 feet required and would therefore be compliant.

The side step back on the waterside is 10 feet, far less than the 18 feet required. Another variance would be required. We are of the understanding that this is being revised to be 10% of lot width or 11.1 feet; still not quite compliant but with some juggling this could be satisfied.

On the Founder's Hall side there is no stepback but the overhang here is about 40 feet from the property line and therefore appears to be compliant.

7. We assume the ground floor meets the required vertical datum.-Nothing on the drawings states this. So it should be verified by the Proponent.
- 33.4
- .1 Not clear what DWF zone is but we think this is a typo, if so Prince Street may be bonused to 106.6 feet.
 - .3(a) This section applies to this project and requires a step back from Prince Street of 19.7 feet. The Proponent complies
 - .3(b)(i) The allowable floor plate is 8,073 square feet so this project 9,600 square feet is much too big at this level. Either a size reduction or a variance if the proponent attempts the bonus.

Section 33.4 Cont.

.3(b)(ii) the interior lot setback of 32.8 feet on the water side cannot be easily met.

However, we do not believe the Proponent is seeking a height bonus, so 33.4 becomes entirely moot.

33.5 N/A

Section 43 General Provision for Parking

43.1 .1 The project complies
.2 The table reveals:

-96 hotel rooms-	96 spaces
-public areas	15 spaces
-12 condo units	6 spaces
-Retail Store	<u>5 spaces</u>
	122 spaces

When parking requirements are in excess of 100 spaces-2% shall be for the disabled or 3 spaces.

Project has 44 total, including 3 required for the disabled, the resultant is a short-fall of 78. If a single spot for a tour bus could be developed, the required short fall would be reduced to 60.

43.2.2 Cash-in-lieu solves the City requirement but realistically the building requires this parking from a business perspective.

43.3 The project complies

43.4 None shown

43.5 Project complies, except for quantity

43.6 Project complies

43.7 Shared parking onsite would be very limited and not really useful.

43.8 N/A

43.9 The project has no specific loading zone but with two access roads around the building we feel that for the amount of deliveries temporary unloading may not pose any problem.

43.10 N/A

43.11 Project appears to comply

Section 43 Cont.

- 43.12 Bicycle parking is not indicated, our count suggests 17 spots with 14 being class "A" protected from weather are needed. We have confidence that the Proponent can provide a sheltered space for these.

After a review of Section 43 it appears that the entire parking must be located on the subject lot. The provision for using another parking area within 240 meters of the site and is apparently no longer an option. The only other option is to have underground parking- a quick check suggests that maybe an additional 50± spaces might be possible, but also at a significant cost!

City of Charlottetown Comprehensive Waterfront Master Plan

This site is one of many referenced in the Masterplan. It is a very desirable location with good connections and views to both Confederation Landing and Hillsborough Landing. This project is a good fit.

The master plan suggests underground parking if possible for all new Waterfront buildings in order to minimize surface parking lots, but as stated above costs would be very high.

Due to the wide easement, the master plan also recommends any grade parking be developed with pavers similar to the Bishops Landing project in Halifax so as to be an event type plaza space. As the parking is a must for this type of development, whether this parking area succeeds as such a plaza, may be debateable. For a hotel to survive it requires appropriate parking.

The 500 Lot Area Development Standards & Design Guidelines

"New developments in the 500 Lot Area should reflect Architectural design that is of its time" this approach is consistent with the best practices in heritage conservation which strongly discourage historic mimicry. New buildings should complement the old but be designed in today's Architectural styles. They should exhibit a high quality of design excellence- this proposal does just that.

Final Thoughts

The current massing of the project is intriguing with not only the stepbacks as intended by the Bylaws, but also corresponding overhangs which create an innovative foil for the classic heritage of Founder's Hall. We could see the structure moved a bit closer to Prince Street but feel that the required four meter maximum would make the building feel too overpowering. Perhaps a split halfway between the Founder's Hall setback and the Condominium setback would result in a good compromise. In doing this, the rear parking lot could be expanded to allow for a tour bus parking space, thus reducing the parking requirement by eighteen spaces.

The use of a few basic materials- glass, corten steel and black siding panels- makes this structure have a well-proportioned yet strong sense of presence. My only suggestion

would be to change the grade level cladding from cement panels to black brick. The addition of some nominal masonry would be a design nod to the two neighbours that are predominantly clay masonry. The choice of a black brick eliminates any suggestion of "historic mimicry". Some landscape features like the planters could also be in this dark material.

I feel that although there are a several variances required to meet the City's revised Bylaws, this project is a worthwhile development and would be both a good use of this awkward parcel and also a positive addition to the waterfront infrastructure.

The biggest hurdle in my opinion is the lack of sufficient parking for this development. In other Cities where land is tight, the hotels arrange with nearby parking garages or lots to accommodate what is primarily an overnight requirement. With not one but two adjacent parking lots next to this project it would not be a stretch to attain a legal parking agreement to assist all parties; the City, the Developer, and the parking lot owners. If I remember, the former Bylaw did allow for this type of arrangement to occur. Perhaps Charlottetown might reconsider the revival of this former method since the parking is truly a shared type-daytime-night time use.

In conclusion I think this project brings positive attributes to the waterfront:

- High density
- Tourists
- Vibrancy
- Public interaction
- Great views
- Smart infill
- Upbeat Architectural style

As I have said before, if this were my City I would be happy to have such a development near my waterfront.

Yours truly,



Peter Fellows, B.Arch., AANB



collaborative architecture
OPENPRACTICE

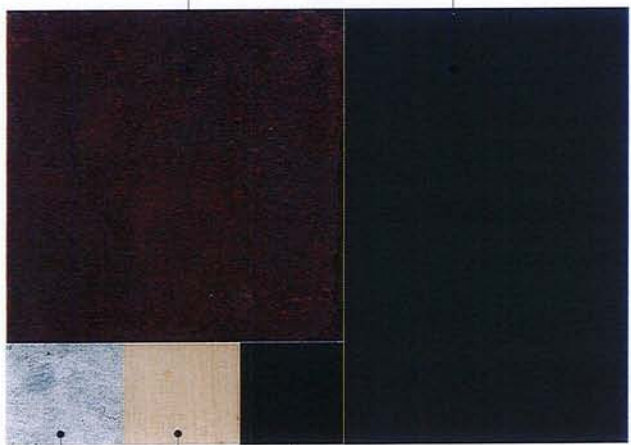
**PRELIMINARY
NOT FOR CONSTRUCTION**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
400	CONCRETE	sq. ft.	1,000	1.00	1,000.00
401	WOOD GRAB PANELING	sq. ft.	1,000	1.00	1,000.00
402	ANODIZED BLACK COMMERCIAL GLAZING SYSTEM	sq. ft.	1,000	1.00	1,000.00
403	STEEL WEAVERING STEEL	sq. ft.	1,000	1.00	1,000.00
404	MOULDED GYPSUM BOARD	sq. ft.	1,000	1.00	1,000.00

LEVEL	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
1	MOULDED GYPSUM BOARD	sq. ft.	1,000	1.00	1,000.00
2	STEEL WEAVERING STEEL	sq. ft.	1,000	1.00	1,000.00
3	ANODIZED BLACK COMMERCIAL GLAZING SYSTEM	sq. ft.	1,000	1.00	1,000.00
4	WOOD GRAB PANELING	sq. ft.	1,000	1.00	1,000.00
5	CONCRETE	sq. ft.	1,000	1.00	1,000.00

MOULDED GYPSUM BOARD
COLOR: 2015, 64.1E
THICKNESS: 5/8"
SHEET SIZES: 1250mm x 2500.00mm

STEEL WEAVERING STEEL
SHEET SIZES: 1250mm x 2500.00mm



ANODIZED BLACK COMMERCIAL GLAZING SYSTEM

WOOD GRAB PANELING

CONCRETE

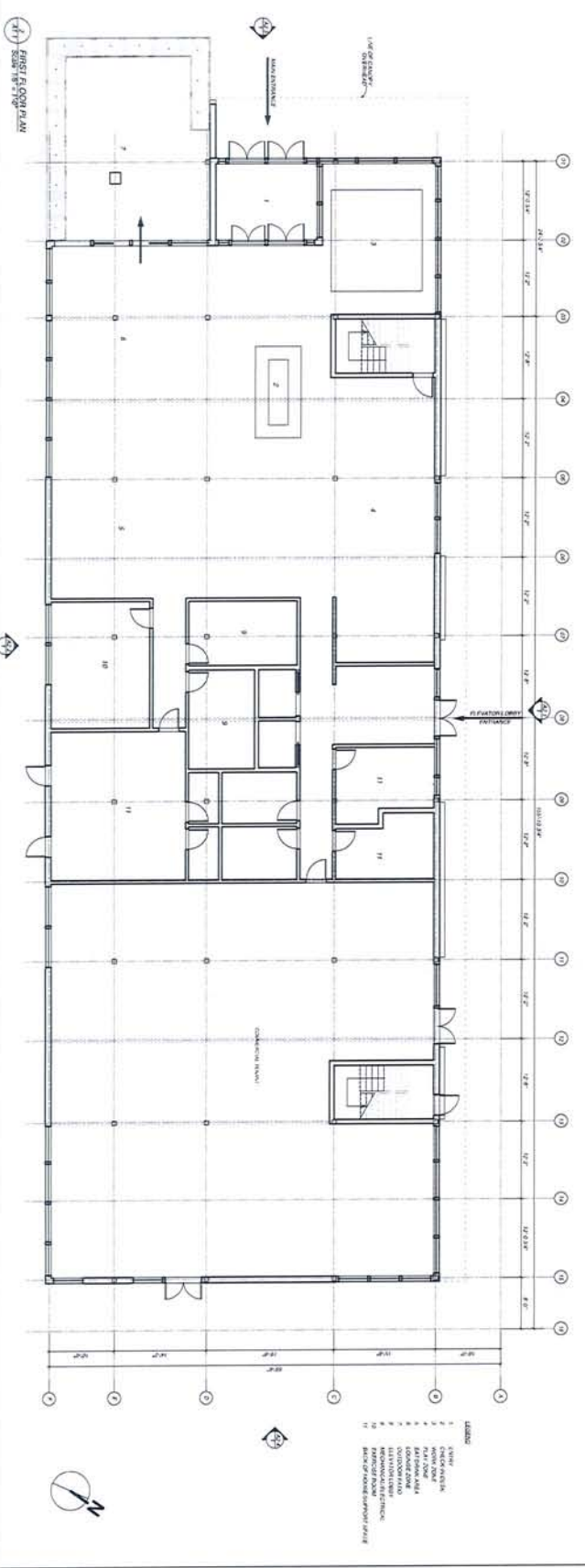
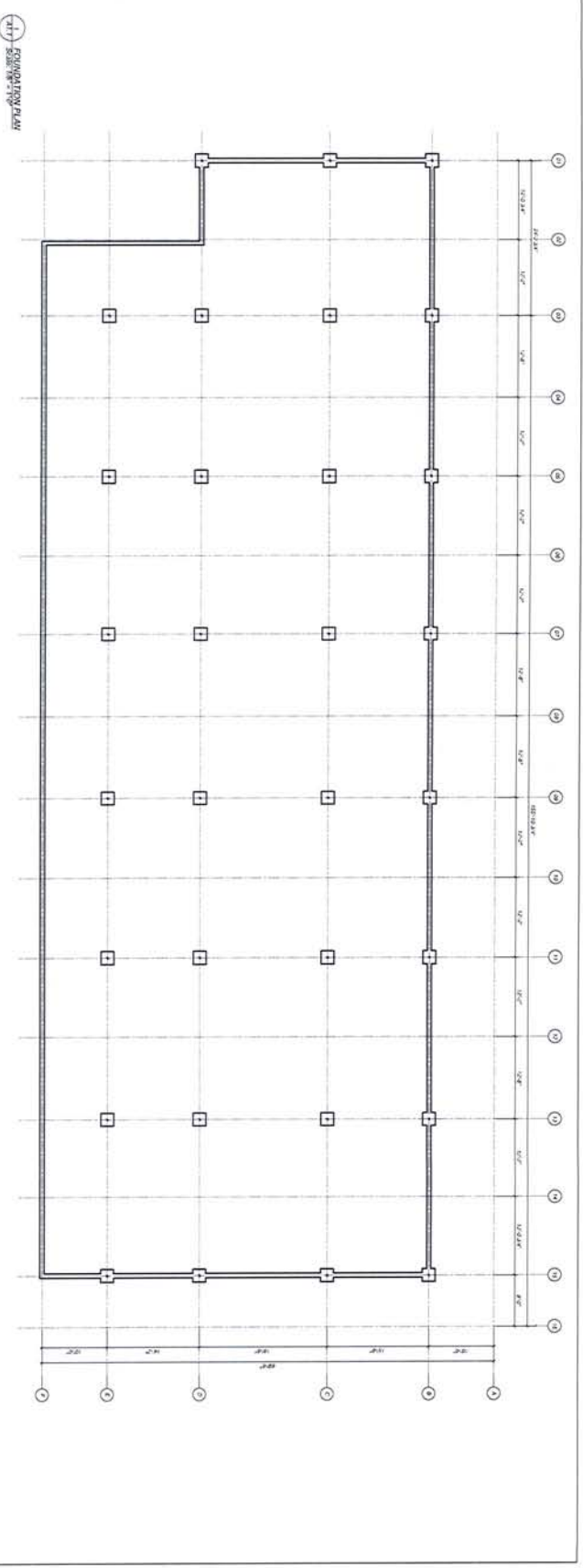
OPEN PRACTICE
ARCHITECTS AND INTERIORS
1100 15th Street, NW
Washington, DC 20004
Tel: 202.331.2000 Fax: 202.331.2001

PROJECT TITLE
NEW MULTI-UNIT,
2 PRINCE STREET
OWNER
ARCHITECT
DATE

SHEET TITLE
COVER PAGE
SCALE
DATE
DRAWN BY
CHECKED BY
DATE

A0.0

**PRELIMINARY
NOT FOR CONSTRUCTION**



- LEGEND**
- 1. STAIR
 - 2. COMMON AREA
 - 3. MAIN ENTRANCE
 - 4. FIRE EXIT
 - 5. FIRE EXTINGUISHER
 - 6. FLOOR BOARD
 - 7. FLOOR BOARD
 - 8. FLOOR BOARD
 - 9. FLOOR BOARD
 - 10. FLOOR BOARD
 - 11. FLOOR BOARD
 - 12. FLOOR BOARD

PROJECT TITLE
**NEW MULTI-UNIT,
2 PRINCE STREET**

DATE: 10/01/2020

PROJECT NO: 100100

DESIGNER: EJV

CLIENT: AS

SCALE: AS SHOWN

OPENPRACTICE
ARCHITECTS

100100 PRINCE STREET, SYDNEY NSW 1588

100100 PRINCE STREET, SYDNEY NSW 1588

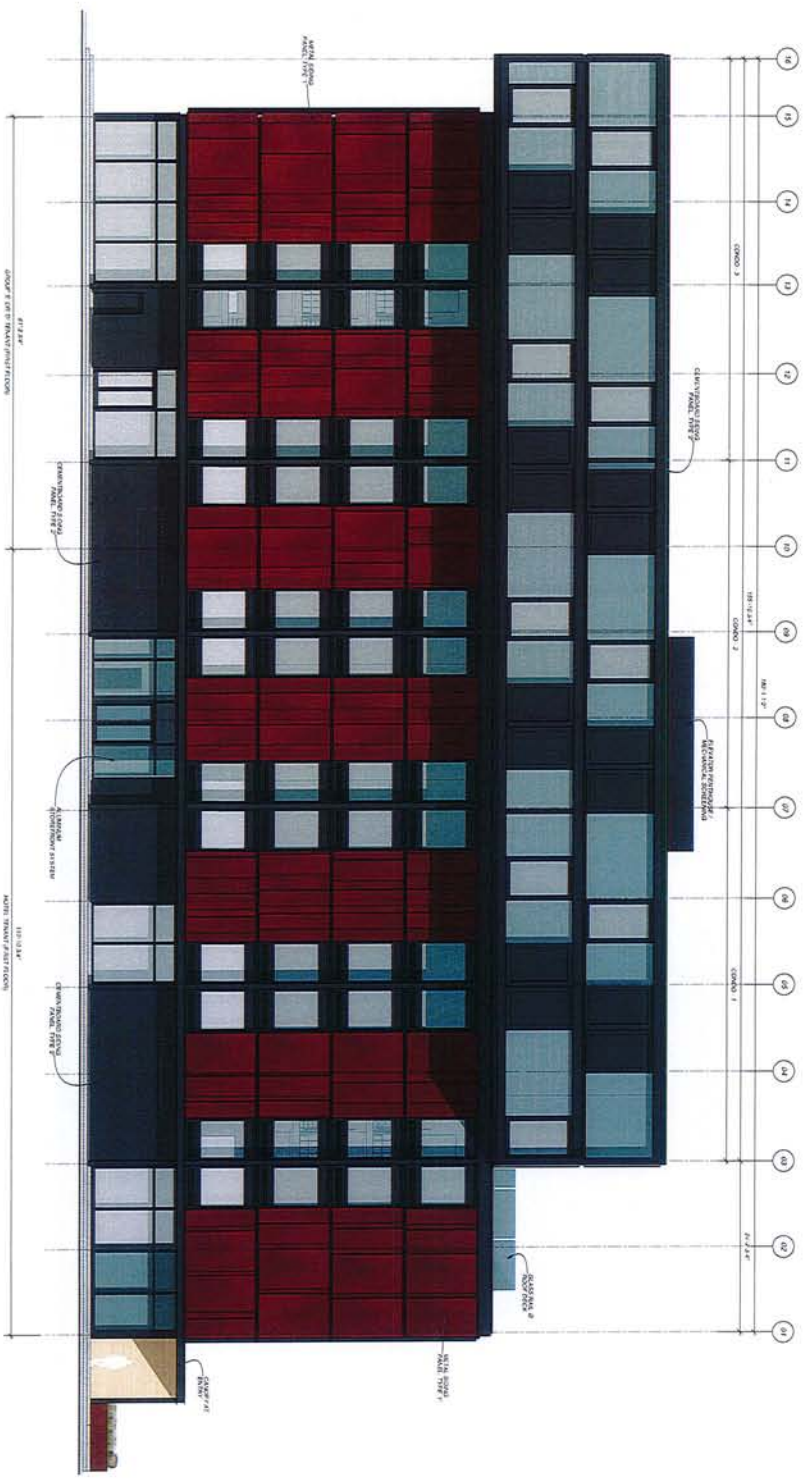


PRELIMINARY
NOT FOR CONSTRUCTION

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 2 PRINCE STREET**
 FLOORPLANS
 SHEET NO. 10010
 DRAWN BY: EJA
 CHECKED BY: AS (10/15/20)
 DATE:

OPENPRACTICE
 ARCHITECTURE & INTERIORS
 54 KING STREET, 4TH FLOOR, ST. CATHARINE
 1-800-310-2006 • 416-310-2006

**PRELIMINARY
NOT FOR CONSTRUCTION**



2.1 NORTH ELEVATION

- ROOF
- ROOF FLOOR
- 2ND FLOOR
- 3RD FLOOR
- 4TH FLOOR
- 5TH FLOOR
- 6TH FLOOR
- 7TH FLOOR
- 8TH FLOOR
- 9TH FLOOR
- 10TH FLOOR
- 11TH FLOOR
- 12TH FLOOR
- 13TH FLOOR
- 14TH FLOOR
- 15TH FLOOR
- 16TH FLOOR
- 17TH FLOOR
- 18TH FLOOR
- 19TH FLOOR
- 20TH FLOOR
- 21ST FLOOR
- 22ND FLOOR
- 23RD FLOOR
- 24TH FLOOR
- 25TH FLOOR
- 26TH FLOOR
- 27TH FLOOR
- 28TH FLOOR
- 29TH FLOOR
- 30TH FLOOR

OPENPRACTICE
ARCHITECTURE & INTERIOR DESIGN
12100 BROADVIEW AVENUE, SUITE 200
DENVER, CO 80231
TEL: 303.733.3300 FAX: 303.733.3301

PROJECT TITLE
NEW MULTI-UNIT
2 PRINCE STREET
EXTERIOR ELEVATION

DATE
10/15/20

DESIGNER
ARCHITECT

SCALE
AS SHOWN

A2.1

**PRELIMINARY
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OPEN PRACTICE
 ARCHITECTS AND INTERIORS
 1111 10TH AVENUE, SUITE 1000
 DENVER, CO 80202
 P: 303.733.2000 F: 303.733.2001

PROJECT TITLE
 NEW MULTIFAMILY
 2 PRINCE STREET
 EXTERIOR ELEVATION

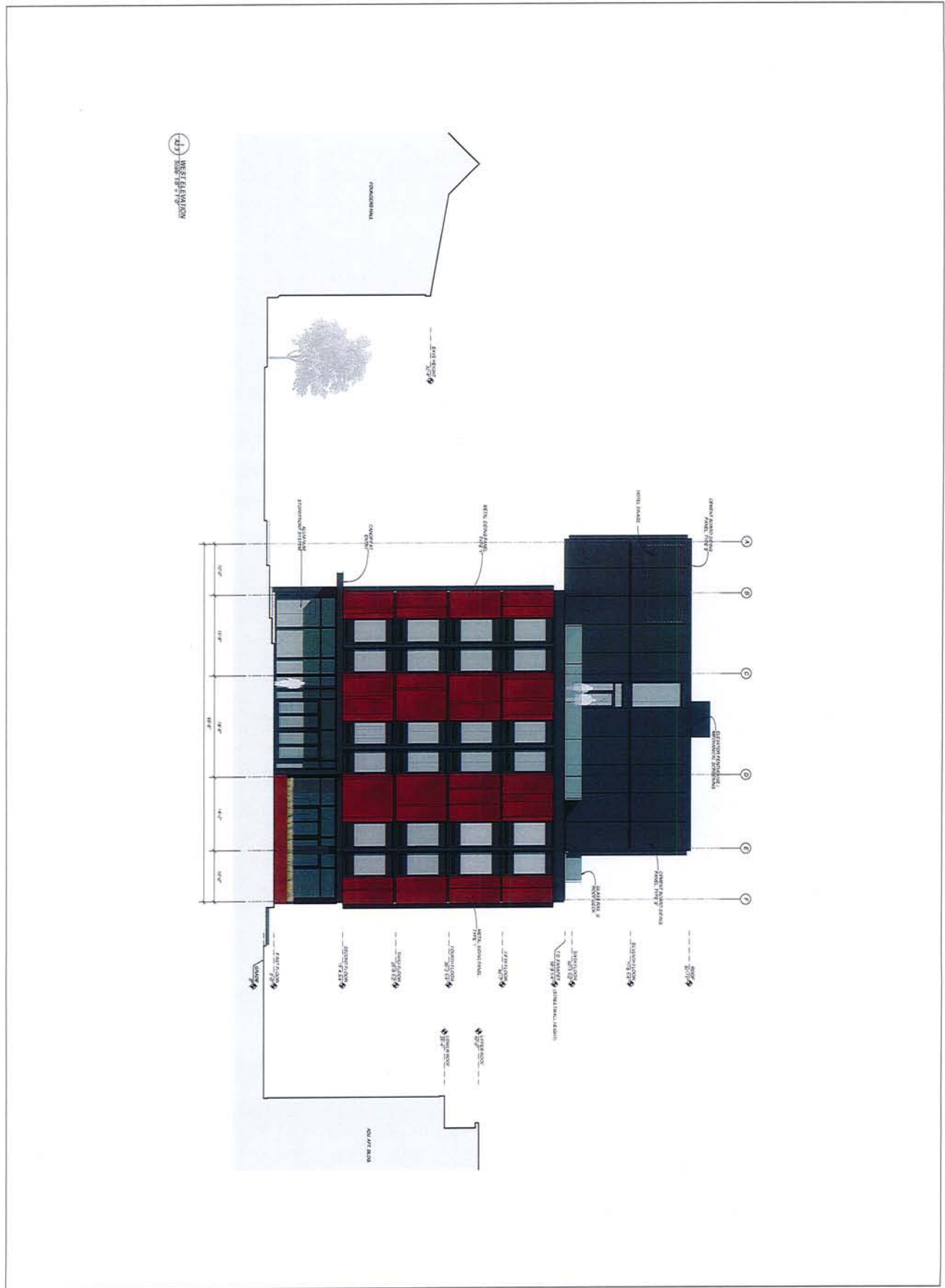
DATE
 10/10/20

DESIGNED BY
 JACOB

CHECKED BY
 AS

SCALE
 AS SHOWN

PRELIMINARY
NOT FOR CONSTRUCTION



PROJECT TITLE
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2 PRINCE STREET

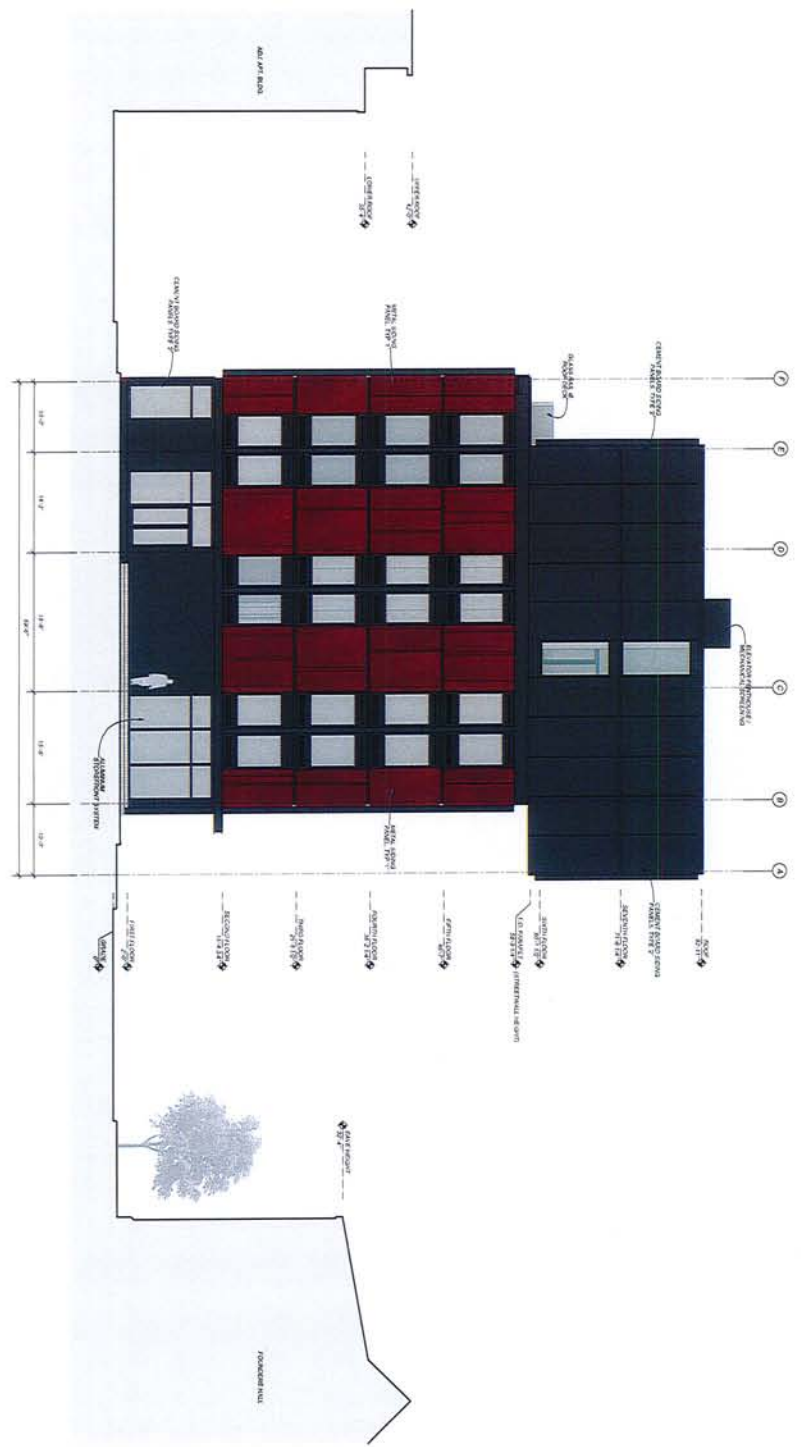
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H2LPT6 10010
10010
10010
10010
10010

WEST ELEVATION

A2.3

OPEN PRACTICE
ARCHITECTURE & INTERIOR DESIGN
10010
10010
10010
10010
10010

PRELIMINARY
NOT FOR CONSTRUCTION



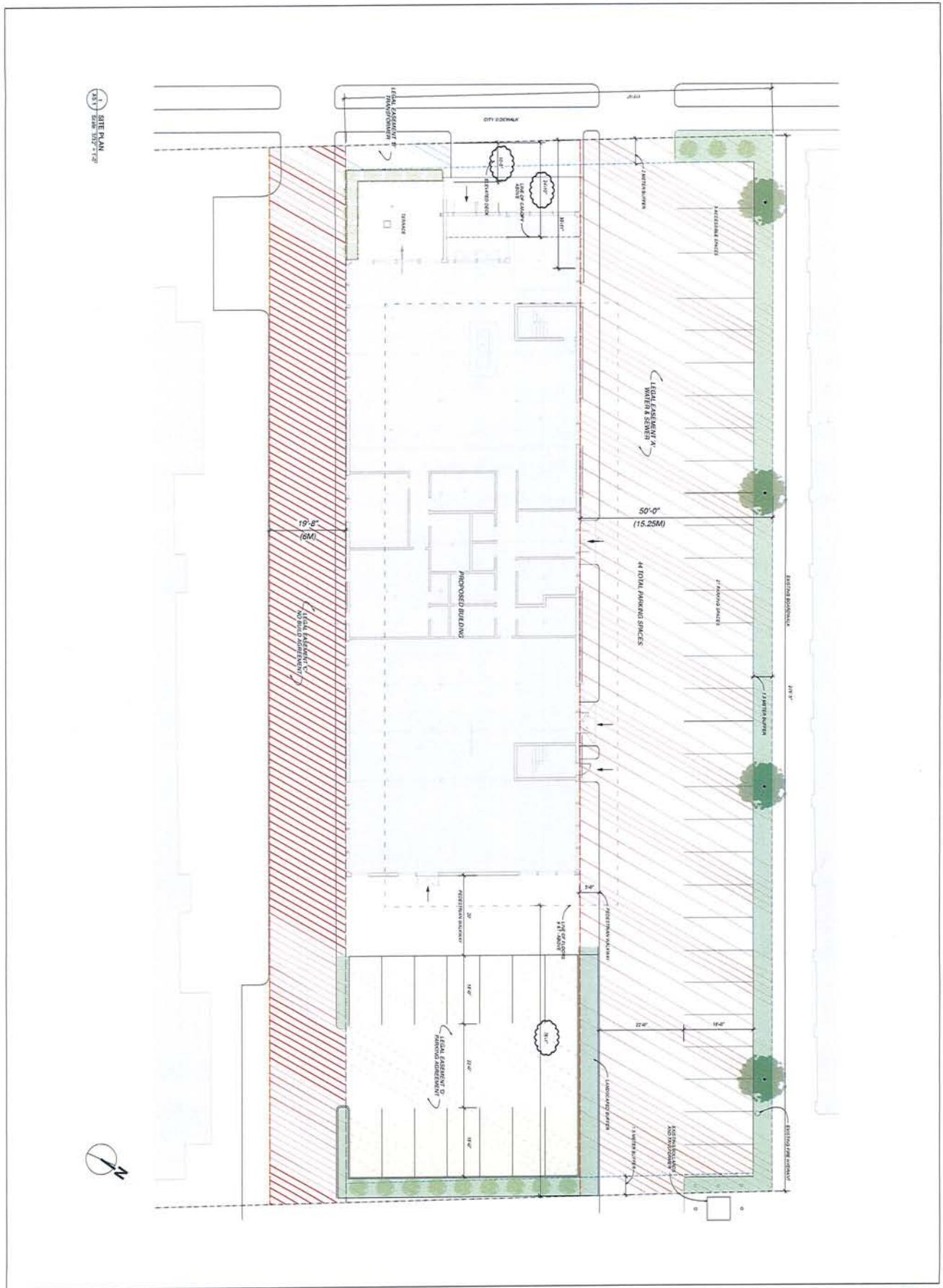
2.1 EAST ELEVATION

OPENRACICE
447 King Street, Suite 200, Richmond, BC V6V 1K4
Tel: 604.273.2000 • Fax: 604.273.2001

PROJECT TITLE
NEW MULTI-UNIT,
2 PRINCE STREET
SHEETS
EXTERIOR ELEVATION

DATE: 2011.03
DRAWN BY: [Name]
CHECKED BY: [Name]
SCALE: AS SHOWN

**PRELIMINARY
NOT FOR CONSTRUCTION**



1 SITE PLAN
AS PER 2022.772



PROJECT TITLE
NEW MULTI-UNIT,
2 PRINCE STREET

CLIENT
[Redacted]

DATE
17/01/20

SCALE
AS SHOWN

PROJECT NUMBER
[Redacted]

DATE
17/01/20

SCALE
AS SHOWN

A0.1

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ARCHITECTS

