



**DESIGN REVIEW BOARD AGENDA
NOTICE OF MEETING**

*Monday, September 23, 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 Monday, September 23, 2019
- 4. Adoption of Minutes** - Minutes of Design Review Meeting on Friday, May 17, 2019
- 5. Business arising from Minutes**
- 6. Report:**
 - a. 60-66 Dorchester Street (PID #s 336826 & 336818)
Request to review design modifications and get approval from Board that these modifications are in keeping with the design review drawings that were approved.
- 7. Introduction of New Business**
- 8. Adjournment**

**PLANNING AND HERITAGE COMMITTEE – DESIGN REVIEW BOARD MINUTES
FRIDAY, MAY 17, 2019 1:00PM
PARDKALE ROOM, CITY HALL**

<u>Included</u>	Mayor Philip Brown	Kris Fournier, RM
	Deputy Mayor Jason Coady, Vice-Chair	Sharon Larter, RM
	Councillor Bob Doiron	Alex Forbes, PHM
	Councillor Julie McCabe	Greg Morrison, PII
	Brian Gillis, RM	Todd Saunders, HO
	Greg Munn, RM	Ellen Ganga, IA/AA
	Kenneth McInnis, RM	

Regrets **Councillor Greg Rivard, Chair**

1. Call to Order

Deputy Mayor Jason Coady called the meeting to order at 1:08 pm.

2. Declaration of Conflicts

Deputy Mayor Jason Coady asked if there are any other conflicts and there being none, moved to the approval of the agenda.

3. Approval of Agenda

Moved by **Kenneth McInnis, RM**, and seconded by **Councillor Bob Doiron**, that the agenda for Friday, May 17, 2019, be approved.

CARRIED

4. Adoption of Minutes

Moved by **Greg Munn, RM**, and seconded by **Councillor Bob Doiron**, that the minutes of the Tuesday, April 30, 2019 meeting, be approved.

CARRIED

5. Business arising from Minutes

There was no business arising from the minutes.

6. 80 Grafton Street (PID #340265)

This is a revised design proposal for a five-storey, mixed-use building at 80 Grafton Street (PID #340265). The property is located in the Downtown Mixed-Use Neighbourhood (DMUN) Zone. Greg Morrison, Planner II, presented the application.

This application was initially presented to the Design Review Board on April 30, 2019 but at that time, the application was rejected. A revised plan was submitted and the design reviewer has now provided conditional approval for this project. Staff recommendation is to approve the proposed design.

Bill Chandler, applicant, added that he has met with the design reviewer and the owners of the property to come up with a revised design of the building to meet the design review guidelines

and to address the concerns of the original design. Mr. Chandler also noted that the revised plans do not change the footprint of the building but only on the design of the building.

Brian Gillis, RM, noted that this is a new process for the City and also a new process for the architects dealing with this process. Mr. Gillis complimented Mr. Chandler for the revised design that was presented to the board. It reflects what the bylaw intends and the turnaround to work with the clients and provide a design is very much appreciated. This is in alignment with the intent of this whole process.

Mayor Brown also added that the owners are very much appreciative of the design review board and they feel that it was a worthwhile exercise with the inputs provided on the design. Mayor Brown asked if the right of way between the Pilot House and the new building is about 15 feet and Mr. Chandler responded that it is 14 feet 4 inches. Mr. Chandler also clarified that right of way mentioned it is not a right of way but is a part of the property. Mr. Forbes clarified that this specific item will be part of the negotiation on the public benefits. Mayor Brown confirmed that it will not be reviewed by the board and Mr. Forbes confirmed. Mayor Brown also commented that the access to the current Parkade is not aesthetically pleasing with old bins as an example. The proposed access makes it more accessible. Mr. Chandler added that this access will be landscaped as well.

Kenneth McInnis, RM, asked about the materials that will be used for the 4th and 5th floor of the building. Mr. Chandler responded that it will be pre-finished steel siding and flat paneled steel concealed fasteners. Mr. McInnis also clarified if the material for the railing will be glass. Mr. Chandler confirmed that it will be glass material. It was also questioned if it is going to be frameless but posts will be required to keep the glass in place.


Deputy Mayor Coady asked for comments or questions; there being none, the following resolution was put forward:

Moved by Brian Gillis, RM and seconded by Greg Munn, RM, that the submitted building design of the proposed five-storey mixed-use development at 80 Grafton Street (PID #340265), be approved.

**CARRIED
(7-1)**

Moved by Councillor Julie McCabe and seconded by Councillor Bob Doiron, that the meeting be adjourned. The meeting was adjourned at 1:18 p.m.

Deputy Mayor Jason Coady

TITLE: <p style="text-align: center;"> DESIGN REVIEW FILE: DESIGN-2019-23-SEPTEMBER-6a 60-68 DORCHESTER ST OWNER: GENDUST CO LTD. APPLICANT: DUNSTAN CARROLL </p>		 CHARLOTTETOWN
MEETING DATE: September 23, 2019		Page 1 of 3
DEPARTMENT: Planning & Heritage	ATTACHMENTS: A. Design Review Submission (September 17, 2014) B. External Design Reviewer Comments (October 5, 2014) C. Revised drawings	
SITE INFORMATION: Ward No: 1 Queen's Square Existing Land Use: Vacant Property Official Plan: Downtown Neighbourhood Zoning: Downtown (DN) Zone		

RECOMMENDATION:

The Planning & Heritage Department is advancing this to the Design Review Board to confirm and get approval from the Board that the construction drawings are generally in keeping with the approved design review submission. Staff are recommending that the drawings be approved for the project to be constructed at 60-66 Dorchester Street (PID #'s 336826 & 336818).

BACKGROUND:

Request

This project underwent the Design Review and was approved by Heritage Board in October of 2014. Although the application for the development was submitted prior to the requirement for Design Review under the Bylaw the applicant decided to participate in the Design Review Process.

The original Design Review submission in 2014 included:

- A proposal for a four unit, three storey townhouse. The two existing lots are to be consolidated and the new structure to span the full width.
- The building is three storeys with a roof-top walk-out, forming a partial fourth floor. This is intended as outdoor space on a green roof and could have a trellis type of structure.

The third level of the house is set back from the street façade allowing the top of the second storey to approx. align with the cornice line of the neighbouring duplex.

- Approx. 2/3 of the face of the building at grade level occupied by the garage. This will be setback 4 ft. from the main building face in reference to the traditional carriage ways (porte-cocheres) in the city and to minimize its impact.
- The top of the ground floor of the building measures 9ft in height above grade. The top of the second level measures to 20ft. and the third level measures to 30ft. to the roof line. The top of the proposed trellis measures to 37ft in height above grade.
- The building is constructed of mainly wood and glass. This is consistent with the materiality of the surrounding buildings. The sides will be clad in metal siding covered by a wood lattice. This will form part of a 2 hour firewall required by code. The metal siding will be applied horizontally to maintain the traditional horizontal lines of residential siding. Covering the metal siding with wood lattice will reflect the traditional siding materials.
- A large glazed area forms part of the front door allowing a view through the house to the backyard. The window proportions and rhythm are drawn from the neighbouring buildings and are screened by a wooden lattice. This provides a transition from solid glazing to the historically more solid/opaque residential buildings nearby.
- Concrete and paving stone will be used for the limited driveway and front walk.

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:

In late August the applicant submitted construction drawings for the proposed building. Staff reviewed the construction drawings in comparison to the design review submission that was approved in 2014. There were some changes to materials as listed in the original design review. The changes are as follows:

- 1) The front façade was originally to be clad in wood siding. The drawings have changed to incorporate a combination of a dark brick and wood siding.
- 2) The side elevations were originally to be clad in a metal siding that would run horizontal with a wood trellis over the siding. The applicant has decided to clad the side elevations with brick and a metal trellis over the brick.
- 3) The configuration of the roof top access has changed. Originally it was to be built with vertical lines and a flat roof. However, details about this feature were vague in the design submission. The construction drawings show a slanted roof on the roof top access. This may help to detract from giving an appearance of a 4th story which the design reviewer had concerns about.
- 4) The trellis on the front façade of the building appears to be similar to the original proposal however it does not wrap the corners like originally proposed. The side trellis now is comprised of metal and has been placed mainly to facilitate the growth of climbing vines.

On October 14,, 2015, Stephen Kopp of Acres Architecture submitted his formal review, (for further information please refer to the attached design review report), which indicated the following main points:

“The garage’s presence at the front of the building requires that the detailing, design, and material selection of the door be of utmost importance to avoid the appearance of a blank façade that is detrimental to the pedestrian experience and generally discouraged in good urban design.”
The applicant has proposed an aluminum glazed garage door.

“Among the prime features of the applicant’s design is the oft-cited trellis, however, there is minimal detail provided as to its design, construction, materials, and function as well as its employment and correlation on other facades and rooftop occupancies. While the proposed concept appears to be elegant, of its time, and generally in keeping with the design guidelines, if poorly executed, the trellis could be a detriment to the project’s overall urban design objectives and its success. Key urban design items supported by the proposed trellis design include the horizontality and solidity of the existing streetscape as well as the reinforcement of the 2nd floor line.

RECOMMENDATION:

11.1. *The applicant must confirm the design, material, function, and locations of the trellis prior to the issuance of building permits to give a clear understanding of the design implications.*

11.2. *The specific trellis design in relation to all visible façades should be made subject to the design review process for additional comments.”*

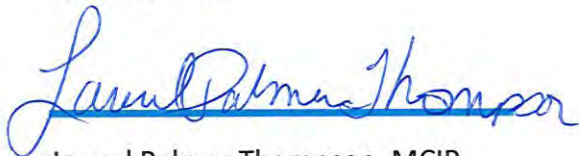
9.1. *The applicant must confirm the design of the stoop and building entrance in relation to the submitted building facades. Any revisions to the facades provided in the applicant’s original submission should be made subject to the design review process for comments.*

9.2. *The design of the stoop should be revisited by the applicant to increase the transparency and connection of the entrance to the street in keeping with the good urban design and in an effort to minimize the potential negative aspects discussed above.*

CONCLUSION:

Overall staff feels that the bulk, mass, scale and building design layout is generally in keeping with the design submission that was approved during the design review process in 2014. However, because of the changes in cladding materials and the modifications to the trellis which seemed to be a substantial design feature in the original submission staff are advancing this to the Design Review Board to confirm and get approval from the Board that the construction drawings are generally in keeping with the approved design review submission. The Board has the option to **a)** approve the drawings as submitted. **b)** suggest minor modifications or **c)** if the Board feels the construction drawings are substantially different from the design review submission than the Board can refer the drawings back to the design review process.

PRESENTER:

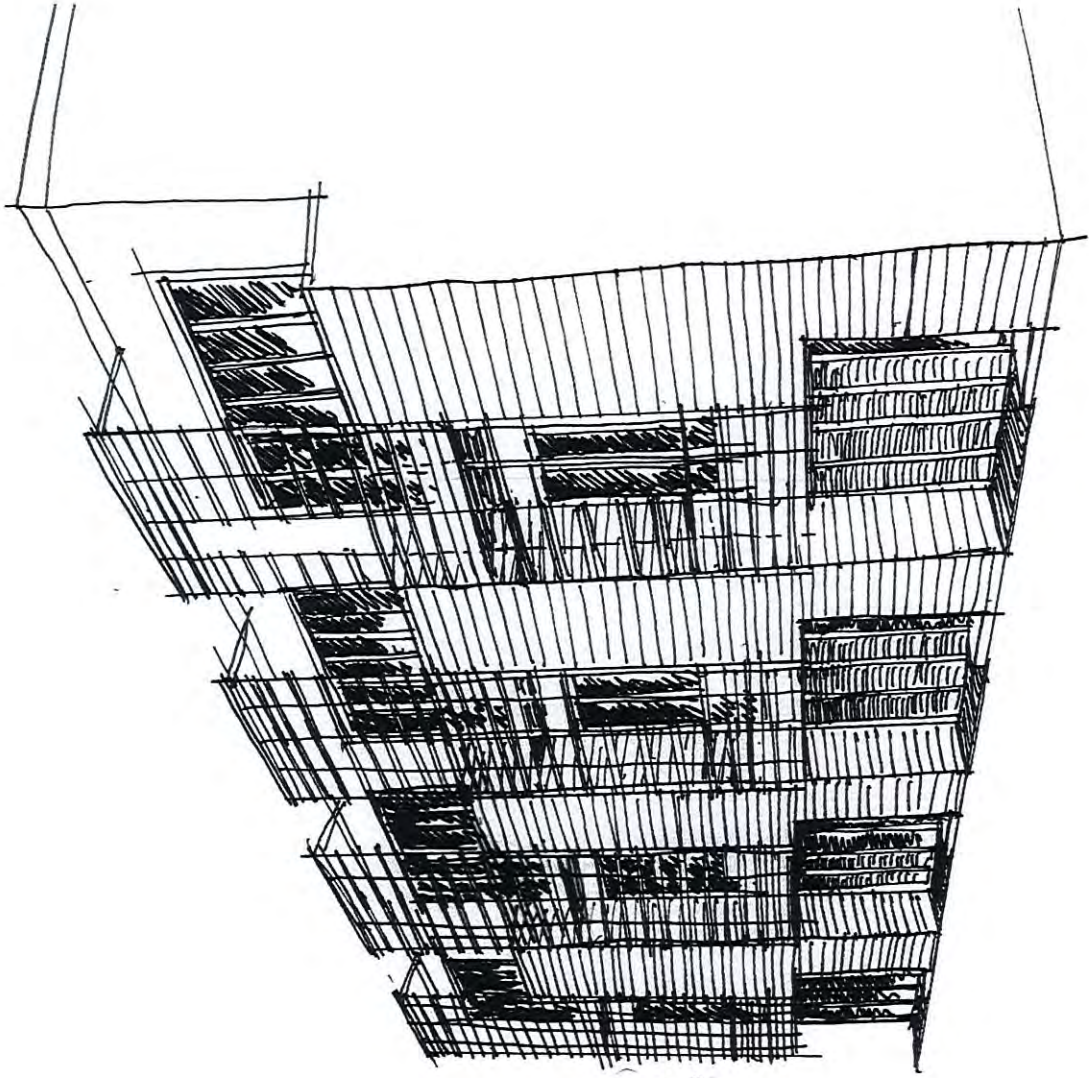


Laurel Palmer Thompson, MCIP
Planner II

MANAGER:



Alex Forbes, MCIP, MBA
Manager of Planning & Heritage



Dorchester Row Houses
2014.09.17 Design Review
Architect: BGHJ Architects
Client: KASS Inc.

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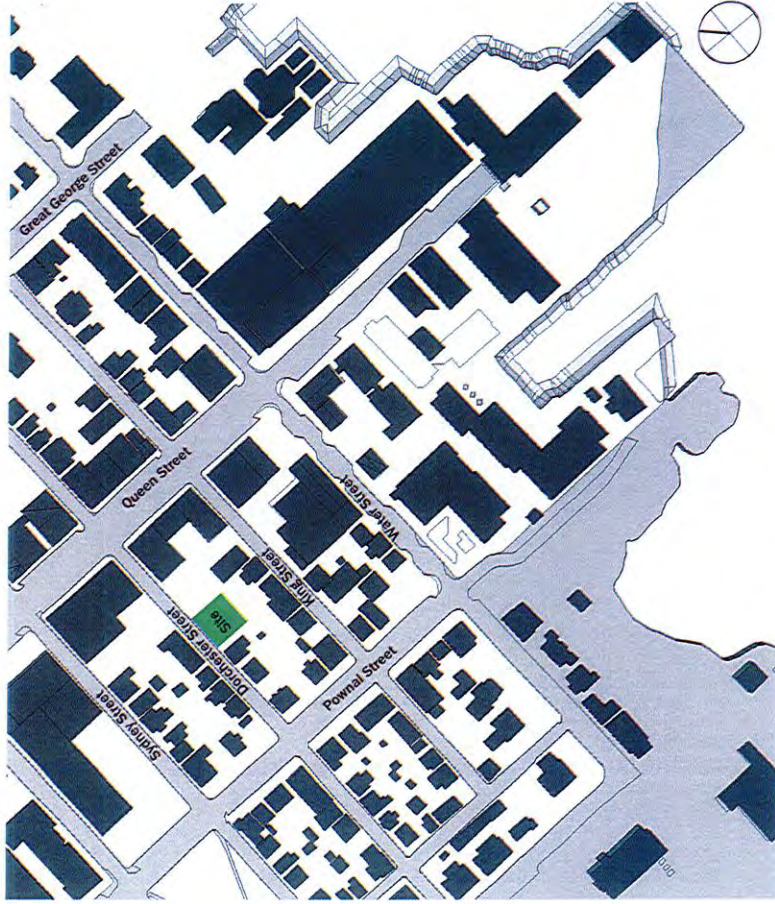
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The architects studying the site

1.1 Introduction

This project involves the construction of a four unit townhouse at 60-66 Fitzroy Street in downtown Charlottetown. The applicant for the project is Kass Inc. and the maritime architecture firm on the project is BGHJ Architects. The land is designated Downtown Neighborhood on the zoning map. Presently the property is a "green field" site as the two duplex buildings which occupied the site were demolished in 2008. The original duplexes occupied the full site with frontage on the street and zero setbacks on the side yard. Earlier this month the applicant applied to Planning Board for a variance to build with zero side yard setbacks as common to the area and received approval from council for this variance.



City Map Indicating the Dorchester Street Site

The four town houses are intended for owner/occupancy. One of the units is intended for ownership by a share holder in Kass Inc. The units will be approximately 20 x 45 feet with a net usable space of approximately 2000 square feet. The proponent intends to develop green backyards at the rear of each of the townhouses.

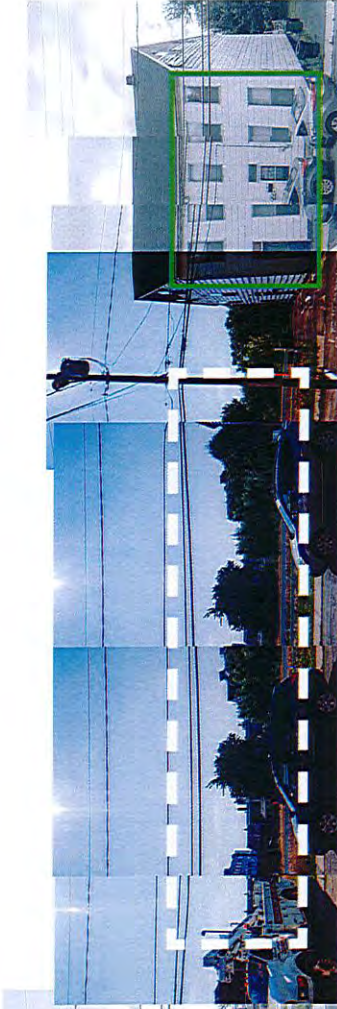


Aerial view of the site

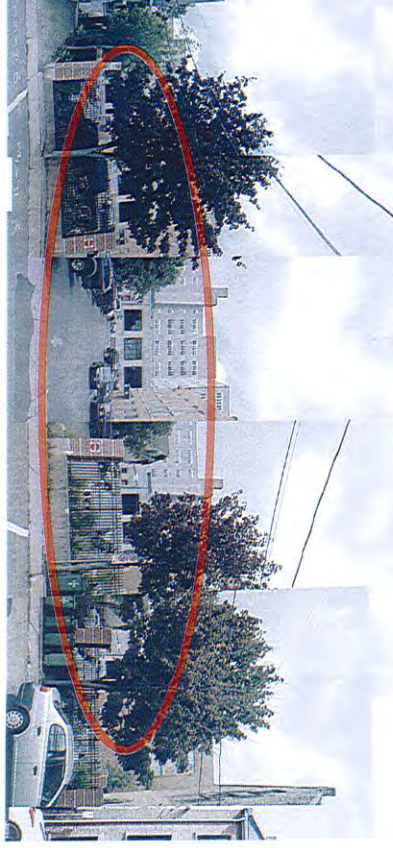
1.2 Site Analysis & Historic Context

Critical Strategy:

- Establish continuity with surrounding urban fabric
- Re-establish degrading residential density of the block
- Counteract the trend of vacant lots (parking lots) in this historically residential neighborhood
- Identify and incorporate the rhythms, heights and horizontals of the street



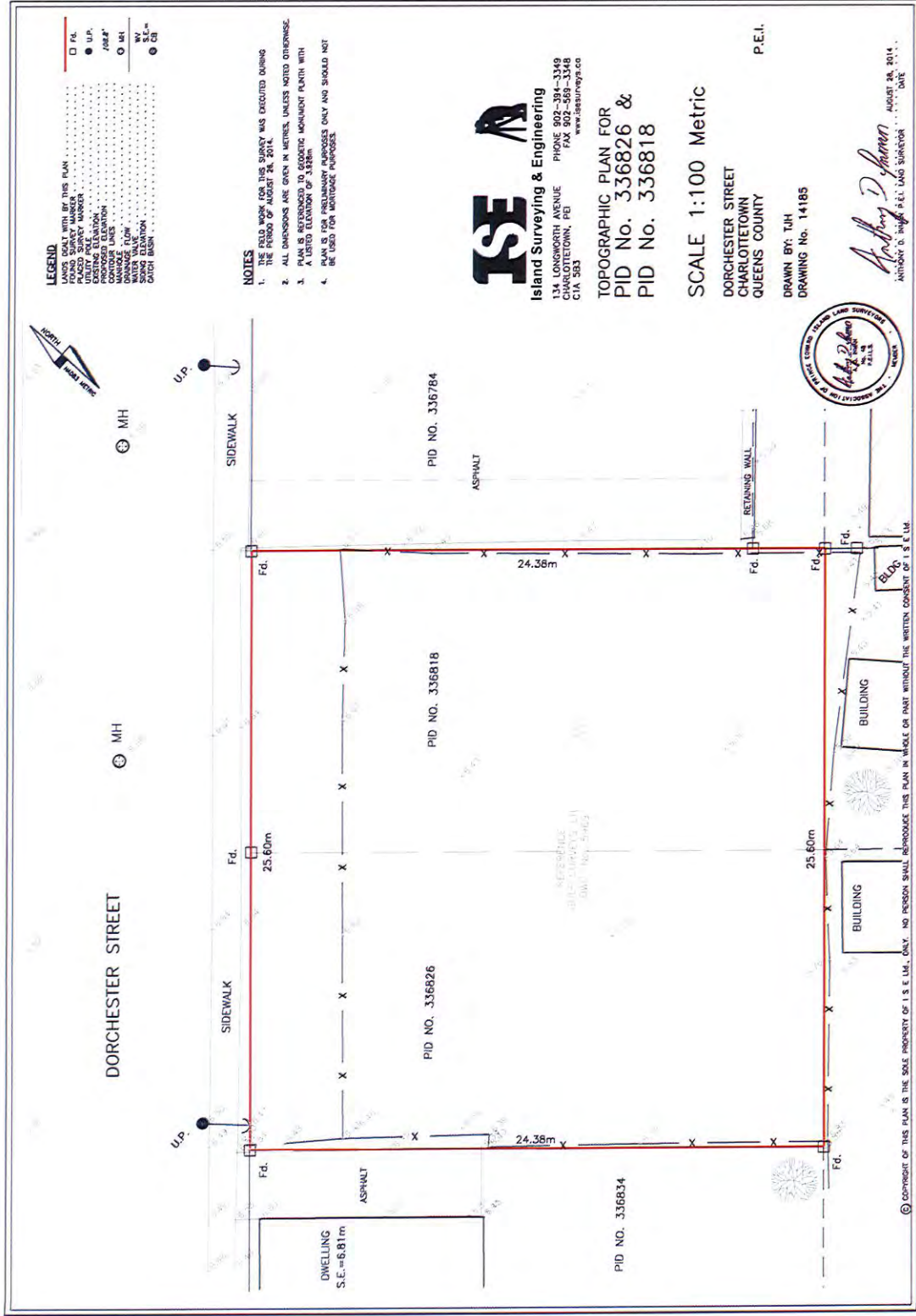
DORCHESTER STREET



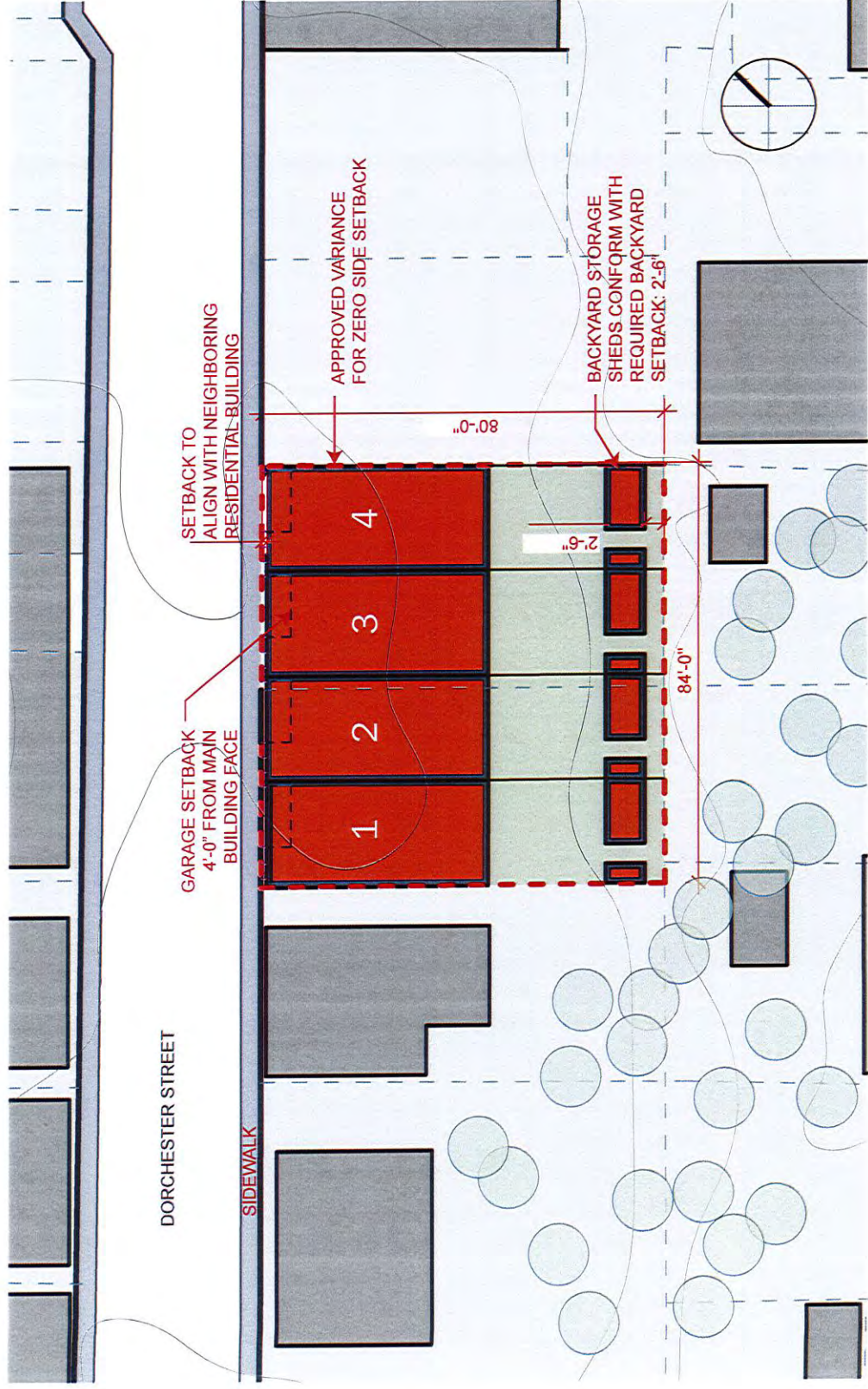
- Strategy:*
- Identify and incorporate the rhythms, heights and horizontals of the street
 - Identify special neighborhood characteristics: dormers, gables, porte-cocheres, & no setbacks.



1.3 Site Survey



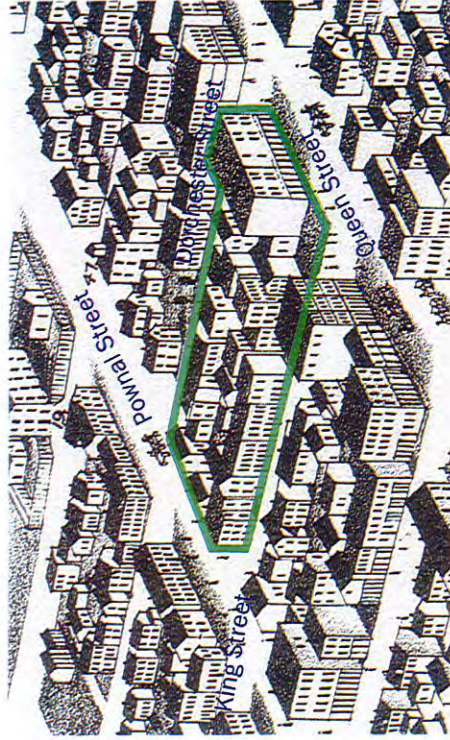
1.4 Site Plan



Site Plan

2.1 Design Intent

- Re-establish increased residential density in downtown Charlottetown by defining setbacks and street walls.
- Encourage the development of historically sensitive contemporary design.
- Contextually design a townhouse in a heritage neighbourhood that provides a model for contemporary urban living.



Residential density of 1878 downtown Charlottetown



— STREETWALL DEFINITION

Decreased urban density of 2014 downtown

2.2 Design Layout

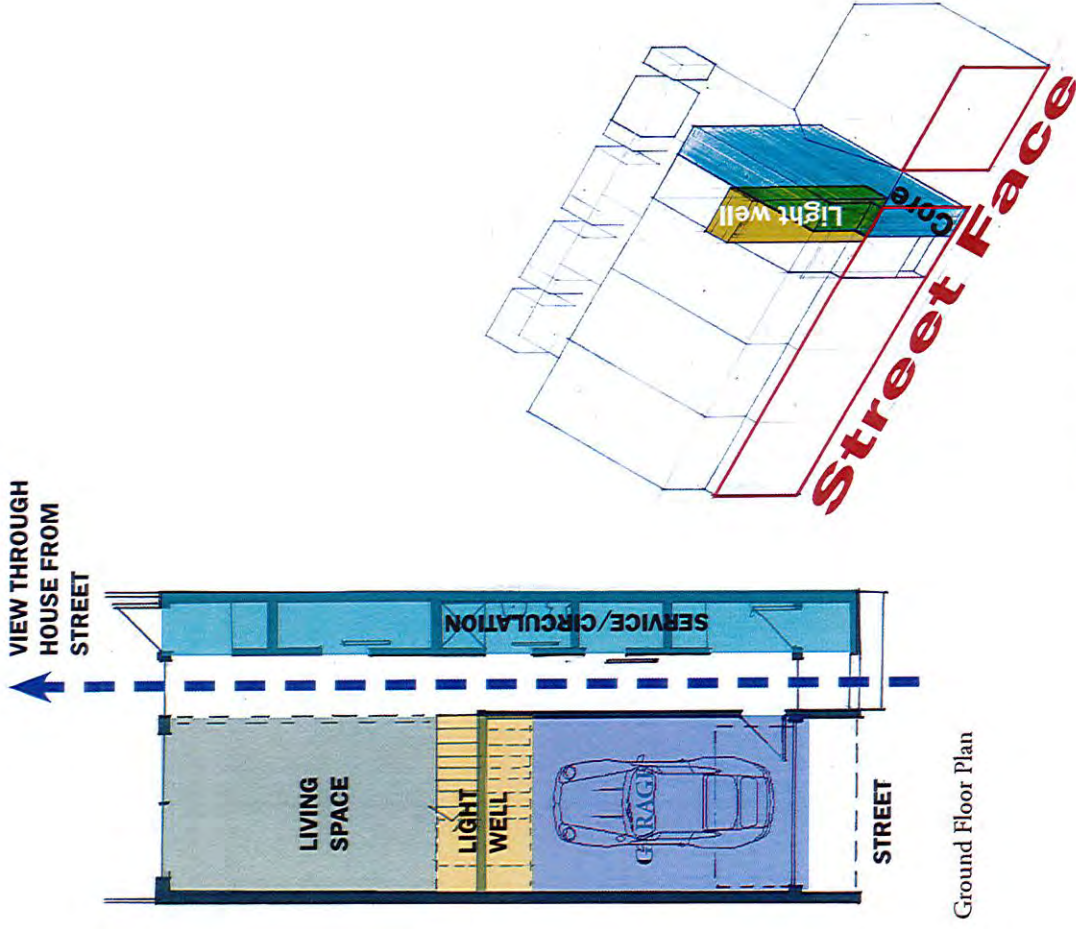
The house is composed of three main elements:

1. **The service core:** This 4' wide block is present on all three floors and houses all the services for the building. It is the more 'solid' element of the house and this is expressed on the facade.
2. **Living Space:** The living space is a 12' wide bay of the house which contains the living room, kitchen and bedrooms. This bay is the transparent area of the house and is expressed on the facade through a screened element.

3. **Light Well:** The light well houses all the vertical circulation in the house and brings down light from the roof skylight.

At the ground level, the house contains an interior through-way which runs directly from the front entrance to the backyard. The public can get a glimpse through the house to the backyard without invading the privacy of the users.

The ground level also contains a garage which is set back from the main face of the house to minimize its impact in the public zone.

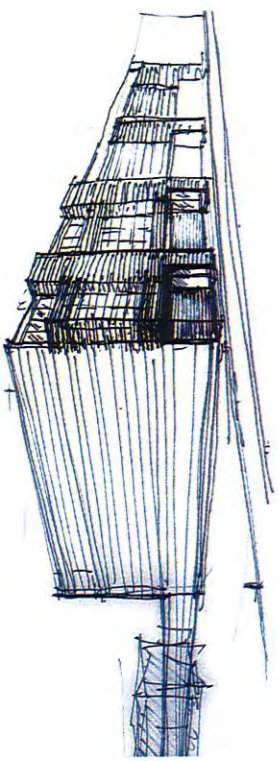


Ground Floor Plan

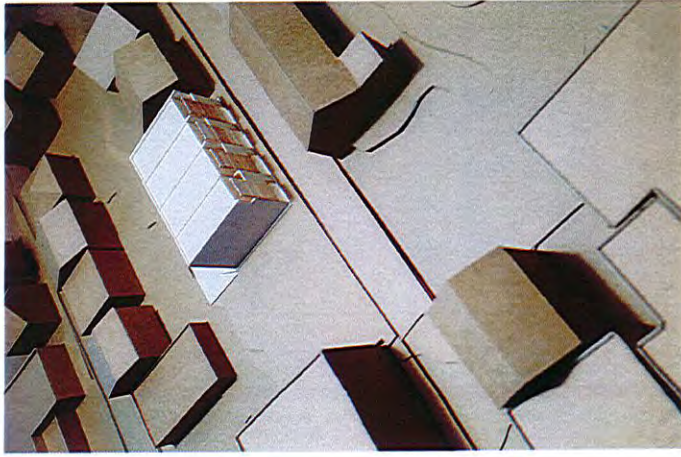
Axo sketch indicating design concept

2.3 Massing Studies

- Address the street with the entrance/stoop
- Minimize the emphasis of the garage by setting it back from the main building face
- Set back the third level of the house to be consistent with the heights of the neighboring building
- Areas of glazed vs solid



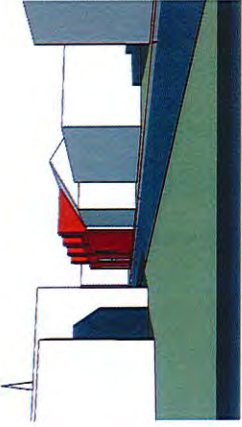
Perspective massing



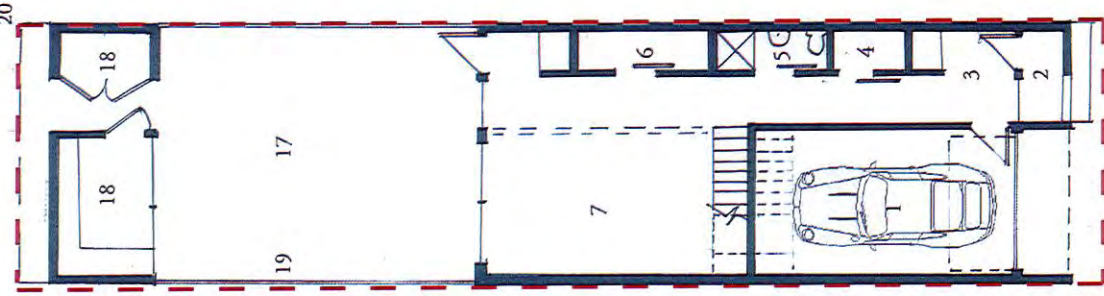
Aerial view toward south



View from Queen Street



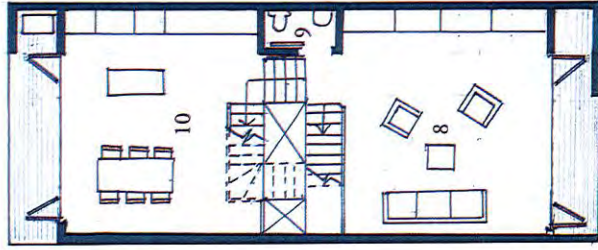
View from Pownal Street



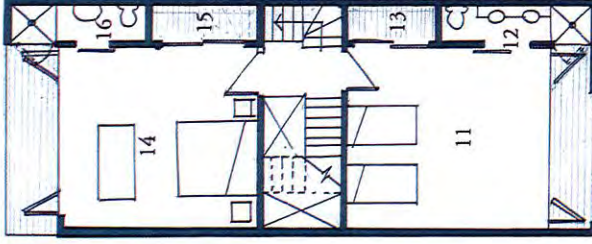
Main Floor

2.4 Floor Plans

- 1. Garage
- 2. Stoop
- 3. Main Entrance
- 4. Mechanical space
- 5. WR
- 6. Storage
- 7. Family Room
- 8. Living Room
- 9. WR
- 10. Kitchen/Dining
- 11. Bedroom
- 12. WR
- 13. Closet
- 14. Master Bedroom
- 15. Closet
- 16. WR
- 17. Backyard
- 18. Shed
- 19. Fence
- 20. Property line

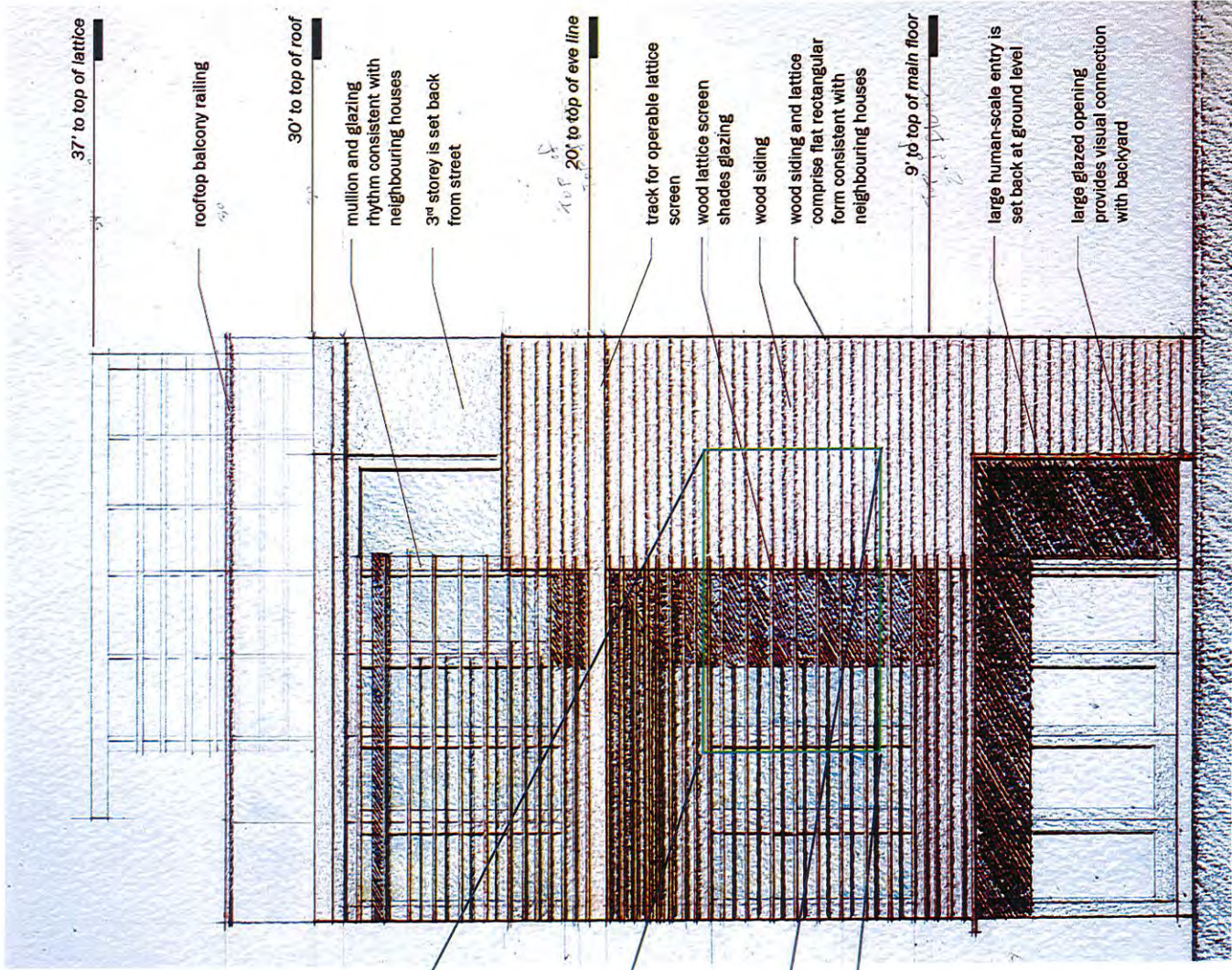


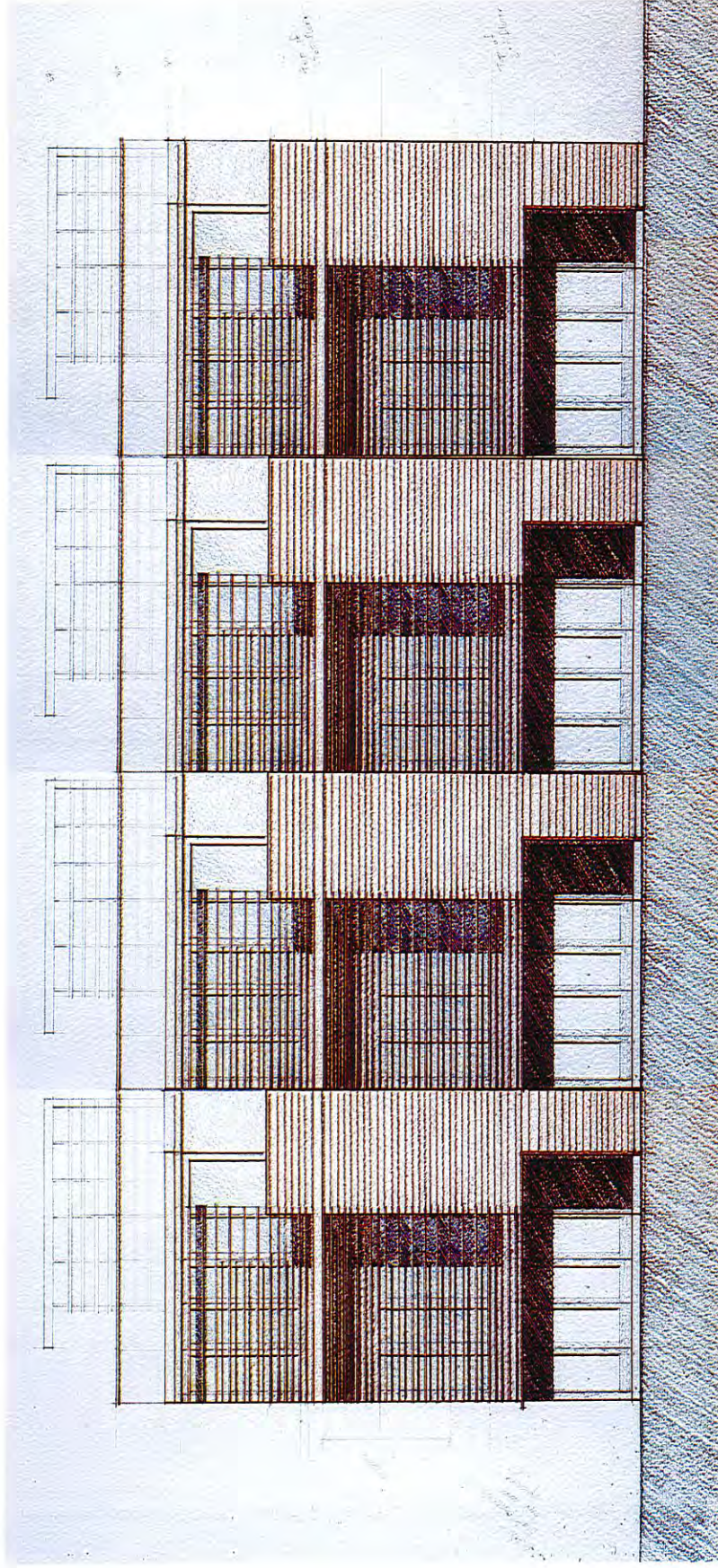
Second Floor



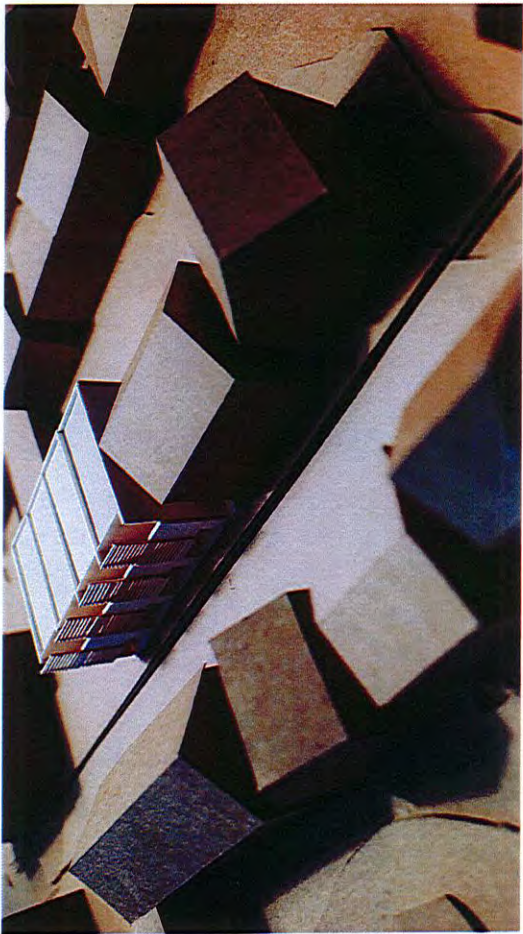
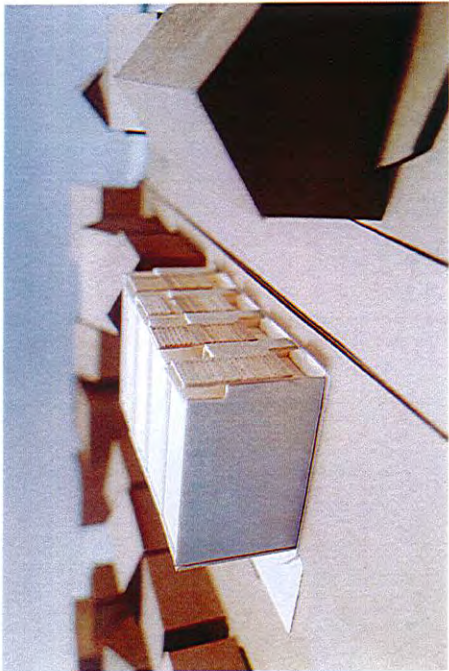
Third Floor

2.5 Elevations





2.6 Design Summary





3.1 Responding to the 500 Lot Requirements



Conducting site studies

1. 500 Lot Area – A Special Place for Design Excellence

We were pleased to purchase the two vacant lots on Dorchester Street in the heart of Charlottetown this summer. This particular block of Dorchester Street is adjacent to Queen Street and has suffered the indignities of two off-site parking lots where good urban planning calls for in-fill housing and the lot we purchased that has remained vacant for years. Recently, some of the homes have been pleasantly renovated including a single family home and the row house directly across the street from our project. The development of our site will be important to re-establishing the density and the character of the street.

We have spent considerable time studying the street and the surrounding neighbourhood. We have photographed the area and built a scaled site model to better understand the massing and context of the buildings on the street. From this study we have gained an understanding of how the fabric of the neighbourhood can inform the design and how contemporary architecture can improve the urban fabric while complementing the surrounding buildings.

2. Reinforcing Existing Urban Structure

This particular block of Dorchester Street is framed by commercial buildings at each corner of Queen Street to the east. The historic character of the area steps down from commercial buildings on the main thoroughfare of Queen Street to low-rise residential through to the end of the block. The two parking lots adjacent to these buildings fronting on Dorchester should someday be developed into housing. The development of the townhouse project is vital to build back housing consistent with the in-fill urban continuum.

3. Reinforcing and Extending the Historic Street and Block Pattern.

The project is to construct four attached townhouses on the site which originally had two duplex houses. The massing of the project is similar to what existed historically, in that the townhouses will be designed with the same setback on the street as the adjacent home and zero lot line setbacks common to other buildings in the area. The four new townhouses will complement the four row houses across the street, maintaining the scale and urban rhythm of the street.

4. Protect, Restore, Respect, and Leverage All Heritage Resources

The architecture on Dorchester Street is comprised of homes built in the 19th and 20th century. The development of the new townhouses will be indicative of a late modernist style sympathetic to the eclectic character of the neighbourhood. The townhouse model fits well within the mix of row houses, duplexes and single family homes found in this one block area



Green zones versus paved lots

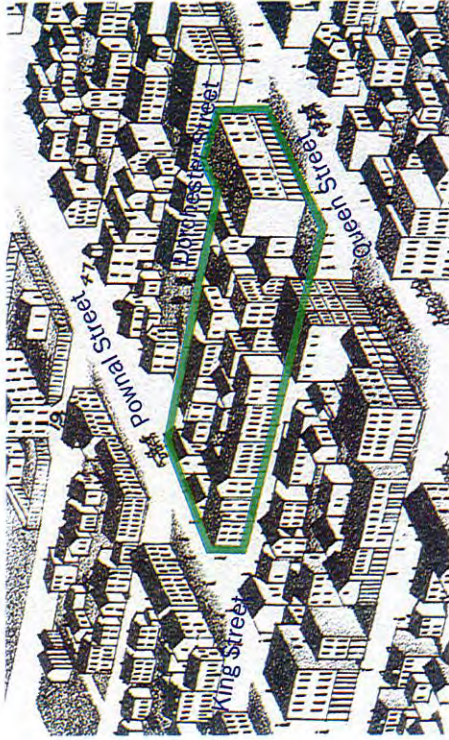
and reinforces the visual palette and the authenticity of the evolving architecture on Dorchester Street.

5. Protect and Strengthen the Character of the Residential Neighbourhood

Different from condominiums and rental apartments, we selected the townhouse building type because it is intended that each of these individual properties will be owner occupied. Property ownership and occupation is key to bringing families downtown. The townhouse model offers a variety of living opportunities for a broad mix of demographics. Owner occupied housing strengthens ties between neighbours and enhances the overall security of the neighbourhood .

6. Provide transitions between areas of different intensities and scales.

This is an infill project designed to fit in with the scale of the other housing on the street. It is not intended as a transition but rather to replace the density that was historically on the site. The new townhouses strongly reinforce the street scape by reflecting the rowhouses across the street and reinstating the balance between the north and south side of the street.



Historic residential density



Houses aim to increase street wall definition



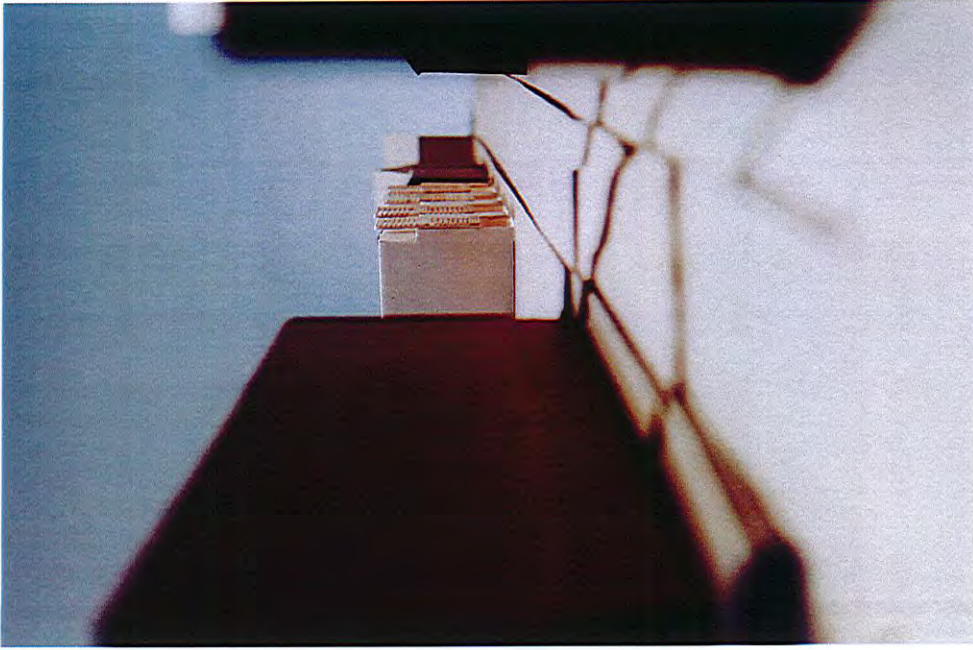
7. The First Three Stories Fronting on the Street Matter Most

The townhouses are oriented to the street. The front entrance has a front stoop setback from the sidewalk inviting access to the building. One of the ways of creating interest and animating the street is the creation of an internal breezeway that provides visual access through the house to the back courtyard. This creates interest on the sidewalk and light penetration through the building. The garage is recessed in the façade to reduce the impact of the door and to create a small front patio adjacent to the sidewalk.

The building uses contemporary and traditional materials in a delicate and tasteful juxtaposition. The facades transition from traditional wood siding to a corrugated steel rain screen. A delicate lattice is applied to the corrugated steel to soften the effect of the steel, yet provide a contemporary version of a heritage home.

8. Strengthen Visual and Physical Orientation and Connectivity

The townhouses create a strong visual connection from Queen Street (Charlottetown's Commercial Street) west on Dorchester Street. It will provide a distinctive visual landmark as to the progressive heritage of the project and community beyond and a clue to the transition from commercial buildings of Queen Street to the residential neighbourhood.



View of the model from Queen Street

9. n/a

10. Design and Construct Buildings So That They Become Future Heritage

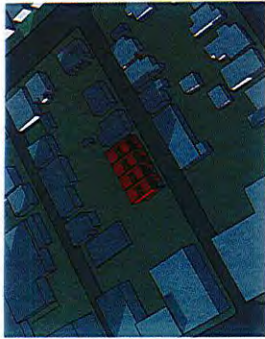
Our approach to the design has been to develop an authentic and contemporary project based on a thoughtful design sensitive to the context of the neighbourhood. Our collaborative approach has culminated in what we believe to be a sensitive contemporary design based on sound building practices and materials.



3.2 Siting & Orientation

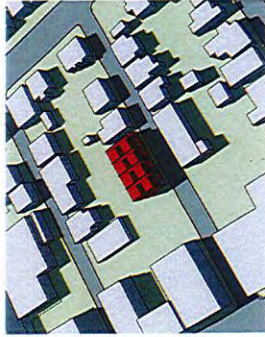
- The townhouses are sited in line with traditional houses along the block. The setback matches that of the house directly adjacent to it.
- The buildings are street oriented with both the stoop and the main entrance addressing the public zone of the street.
- The dimension of each house is in general conformity with the pattern of yard dimensions on the block; a rectangular type footprint.
- Any front yard exposed by the front setback will be addressed by the stoop, paving stones & ground cover.

8:00pm

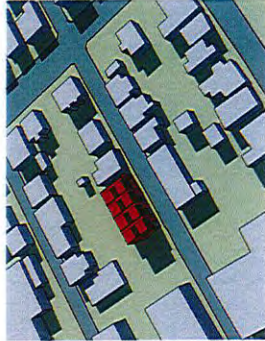


Equinox

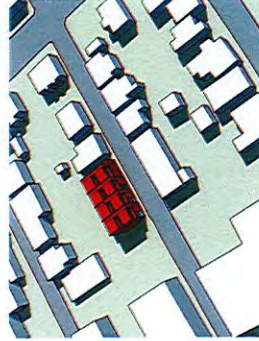
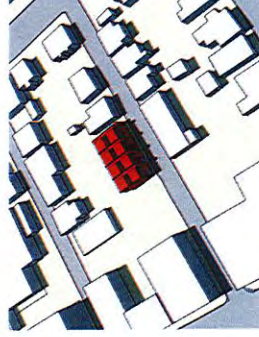
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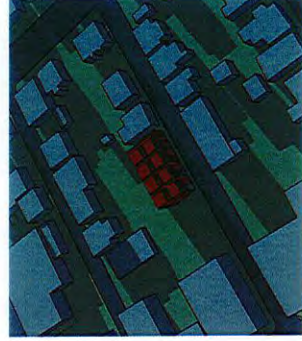
4:00pm



Summer Solstice

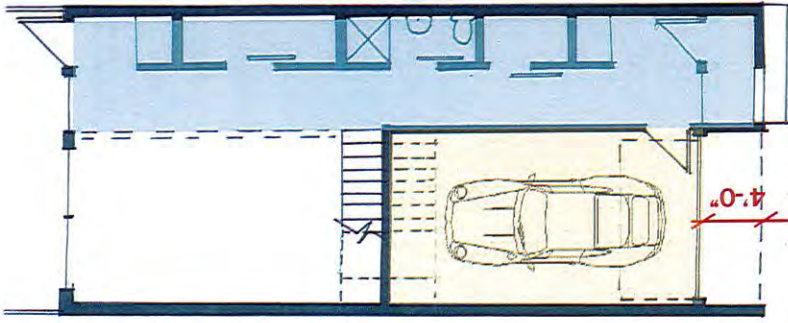


Winter Solstice

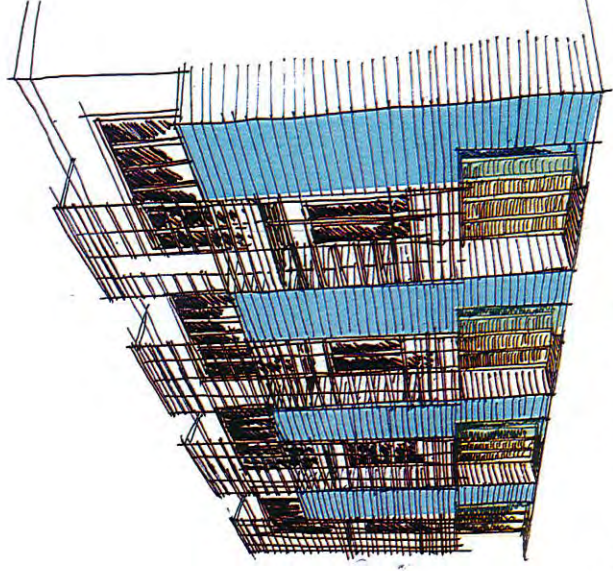


3.3 Parking Access & Garages

- The garage is detailed with warm, natural materials because of its location along the street in the public zone.
- The garage entry is set back from the front plane of the primary building. This puts less emphasis on the garage and focuses the public perception on the welcoming and transparent main entrances of the townhouses.



Garage is setback from entry



3D View of Entry & Garage



3.4 Mass & Scale

- The front wall plane of the townhouses are consistent in width with other structures in the neighborhood and meet the code requirements of having a minimum lot frontage width of 19.7 feet.
- The townhouses were designed to fit in with their immediate context by limiting their front face to two stories and stepping back the third story to speak to the stepped back gables that are found on many Dorchester Street Residences.
- The building form is simple and consistent with traditional homes on the block, a rectangular form with some articulation on the front face to address the public zone.



Maintaining urban scale and site lines

Roofs

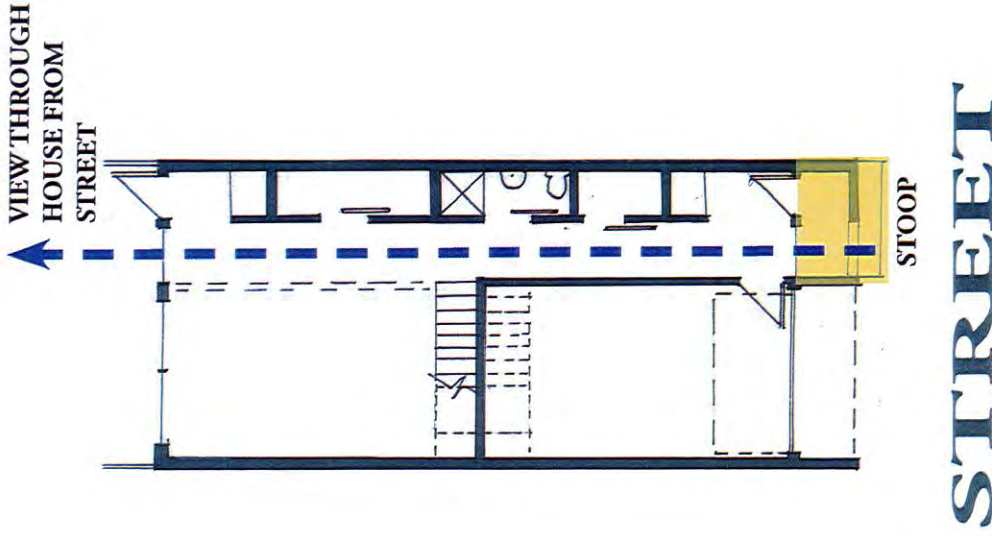
- The townhouses all have simple flat roofs.
- The front face of the townhouse addresses the soffit line of adjacent buildings by stepping the third floor back at this elevation.
- The third floor roof line is at the height of the rooftop of surrounding structures.
- There will be a trellis on the third floor roof set back from the street facade connected to the access core.

3.5 Porches & Entries

- The treatment of the materials at the entrance becomes very important for addressing the public zone.
- Each house has an illuminated stoop which links the public and the private zones of the townhouse. A glazed area at the front entry of the house permits a view through to the backyard.
- The contrast between the solid garage and the glazed entrance accentuates the main approach and entrance to the house.

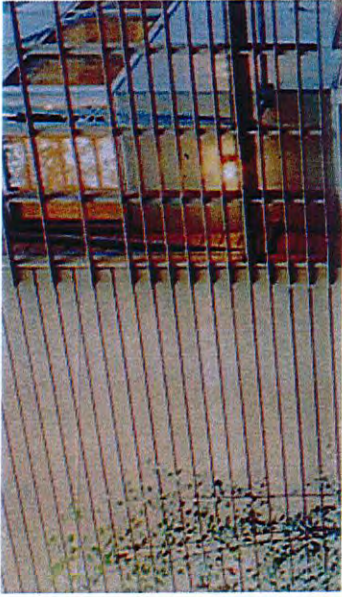
Windows

- A large window accompanies the front door. This internal breezeway permits a view through the house into the landscaped backyard.
- The percentage of glazing on each house is consistent with the amount of glazing on the surrounding structures. The new homes have both a solid and a glazed portion which addresses the solidity of historic precedents in the 500 lot areas yet addresses the current needs for natural light in a modern home.
- The windows on the street facade are emphasized by a wooden screen. This screen enables the user to control the light and the privacy of their living space without closing off the windows from the street.
- The 'lattice' screen represents a contemporary expression of the transition from solid to glazing and is historically sensitive to the more solid residential buildings around it.
- The window proportions and rhythm are consistent with the neighborhood.



3.6 Materials & Finishes

- The buildings are constructed mainly of wood and glass, which is consistent with the materiality of the surrounding structures. The building also incorporates a metal siding rain screen behind wood lattice which will be present on the side faces where a 2 hour firewall is required by code. The metal siding will be applied horizontally to establish linear horizontal shadow lines and wood lattice will be used to shroud the metal siding. Steel today is a contemporary material. When steel is introduced behind a wood lattice, it reflects a more traditional building cladding.



Proposed Materiality for New Townhouses



Materiality of Neighboring House

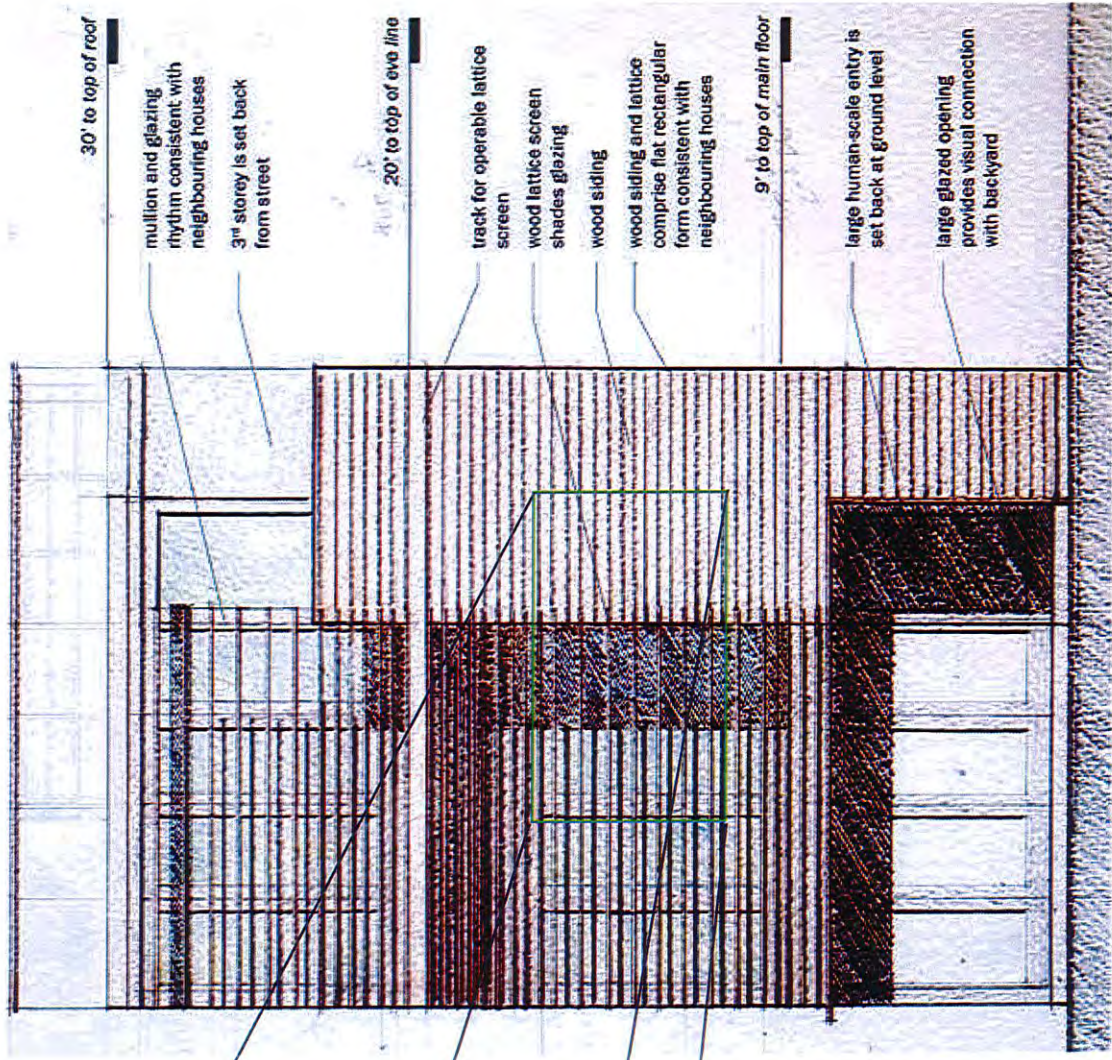


Street View of Typical House Type & Street Treatment in Downtown Charlottetown

Landscaping

- The treatment of the front entry will be very important. There is little space for landscaping in the front yard (this is typical of downtown homes with no setback) but it will be incorporated wherever possible.
- The treatment of the facade at this level and the articulation of the front entrance & stoop will enhance the downtown experience.
- Concrete & paving stones will be used for the limited driveway & front walk.

Single Unit Elevation





Materiality of Neighboring House



Proposed Materiality for New Townhouses

Materials & Finishes

- The buildings are constructed mainly of wood and glass, which is consistent with the materiality of the surrounding structures. The building also incorporates a metal siding rain screen behind wood lattice which will be present on the side faces where a 2 hour firewall is required by code. The metal siding will be applied horizontally to establish linear horizontal shadow lines and wood lattice will be used to shroud the metal siding. Steel today is a contemporary material. When steel is introduced behind a wood lattice, it reflects a more traditional building cladding.



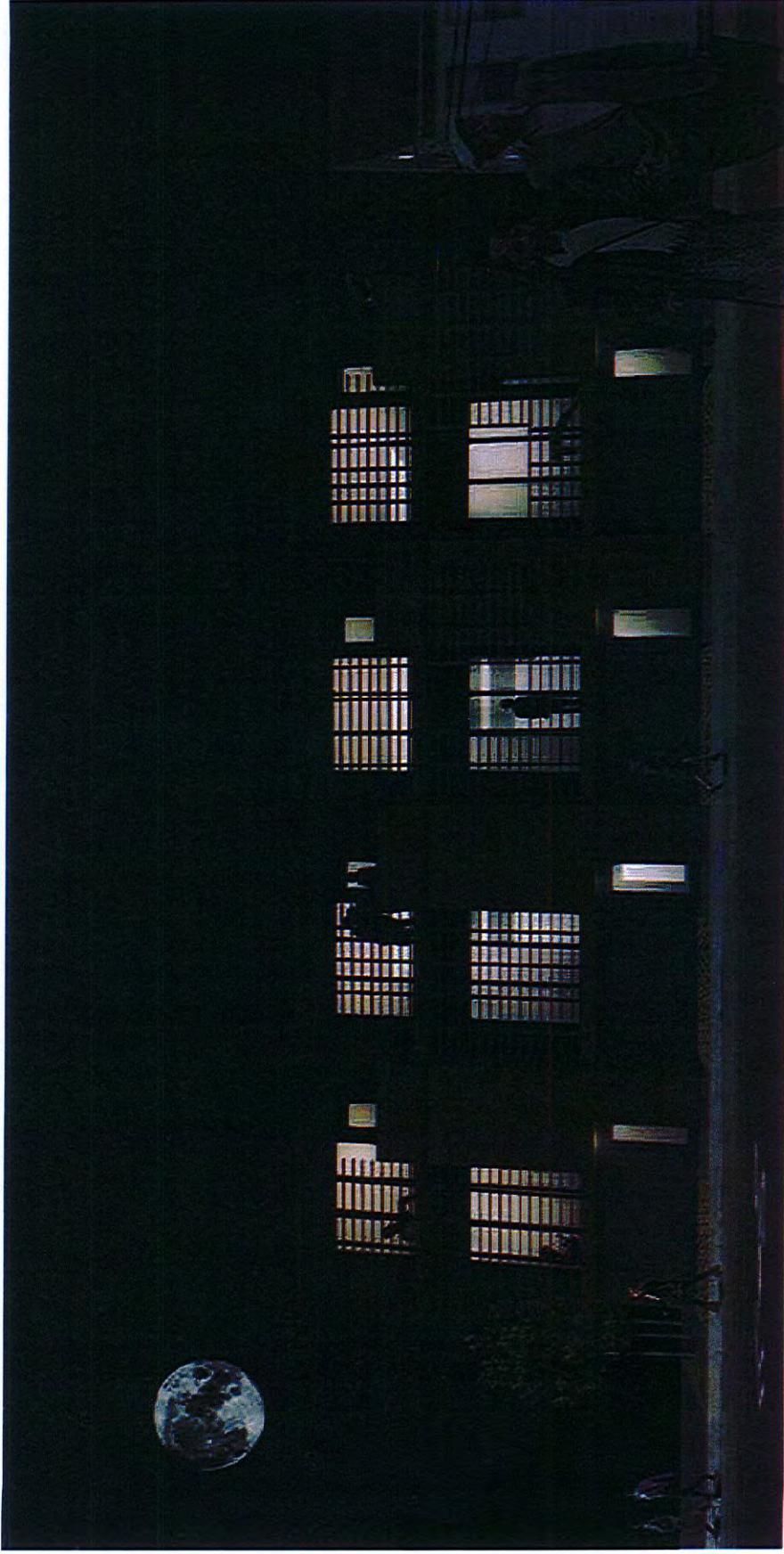
Street View of Typical House Type & Street Treatment in Downtown Charlotte

Landscaping

- The treatment of the facade at this level and the articulation of the front entrance & stoop will enhance the downtown experience.
- Concrete & paving stones will be used for the limited driveway & front walk.



Elevation in Context



Nighttime on Dorchester Street. Elevation view of the row houses in context.



Perspective in Context



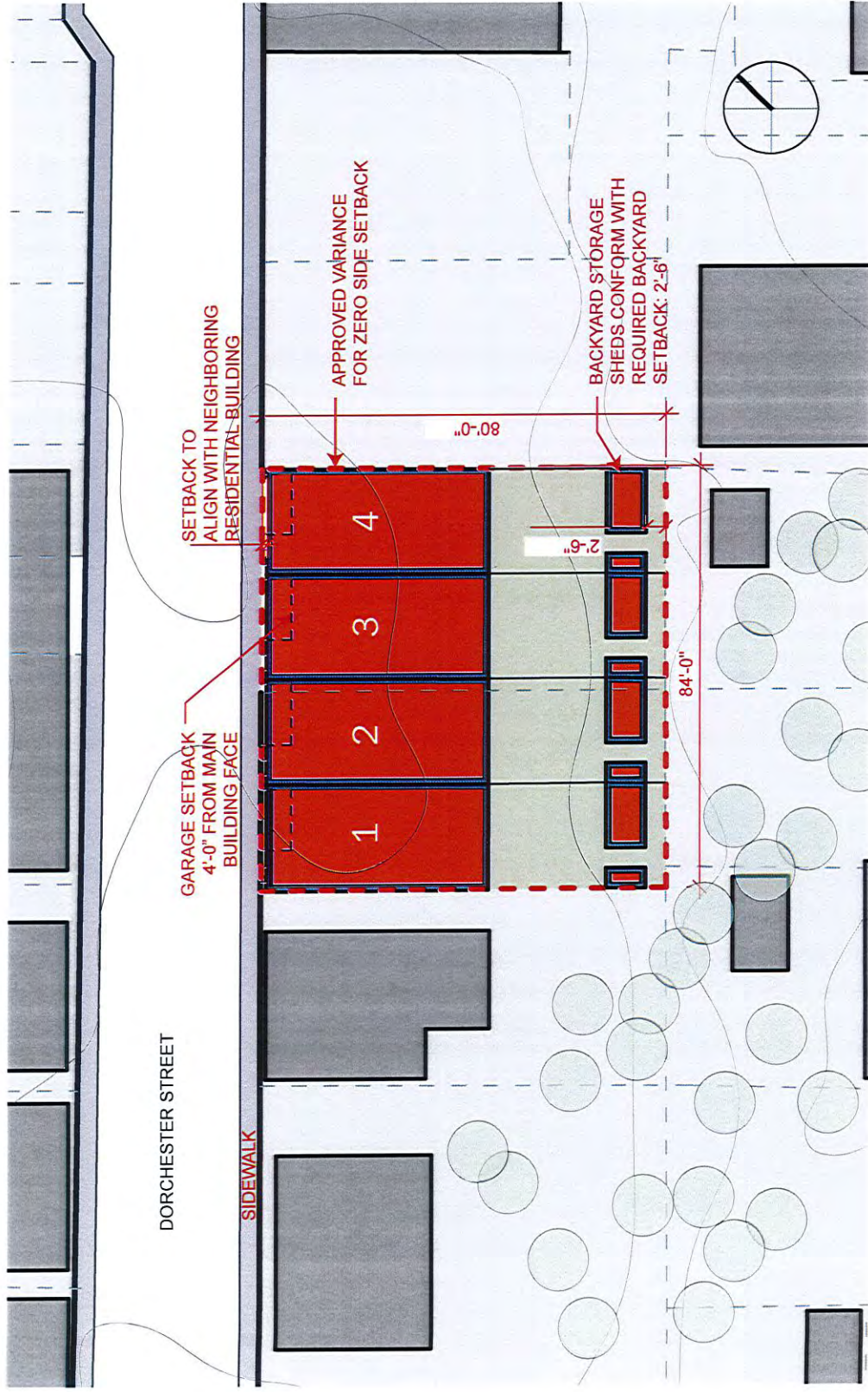
Perspective from Queen Street.

The four town houses are intended for owner/occupancy. One of the units is intended for ownership by a share holder in Kass Inc. The units will be approximately 20 x 45 feet with a net usable space of approximately 2000 square feet. The proponent intends to develop green backyards at the rear of each of the townhouses.



Aerial view of the site

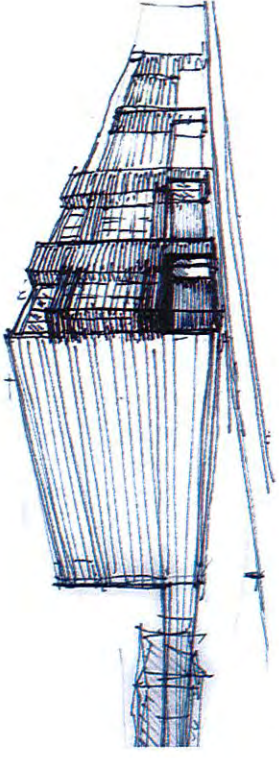
Site Plan



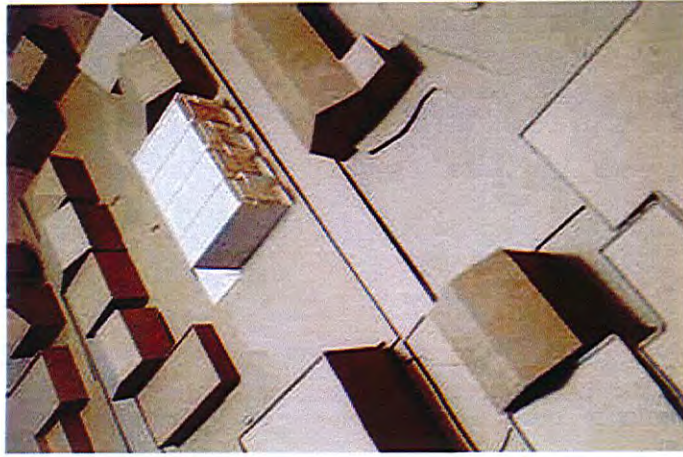
Site Plan

Massing Studies

- Address the street with the entrance/stoop
- Minimize the emphasis of the garage by setting it back from the main building face
- Set back the third level of the house to be consistent with the heights of the neighboring building
- Areas of glazed vs solid



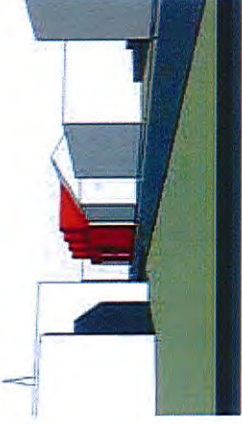
Perspective massing



Aerial view toward south



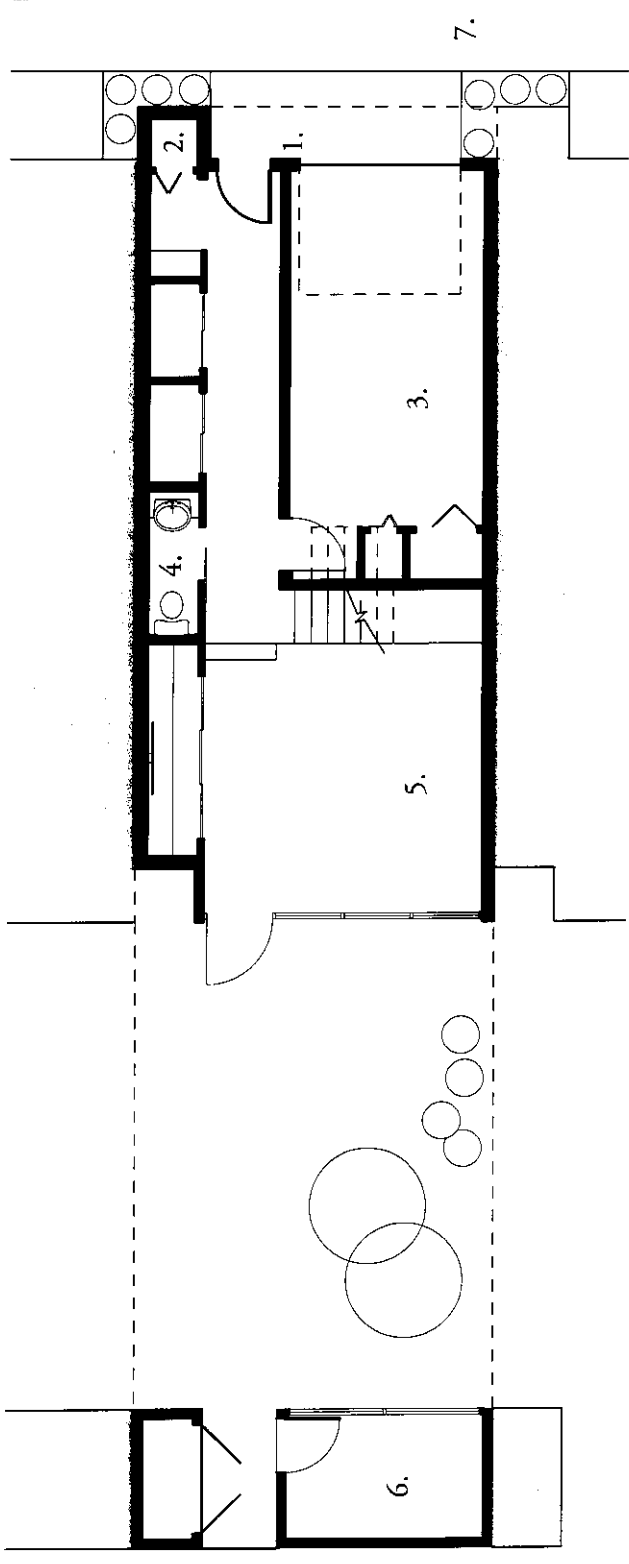
View from Queen Street



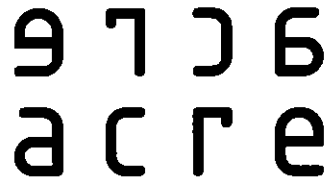
View from Pownal Street

Floor Plan

- 1. Main Entrance
- 2. Closet
- 3. Garage
- 4. WC
- 5. Family Room
- 6. Shed
- 7. Sidewalk



GROUND FLOOR PLAN



2014. OCT. 15

CITY OF CHARLOTTETOWN
c/o ALEX FORBES
223 QUEEN STREET
CHARLOTTETOWN, PEI

RE: DESIGN REVIEW: DORCHESTER ROW HOUSES

Alex:

Congratulations on the successful development and deployment of the City of Charlottetown's urban design guidelines for the 500 Lot Area. There is a growing trend toward the responsible development of urban areas all across North America with a focus on good quality design that encourages active streetscapes, livability, and sustainable development. We are incredibly happy to serve as the very first external design reviewers for the City of Charlottetown's design guidelines and are honoured that you place your trust in our firm.

Having said that, working on the first design review can be challenging considering that this process is new to everyone involved and, aside from the guidelines themselves, there are minimal established protocols or precedents to draw from for the applicant, designers, city staff, and design reviewers. As such, we have attempted to review the project at a high level within the spirit of the established guidelines and general good design practices, and we have consciously tried to avoid taking on the role of the designer to suggest or resolve specific design issues. Our comments and recommendations are solely intended to serve as a guiding document for both the applicant and city staff to work out the specific details in line with the design guidelines' stated objectives and in the best interest of the residents of Charlottetown.

If any offence is taken to any of the comments we have provided, certainly none is intended and our opinion is just that – an opinion. While an external party can provide honest objective feedback, we understand that this feedback must also be viewed through the lens of the local context and the desires of the project's proponent. As such, we fully understand that some design elements that we might take exception to may, in fact, be perfectly acceptable to different parties and vice versa. In any case, our objective is to provide food for thought and challenge the design process to get the best possible outcomes for the City of Charlottetown.

With that said, on the following pages in no particular order are our design review comments and recommendations after completing a review of the 2014.09.17 Design Review Submission document provided by Kass Inc. and BGHJ Architects for the proposed Dorchester Street Row Houses.

DESIGN REVIEW COMMENTS:

1. Several minor discrepancies were noted between the floor plans and the elevations presented in the applicant's submission, such as an indication of a shower on the third floor plan projecting past the plane of the setback façade, whereas the elevation does not illustrate this volume. Based on our conversation with the applicant, it is assumed for the purposes of this review that the elevations presented in their submission are correct.

RECOMMENDATION:

- 1.1. In the event that any revisions to the elevations and building envelope are required, these revisions should be made subject to the design review process for comments.

2. Although understandably early in the design process, material selections in the applicant's submission were vague, particularly for items such as the 3rd floor set back behind the lattice screens, and the rooftop railings and stair enclosure. Material selections are important to the success or failure of the design, particularly in terms of compatibility with the surroundings.

RECOMMENDATION:

- 2.1. Supplementary information should be provided by the applicant to give a clear understanding of the project's materiality prior to design approval.

3. The various design models and contextual images illustrated in the applicant's submission do not show or appear to consider the impact of rooftop occupancies in relation to adjacent buildings. These can be supported in theory; however, their contextual impact should be better understood before proceeding.

As shown on page 22 of the applicant's submission, the rooftop occupancy begins at a height extending above the neighbouring context and it is assumed from the elevations that the proposed rooftop deck railing sits on the same plane as the primary building façade. Given this, the materiality and transparency of the railing must be reviewed so as to not read as though the building façade is higher than what relates to the size and scale of the neighbourhood. Although the proposed façade design steps back to acknowledge the neighbours, it must be recognized that the roof planes of the historic buildings on the street step back from the street at a much greater rate and, therefore, the proposed townhouses already have an increased street presence at the third floor line.

RECOMMENDATION:

- 3.1. The rooftop railing material must have a high degree of transparency, such as glass or thin metal wire or similar materials
 - 3.2. Alternately, the rooftop railing must be sufficiently set back from the façade so as to not be visible from the sidewalk on the opposing side of the street.
4. The applicant has provided little analysis of the rooftop stair enclosure in their submission, however, its appearance from the street and from various view planes may have an effect on the developments perceived bulk in relation to the surrounding context. Of particular interest is the end unit closest to Pownal Street where the side yard façade could have an appearance of being 4 storeys tall and well above the adjacent property.

RECOMMENDATION:

- 4.1. Review building sections to ensure the stair enclosure is not visible from the sidewalk on the opposing side of the street.
 - 4.2. Provide analysis of the side yard façade facing Pownal Street in relation to the adjacent building, the future maximum building envelope of the adjacent parcel, and the view planes from Pownal Street
 - 4.3. Employ design strategies, such as a high degree of glazing, breaks in material, etc., or revise the rooftop access to minimize the massing and visibility of the stair enclosure. Mirroring the development such that the higher 4-storey elements face toward Queen Street and transitions to adjacent properties with higher densities and bulkable envelopes might be appropriate. (See comment #6)
5. Although some text was provided by the applicant to give a basic understanding of the design intent, no drawings were provided of the side yard facades to give a complete understanding. The applicant advised that a non-combustible cladding is required by the National Building Code, however, there was no indication of how this material should transition from the sides to the front facades other than a reference during our discussion that the trellis concept from the front façade would also be employed. There is a concern that, if not treated properly, the wrapping of materials from one façade to another could read as “façade clash” and undermine the otherwise strong design qualities of the project. There may also be a design opportunity with the trellis to help reinforce the 3rd storey setback line in keeping with the surrounding context.

RECOMMENDATION:

- 5.1. Supplementary information should be provided by the applicant to give a clear understanding of the side yard facades with particular emphasis on the trellis design and material transitions prior to the issuance of building permits.
6. While the proposed development does acknowledge the neighbouring context with a setback at the third floor, the view planes of the adjacent buildings step back from the façade at a far greater rate reinforcing more of a 2-storey appearance. As a result, there is some trepidation that the new development could appear to be larger in scale than the neighbours, however, there could be support for this when considering that the density ramps up significantly toward Queen Street.

RECOMMENDATION:

- 6.1. Review the proposed development for context against the maximum building envelopes of adjacent properties to ensure that the scale of development steps down appropriately as required by Design Principle #6.
7. Parking in historic urban areas is a difficult balancing act and often comes with trade-offs. In keeping with good urban design principles, the 500 Lot Area design guidelines are very specific that parking should occur in the rear yard, however, this comes with trade-offs, such as reduced yard amenity space and possible reduced salability for modern families.

Having a garage door at street level on the front façade in an urban area is seldom appropriate,

however, the effects of such in this development proposal appear to have been minimized with good design acumen. Consideration has been given by the applicant to set the garage door back from the street and reduced ceiling heights below the recommended minimum were employed to minimize its impact, however, its presence is still prominent in the expectation that street-level façades be active, animated, and visually interesting. The garage's presence at the front of the building requires that the detailing, design, and material selection of the door be of utmost importance to avoid the appearance of a blank façade that is detrimental to the pedestrian experience and generally discouraged in good urban design.

Acknowledging that design guidelines are just that – guidelines to shape a development and not absolute requirements – the proposed design of the project is generally in keeping with the overall spirit of the 500 Lot Area design guidelines. As a result, the proposed garage location can be supported in this instance despite failing to adhere to the recommended guidelines for parking location and 1st floor ceiling heights.

RECOMMENDATION:

- 7.1. Supplementary design and material information must be provided by the applicant and be agreed to in advance of the issuance of building permits to give a clear understanding of the proposed garage design.
- 7.2. The garage door materials must be of the highest quality and it is essential that the design provide visual interest to animate the street-level façade.

8. Building on comment #7 above, the presence of multiple driveways at the street front in close succession requires frequent interruption of the sidewalk. This serves to interrupt the pedestrian experience, provides difficulties for those with visual or mobility impairments, and can cause safety issues with cars crossing the path of pedestrians, particularly when blindly backing out of garages with very short driveways such as that proposed by the applicant.

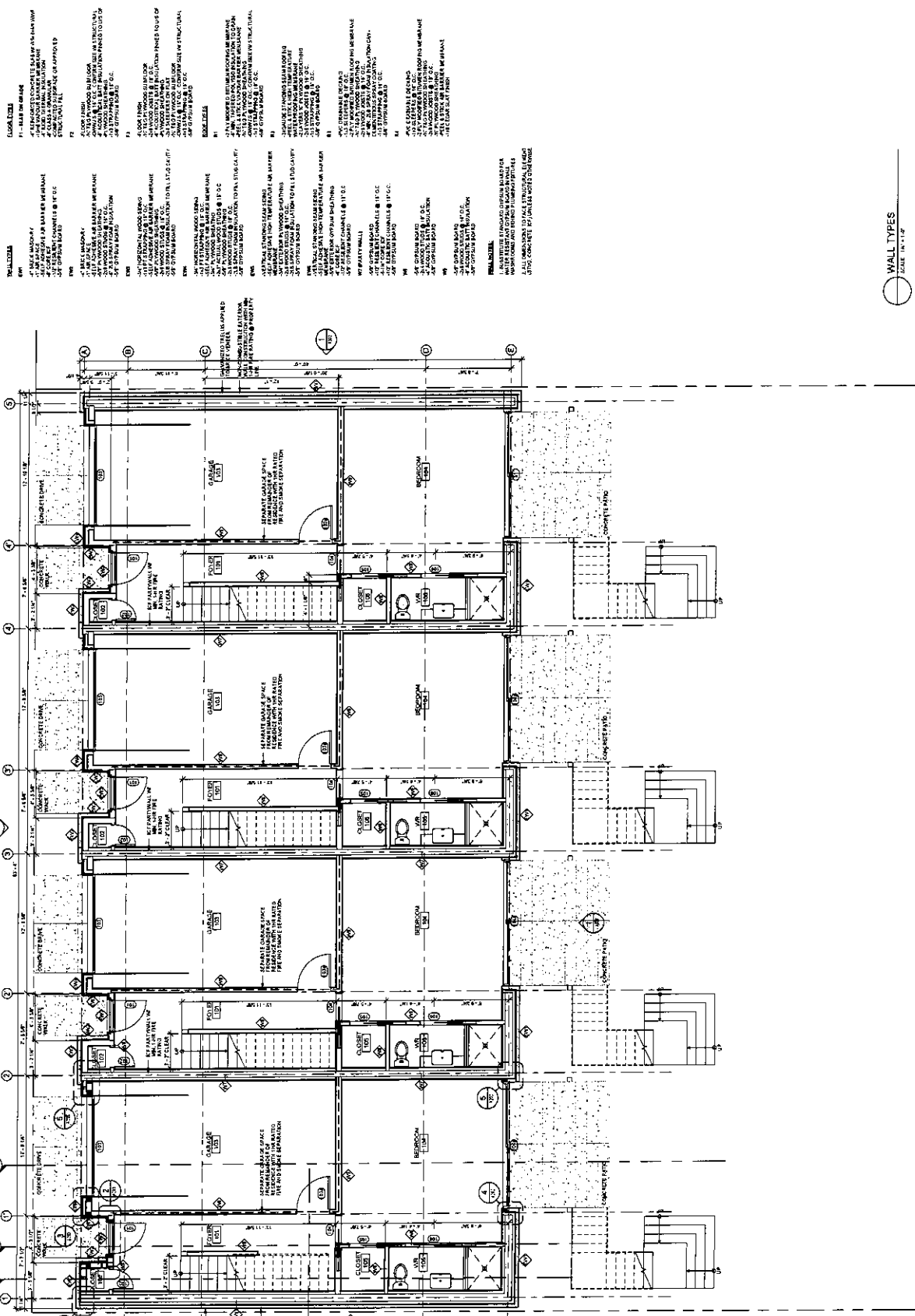
RECOMMENDATION:

- 8.1. Where possible, driveways should be grouped and shared to minimize the number interruptions to the sidewalk.
- 8.2. To give priority and added safety to the pedestrians by slowing vehicular approaches, each driveway should ramp upward to meet the sidewalk elevation rather than drop the sidewalk to meet the street elevation.

9. During our discussion with the applicant regarding the front stoop design, it was indicated that some revisions to the plans have been made since the initial submission and that the elevations provided may not fully represent those changes. Some concerns with the presented design were raised regarding the potential for dark corners, crime prevention strategies, garbage collection, garbage storage, and reduced visibility and connection of the entrance from the street.

RECOMMENDATION:

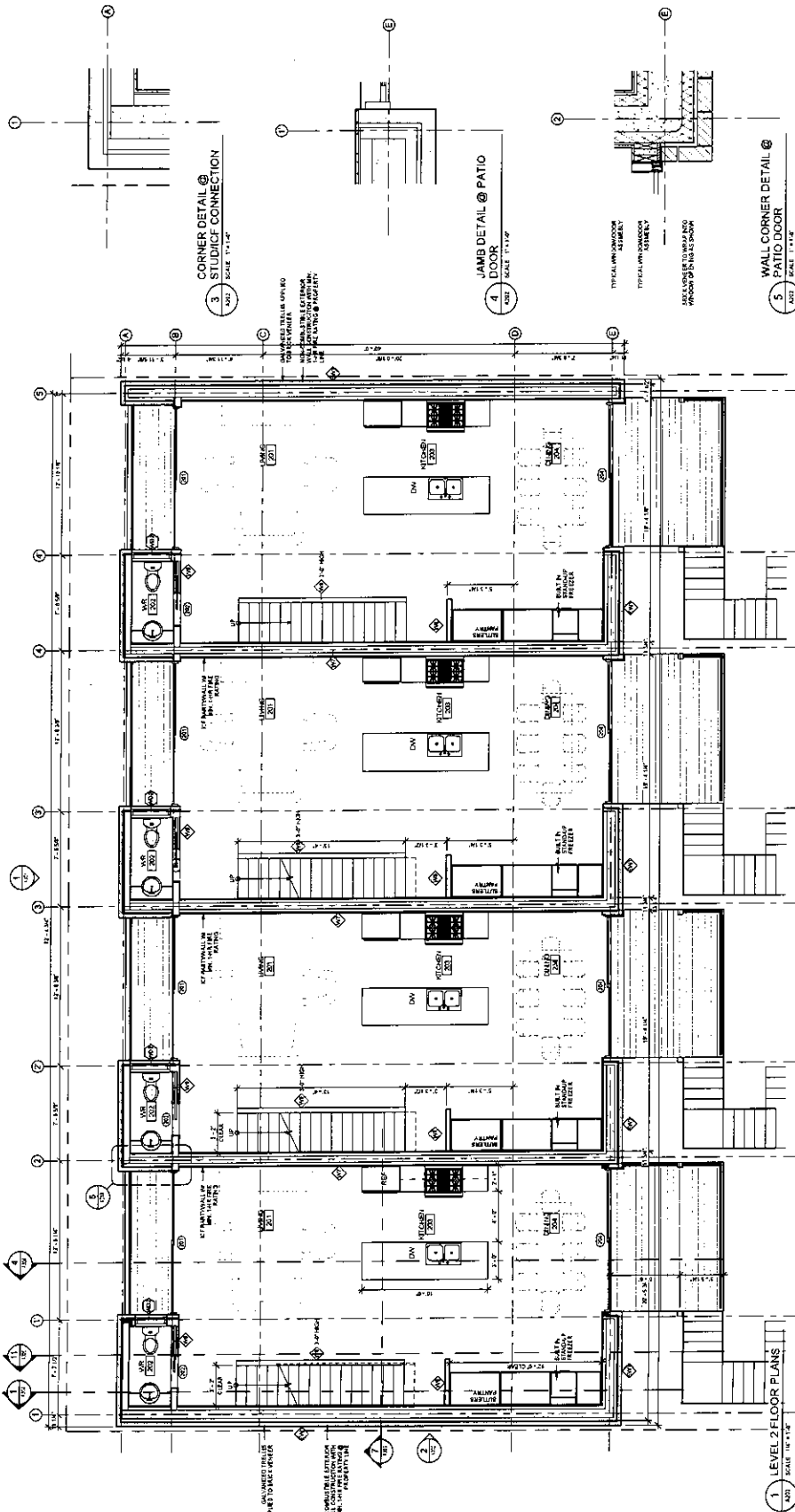
- 9.1. The applicant must confirm the design of the stoop and building entrance in relation to the submitted building facades. Any revisions to the facades provided in the applicant's original submission should be made subject to the design review process for comments.



- WALL TYPES**
- 1-1/2" CMU
 - 2-1/2" CMU
 - 4" CMU
 - 6" CMU
 - 8" CMU
 - 12" CMU
 - 16" CMU
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 - 24" CMU
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 - 2766" CMU
 - 2772" CMU
 - 2778" CMU
 - 2784" CMU
 - 2790" CMU
 - 2796" CMU
 - 2802" CMU
 - 2808" CMU
 - 2814" CMU
 - 2820" CMU
 - 2826" CMU
 - 2832" CMU
 - 2838" CMU
 - 2844" CMU
 - 2850" CMU
 - 2856" CMU
 - 2862" CMU
 - 2868" CMU
 - 2874" CMU
 - 2880" CMU
 - 2886" CMU
 - 2892" CMU
 - 2898" CMU
 - 2904" CMU
 - 2910" CMU
 - 2916" CMU
 - 2922" CMU
 - 2928" CMU
 - 2934" CMU
 - 2940" CMU
 - 2946" CMU
 - 2952" CMU
 - 2958" CMU
 - 2964" CMU
 - 2970" CMU
 - 2976" CMU
 - 2982" CMU
 - 2988" CMU
 - 2994" CMU
 - 3000" CMU

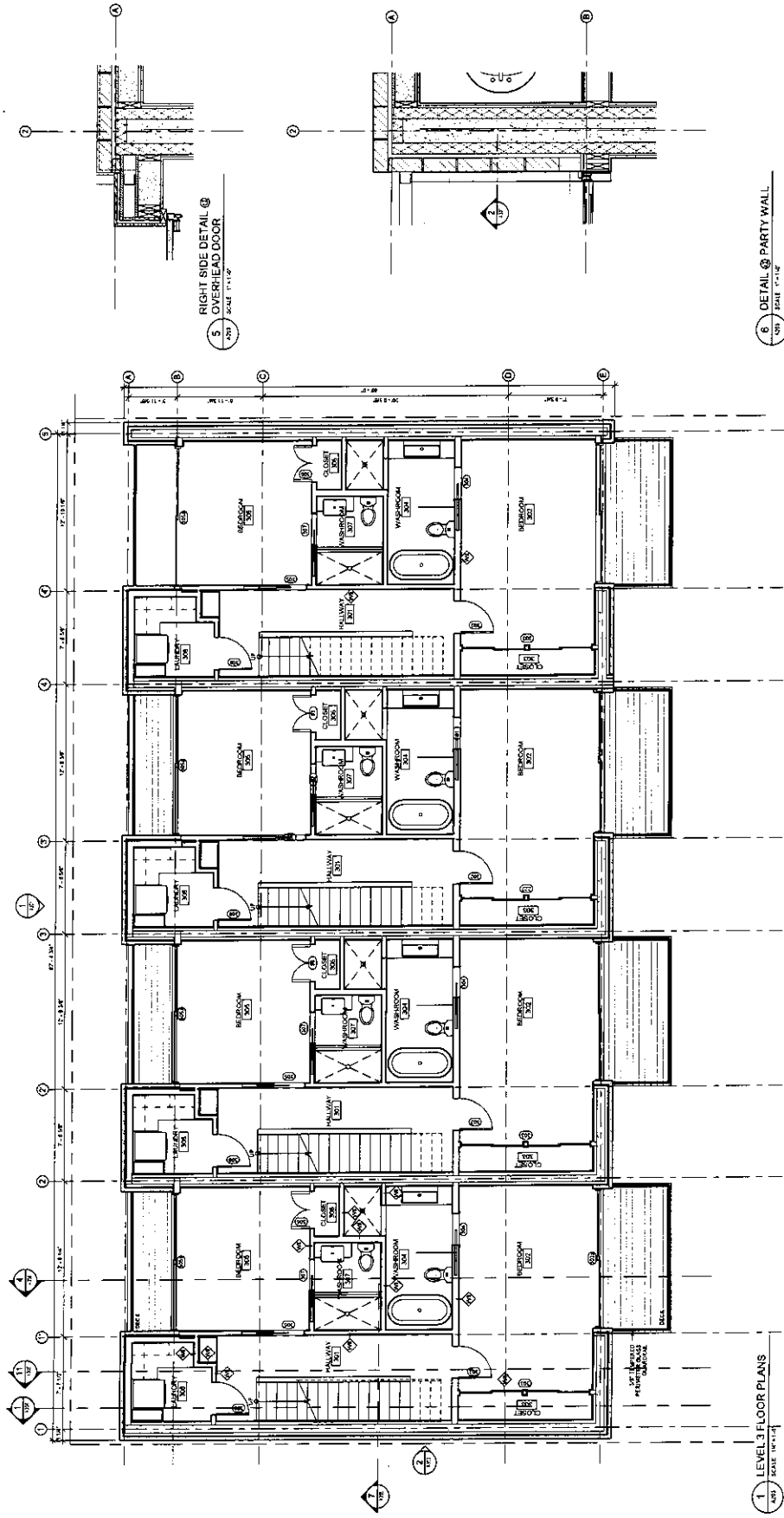
WALL TYPES
 SCALE: 1/4" = 1'-0"

1 LEVEL 1 FLOOR PLANS
 SCALE: 1/4" = 1'-0"

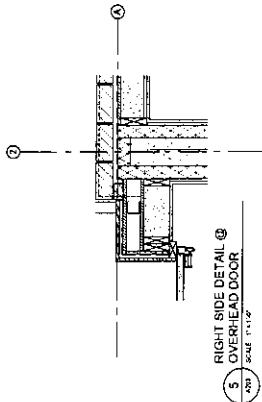


Symbol	Description	Material
D1	FULL GLAZED ALUMINUM ENTRY DOOR AND OVERHEAD DOOR	FULL GLAZED ALUMINUM OVERHEAD DOOR
D2	FULL GLAZED ALUMINUM ENTRY DOOR	FULL GLAZED ALUMINUM ENTRY DOOR
D3	FULL GLAZED ALUMINUM SLIDING DOOR SYSTEM	FULL GLAZED ALUMINUM SLIDING DOOR SYSTEM
D4	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D5	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D6	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D7	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D8	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D9	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D10	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D11	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D12	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D13	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D14	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D15	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D16	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D17	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D18	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D19	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D20	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D21	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D22	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D23	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D24	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D25	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D26	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D27	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D28	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D29	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D30	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D31	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D32	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D33	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
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D40	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D41	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D42	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D43	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D44	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D45	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D46	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
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D51	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D52	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D53	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D54	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D55	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D56	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D57	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
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D62	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D63	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D64	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D65	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D66	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D67	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D68	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D69	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D70	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D71	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D72	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D73	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D74	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D75	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D76	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D77	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D78	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D79	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D80	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D81	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D82	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D83	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D84	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D85	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D86	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D87	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D88	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D89	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D90	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D91	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D92	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D93	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D94	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D95	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D96	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D97	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D98	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D99	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR
D100	SOLID WOOD RAIL DOOR	SOLID WOOD RAIL DOOR

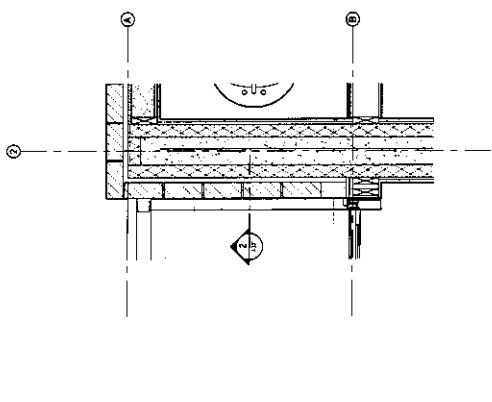
2 DOOR & WINDOW TYPES
SCALE: 1/4" = 1'-0"



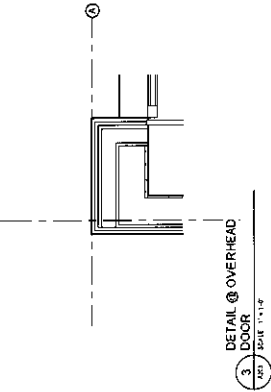
1 LEVEL 3 FLOOR PLANS
 1/8" = 1'-0"



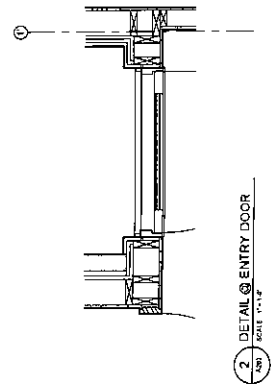
5 RIGHT SIDE DETAIL OVERHEAD DOOR
 1/4" = 1'-0"



6 DETAIL PARTY WALL
 1/4" = 1'-0"

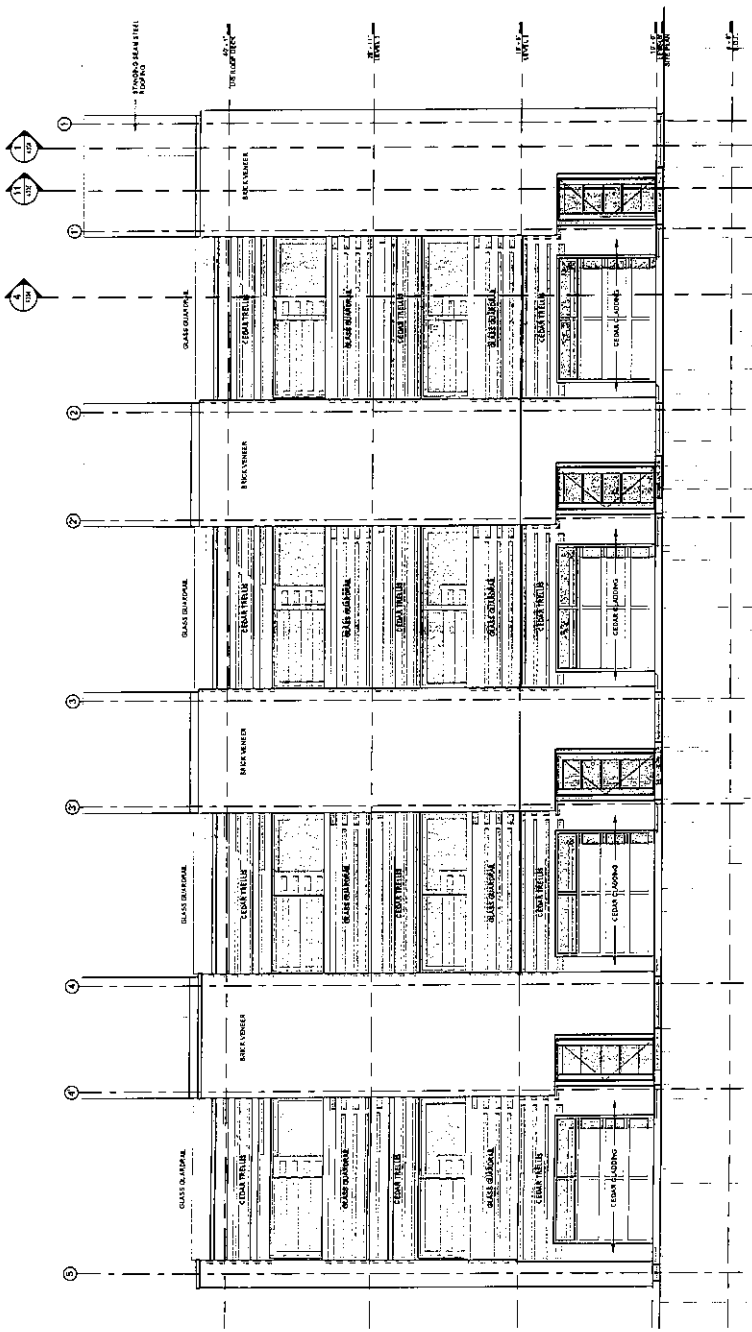


3 DETAIL DOOR OVERHEAD
 1/4" = 1'-0"

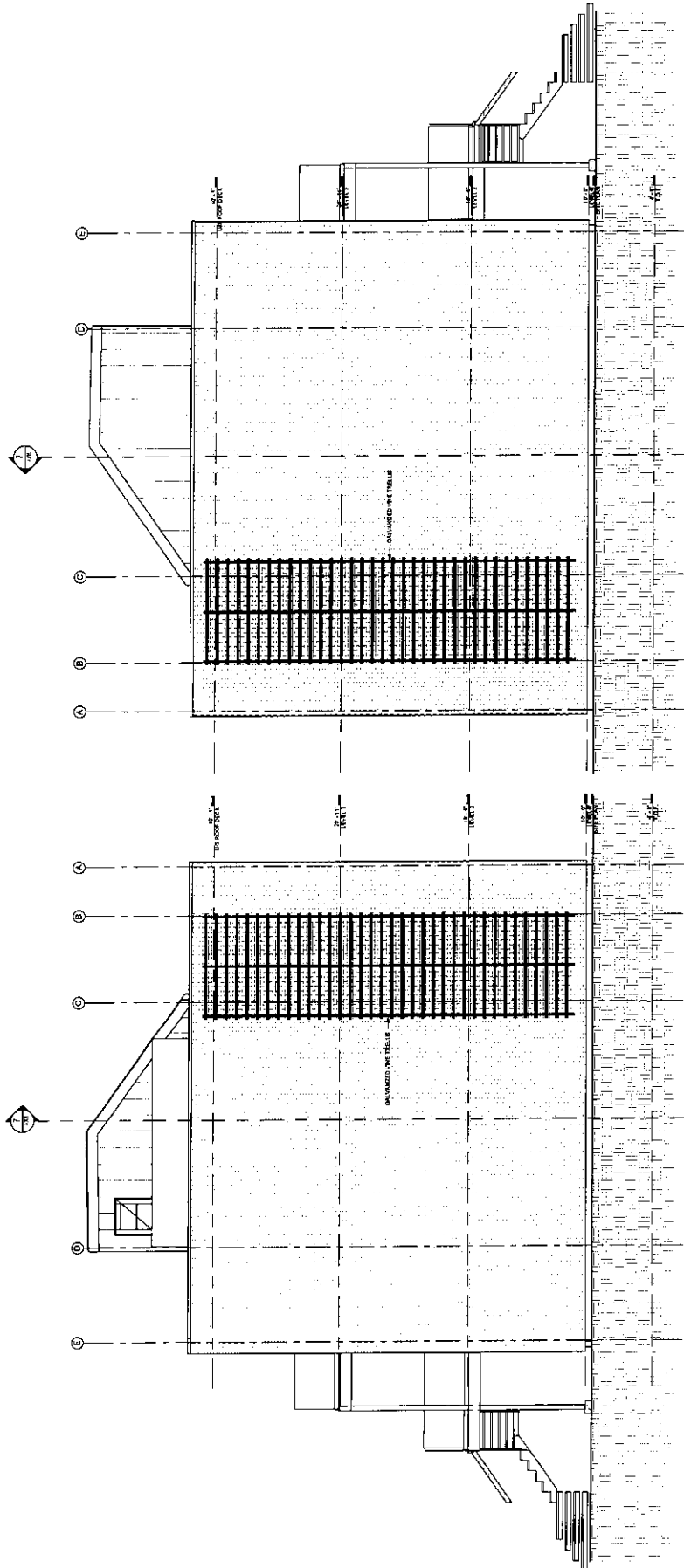


2 DETAIL ENTRY DOOR
 1/4" = 1'-0"

- EXTERIOR FINISHES**
1. BRICK: GLAZIER
 2. BRICK: BROWN
 3. BRICK: RED
 4. BRICK: WHITE
 5. BRICK: LIGHT GREY
 6. BRICK: DARK GREY
 7. BRICK: BLACK
 8. BRICK: BLUE
 9. BRICK: GREEN
 10. BRICK: YELLOW
 11. BRICK: PINK
 12. BRICK: PURPLE
 13. BRICK: BROWN
 14. BRICK: RED
 15. BRICK: WHITE
 16. BRICK: LIGHT GREY
 17. BRICK: DARK GREY
 18. BRICK: BLACK
 19. BRICK: BLUE
 20. BRICK: GREEN
 21. BRICK: YELLOW
 22. BRICK: PINK
 23. BRICK: PURPLE
 24. BRICK: BROWN
 25. BRICK: RED
 26. BRICK: WHITE
 27. BRICK: LIGHT GREY
 28. BRICK: DARK GREY
 29. BRICK: BLACK
 30. BRICK: BLUE
 31. BRICK: GREEN
 32. BRICK: YELLOW
 33. BRICK: PINK
 34. BRICK: PURPLE
 35. BRICK: BROWN
 36. BRICK: RED
 37. BRICK: WHITE
 38. BRICK: LIGHT GREY
 39. BRICK: DARK GREY
 40. BRICK: BLACK
 41. BRICK: BLUE
 42. BRICK: GREEN
 43. BRICK: YELLOW
 44. BRICK: PINK
 45. BRICK: PURPLE
 46. BRICK: BROWN
 47. BRICK: RED
 48. BRICK: WHITE
 49. BRICK: LIGHT GREY
 50. BRICK: DARK GREY
 51. BRICK: BLACK
 52. BRICK: BLUE
 53. BRICK: GREEN
 54. BRICK: YELLOW
 55. BRICK: PINK
 56. BRICK: PURPLE
 57. BRICK: BROWN
 58. BRICK: RED
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 60. BRICK: LIGHT GREY
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 63. BRICK: BLUE
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 70. BRICK: WHITE
 71. BRICK: LIGHT GREY
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 89. BRICK: PURPLE
 90. BRICK: BROWN
 91. BRICK: RED
 92. BRICK: WHITE
 93. BRICK: LIGHT GREY
 94. BRICK: DARK GREY
 95. BRICK: BLACK
 96. BRICK: BLUE
 97. BRICK: GREEN
 98. BRICK: YELLOW
 99. BRICK: PINK
 100. BRICK: PURPLE

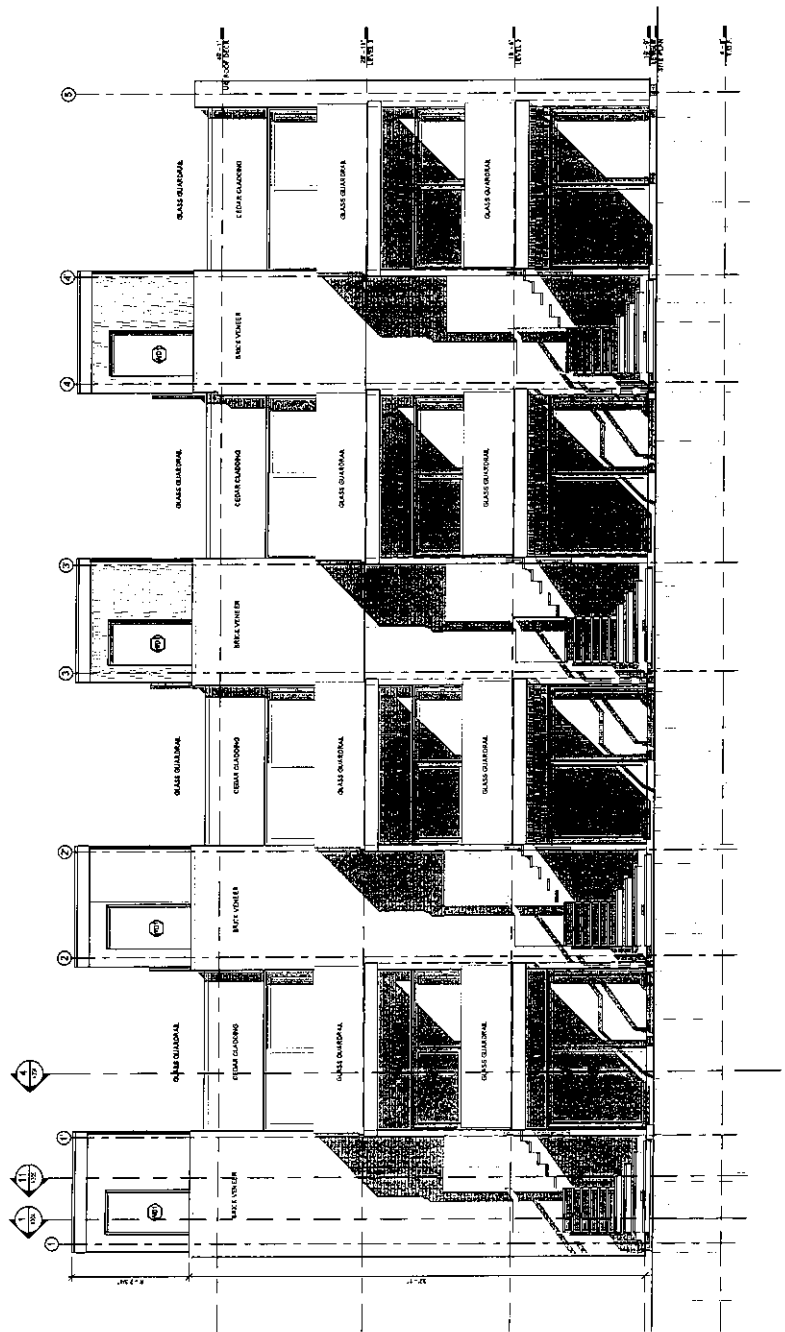


1 NORTH ELEVATION
 SCALE: 1/4" = 1'-0"



2 WEST ELEVATION
 1/2" = 1'-0"

1 EAST ELEVATION
 1/2" = 1'-0"



1 SOUTH ELEVATION
 SCALE 1/4" = 1'-0"