



**DESIGN REVIEW BOARD MEETING  
PACKAGE**

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*June 15, 2021 (Tuesday), 12:00pm  
Council Chambers, 2<sup>nd</sup> Floor, City Hall  
199 Queen Street  
Live Streaming: [www.charlottetown.ca/video](http://www.charlottetown.ca/video)*

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*Date prepared: June 10, 2021*

*Prepared by: efc*

# DESIGN REVIEW BOARD MEETING

## *SUMMARY OF CONTENTS*

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**Design Review Board Agenda** (June 15, 2021) ..... (p.3)

**Minutes of Previous Design Review Board Meeting** (April 19, 2021) .....(p.4)

**Reports:**

a. 203 Fitzroy Street (PID #346486) *Emily* ..... (p.8)

b. 60-68 Dorchester Street (PID #336826 & 336818) *Laurel*..... (p.32)

c. 199 Grafton Street (PID #342790) *Laurel*..... (p.71)

d. Lot 18-2 Sherwood Road (PID #455642) *Robert*..... (p.81)



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**DESIGN REVIEW BOARD AGENDA  
NOTICE OF MEETING**

*Tuesday, June 15, 2021 at 12:00 p.m.  
Council Chambers, 2<sup>nd</sup> Floor, City Hall, 199 Queen Street  
Live streaming: [www.charlottetown.ca/video](http://www.charlottetown.ca/video)*

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- 1. Call to Order**
- 2. Declaration of Conflicts**
- 3. Approval of Agenda** – Approval of Agenda for Tuesday, June 15, 2021
- 4. Adoption of Minutes** - Minutes of Design Review Meeting on Monday, April 19, 2021
- 5. Business arising from Minutes**
- 6. Reports:**
  - a. 203 Fitzroy Street (PID #346486) Emily  
Request to review exterior design proposal for a new 3-storey residential building with ground floor office space located in the DMUN Zone.
  - b. 62 Dorchester Street (PID #336826 & 336818) Laurel  
Request to review revised design drawings to construct a 4-unit townhouse in the Downtown Neighbourhood (DN) Zone.
  - c. 199 Grafton Street (PID #342790) Laurel  
Request to review design drawings for exterior alterations to the Poly Clinic Building in the Downtown Mixed Use Neighbourhood (DMUN) Zone.
  - d. Lot 18-2 Sherwood Road (PID #455642) Robert  
Request to review design drawings to construct two (2) separate apartment buildings, each building containing 35-units in the Highway Commercial (C-2) Zone. This proposal requires design review since 10% of the units will be for affordable housing.
- 7. Introduction of New Business**
- 8. Adjournment**

*As the City continues to follow physical distancing protocols set out by PEI Public Health, the maximum seating for the public will be limited to eight (8) at the Parkdale Room. Upon arrival, individuals will be required to provide information for contact tracing purposes.*

**PLANNING AND HERITAGE COMMITTEE – DESIGN REVIEW BOARD MINUTES  
MONDAY, APRIL 19, 2021 12:00 P.M.  
COUNCIL CHAMBERS, 2<sup>nd</sup> FLOOR, CITY HALL, 199 QUEEN STREET  
Live Streaming: [www.charlottetown.ca/video](http://www.charlottetown.ca/video)**

**Present:** Mayor Philip Brown Greg Munn, RM  
Councillor Mike Duffy, Chair Sharon Larter, RM  
Councillor Alanna Jankov Kenneth McInnis, RM  
Councillor Julie McCabe, Vice-Chair Brian Gillis, RM

**Also:** Alex Forbes, PHM Ellen Faye Catane, IO/AA  
Robert Zilke, PII

**Regrets:** Councillor Mitchell Tweel Kris Fournier, RM

*As the City continues to follow physical distancing protocols set out by PEI Public Health, the maximum seating for the public was limited to eight (8) at the Parkdale Room. Upon arrival, individuals were required to provide information for contact tracing purposes.*

**1. Call to Order**

Councillor Duffy called the meeting to order at 12:05 pm.

**2. Declaration of Conflicts**

Councillor Duffy asked if there are any conflicts and there being none, moved to the approval of the agenda.

**3. Approval of Agenda**

*The agenda was approved.*

**CARRIED**

**4. Adoption of Minutes**

*Moved by Ken McInnis, RM, and seconded by Councillor Alanna Jankov, that the minutes of the Monday, March 22, 2021 meeting, be approved.*

**CARRIED**

**5. Business arising from Minutes**

No business arose.

**6. 152 King Street (PID #336024)**

This is a request to review renderings of proposed modifications to the duplex dwelling from the October 27, 2020 design review meeting for 152 King Street (PID #336024). Robert Zilke, Planner II, presented the application.

The subject property is currently vacant and undeveloped and has gone through a couple of application processes. 21-23 Prince Street was subdivided into two parcels and the subdivided portion was consolidated with the property forming 152 King Street. A number of variances were previously approved to allow a five (5) unit dwelling on the property. The plans have since changed

and the applicants are proposing to construct a two (2) unit/duplex dwelling. The proposed duplex meets most of the setback requirements and will no longer require some of the previously approved variances.

Mr. Zilke presented the initial concept proposed by the applicant that was submitted to Aaron Stavert, external design reviewer, for comments. Mr. Stavert provided comments and feedback/recommendations as outlined in the report (Attachment B). Based on the recommendations by Mr. Stavert, the applicant revised their design (Attachment C) for further review from design reviewer.

Mr. Stavert reviewed the revised designs and provided additional recommendations on the façade, bay window, columns and materials as outlined in the report (Attachment D). Staff recommendation is to accept the design reviewer's comments. Greg Morrison, developer, was at the meeting to answer questions.

Ken McInnis, RM, asked what type of materials will be used on the exterior of the building. Mr. Morrison responded that the front and one side of the building will use metal siding while the other sides could potentially use vinyl siding. Mr. McInnis also asked if a pitched roof could be used instead of a flat roof so it may complement or match the surrounding properties. Mr. Zilke responded that one of the original recommendations was for a gabled-roof design. When Mr. Stavert reviewed the revised plans, he was okay with the proposed roof with a recommendation to reduce the thickness at the top. Mr. McInnis asked what materials will be used for the front façade and Mr. Morrison responded that stone veneer will be used.

Sharon Larter, RM, asked if any new development in the 500 Lot Area should blend in with the streetscape to match the existing community. Mr. Zilke explained that the intent of the 500 Lot design guidelines is to not detract from the character of the area but at the same time, provide the ability to provide modern design within the neighbourhood. Ms. Larter indicated that she does not agree with the proposed modern design. Greg Munn, RM, commented that one of the intents of the design standards is for new buildings or structures not to mimic historic structures or false heritage. Ms. Larter felt that there could be more modern structures in the City which could potentially affect the intent and change the look of the 500 Lot Area. While Ms. Larter acknowledged that new developments should be different as to not replicate historic structures or false heritage, she felt that the intent of the 500 Lot Area is to be able to preserve the City's historic nature. Mr. Munn explained that there is a toolbox to help address these issues such as looking at materials that could complement the structure.

Mr. McInnis recommended that brick walls be used instead of stones. Mr. Munn agreed and recommended that maybe a red-colored stone could be used. Mr. Zilke added that the design review standards are applied differently for new structures and existing buildings. Ms. Larter acknowledged Mr. Zilke's comment and recommended that the 500 Lot Area legislation be revisited to reduce or eliminate having more modern buildings being constructed on vacant lots. Ms. Larter mentioned that one of the city's attraction in the 500 Lot Area is the heritage or historic component of the City and would be beneficial if new constructions could use materials that would fit the existing surrounding. Mayor Brown commented that there have been other new developments in the 500 Lot Area that incorporated modern designs. Ms. Larter challenged and

asked if it was the right type of development. Mayor Brown asked Mr. Zilke if the bylaw has any prohibitions relating to these new developments in the 500 Lot Area. Mr. Zilke explained that there are design standards in the 500 Lot Area and as long as the proposed development meets the intent of the bylaw, there should be no issues with a more modern design.

Mr. Munn noted that the proposed development meets the guidelines and there is a potential for the design to be improved further. Ms. Larter recommended to use siding that will be more complementary to the surrounding neighbourhood.

Mr. McInnis asked if the columns could be reduced from 6x6 wood to 4x4 wood. Mr. Munn recognized Mr. Stavert's expertise but disagreed with the recommendations to the proposed development. Mr. Munn preferred the wood on the front to provide contrast. He also felt that the carriage house was a better design than an open parking space. Ms. Larter also preferred the original design better than the design reviewer's proposal. Mr. Morrison preferred their design as well and does not see any issue changing the stone veneer to brick, and from 6x6 steel post to 4x4 steel post as long as it meets the building requirements.

Mr. McInnis asked about the firewalls in the building and Mr. Morrison responded that the whole building will be ICF and an ICF firewall between the units. Mr. Morrison also added that one of the design requirements is to allow a single driveway access only. Therefore, the two (2) car garage was not permitted.

Some members of the board felt that a pitched roof looked more appealing than a flat roof and asked if that could be part of the recommendations or if the applicant is willing to consider modifying the design. Mr. Morrison explained that a pitched roof was not considered as an option as it would significantly change the whole building and make the structure look taller. Mr. Munn felt that the roof is not too much of a concern. Mr. Morrison also added that majority of the developments that went through the design review process in the past had flat roofs. Only a couple developments had pitched roofs. Mayor Brown also mentioned several other properties in the downtown area that have flat roofs and commented that flat roofs are not new to the city. Mr. Morrison mentioned that the adjacent property is a single-storey two (2) unit dwelling and could eventually be redeveloped in the future. Councillor Jankov and Councillor McCabe do not see any issue with the roof.

Members of the board did not agree with all of the recommendations by the design reviewer and staff but agreed with the conditions as outlined in the recommendation.

Since the proposed development is for a two (2) unit dwelling, only the following approved variances will be applicable:

- Reduce the minimum front yard setback abutting the King Street right-of-way from approximately 2.61 ft to 0.00 ft; (Building will be setback 4 ft; however, porch will abut the property line – therefore variance may not be required)
- Reduce the minimum side yard setback abutting 142-144 King Street (PID #336032) from 6.0 ft to approximately 4.00 ft;
- Reduce the minimum side yard setback abutting 21-23 Prince Street (PID #336008) from 6.0 ft to approximately 0.99 ft

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

**Moved by Councillor Julie McCabe and seconded by Greg Munn, RM, that the proposed renderings as outlined in the March 16, 2021 plans as submitted by the applicant, as opposed to the proposed revisions submitted by Aaron Stavert on April 12, 2021, be recommended to Council for approval, subject to the following conditions by the Design Review Board:**

- **Brick must replace the stone veneer around the front entry;**
- **Decks/balconies to incorporate 4" x 4" wood posts rather than steel; and**
- **Wood on front shall be a true wood while the wood proposed in balconies can be a wood like composite.**

**And that the following comments submitted by Aaron on April 12, 2021 are not required:**

- **Material palette to be replace with tonal, low color contrast;**
- **Fascia height / thickness be reduced;**
- **Bay window on street front to be stepped back from corner so that material changes can happen, without being co-planar; and**
- **Bay on west side also change materials to match the bay on the front of the house.**

**CARRIED**

**(7-0)**

#### **7. New Business**


There was no new business.

#### **8. Adjournment**

Moved by Ken McInnis, RM, and seconded by Councillor Julie McCabe, that the meeting be adjourned. The meeting was adjourned at 12:30 p.m.

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Councillor Duffy, Chair

<p style="text-align: center;"><b>TITLE: DESIGN REVIEW</b>  <b>FILE: DESIGN-2021-15-JUNE-6a</b>  <b>203 Fitzroy Street (PID #346486)</b>  <b>OWNER: Canadian Mental Health Association (CMHA)</b>  <b>APPLICANT: Nine Yards</b></p>		 <b>CHARLOTTETOWN</b>
<b>MEETING DATE:</b> June 15, 2021		<b>Page 1 of 8</b>
<b>DEPARTMENT:</b> Planning & Heritage	<b>ATTACHMENTS:</b> <ul style="list-style-type: none"> <li>A. Design Review Submission (April 26, 2021)</li> <li>B. Design Reviewer Comments (May 12, 2021)</li> <li>C. Design Standards for the 500 Lot Area</li> </ul>	
<b>SITE INFORMATION:</b> <b>Ward No:</b> 1 – Queens Square <b>Existing Land Use:</b> Vacant <b>Official Plan:</b> Downtown Mixed-Use Neighbourhood <b>Zoning:</b> Downtown Mixed-Use Neighbourhood (DMUN)		

**RECOMMENDATION:**

The Planning and Heritage Department recommends that the Design Review Board *accept* the proposed exterior design of the proposed new 20-unit modular residential building with ground floor office space located at 203 Fitzroy Street (PID# 346486) with the condition that the proposed exterior design is revised to reflect the Design Reviewer’s recommendations outlined in ‘Attachment B’ to this report.

**BACKGROUND:**

***Request***

The applicant (Nine Yards Studio) has submitted an exterior design proposal on behalf of the property owner, Canadian Mental Health Association (CMHA), for a proposed new 20-unit modular residential building with ground floor office space at 203 Fitzroy Street (PID# 346486). The request is to approve the exterior design proposal.

As per Section 3.14.1 of the Zoning and Development By-law, the Design Review process applies to any Building and Development Permit application involving affordable housing and multi-residential dwelling development in the 500 Lot Area. The Design Review process is intended to ensure that the proposed development maintains good design principles and is compatible and complimentary to existing buildings on surrounding properties.



***Subject Property & Surrounding Neighbourhood***

The subject property is zoned Downtown Mixed-Use Neighbourhood (DMUN) by the City of Charlottetown Zoning & Development By-law. It is approximately 0.68 acres in size with a frontage of approximately 144 feet along Fitzroy Street and a depth of approximately 205 feet. The subject property is located within the City's 500 Lot Area boundary. As such, the proposed building is subject to the regulations contained within Section 7 (Design Standards for the 500 Lot Area) of the Zoning & Development By-law (see Attachment 'C').

Lots immediately adjacent to the subject property are primarily occupied by a mix commercial and multi-residential uses with a low - medium density character.

**ANALYSIS:*****Zoning & Development By-law***

The proposed modular apartment dwelling and ground floor office uses conforms with the uses permitted in the DMUN Zone as per Regulation 30.1 (DMUN Zone) and step-down Regulation 11.1 (Narrow Single Detached Residential Zone) of the Zoning and Development By-law.

The applicant has confirmed that the proposed apartment units meet the following 'affordable housing' definition contained in Appendix 'A' of the Zoning and Development By-law:

*"Any type of housing whereby the provincial government provides some form of subsidy or rent assistance, including public, non-profit, co-operative housing, or rent supplements for people living in private market housing."*

Further, the applicant has confirmed that the proposed building height (from grade to top of roof) will meet the minimum height requirement (24.6ft) and maximum height permission (39.4ft) set out in Regulation 30.2.6 (DMUN Zone Regulations for Permitted Uses). As such, no Bonus Height application is required.

At the time of the writing of this report, Nine Yards has yet to submit a detailed site plan or building elevation drawings. As such, the Planning and Heritage Department cannot currently assess the proposal's conformity with applicable Zoning and Development By-law regulations. At the time of Building and Development Permit review, the Planning and Heritage Department will assess conformity with applicable Zoning and Development By-law regulations.

Notwithstanding, it is the opinion of the Planning and Heritage Department that the proposed exterior design appears to meet the general intent and purpose of the regulations set out in Section 7 (Design Standards for the 500 Lot Area) of the Zoning and Development By-law.

It is further noted that apart from the regulations contained in Section 7 (Design Standards for the 500 Lot Area), the following design orientated regulations will be considered during the Building and Development Permit assessment process:

- **Regulation 4.7 (Building Height):** *The height of the roof mechanical structure shall not project more than 9.8 feet beyond the maximum permitted height in the applicable zone and it shall be set back at least 9.8 feet from the roof edge.*
- **Regulation 4.9.1 (Street Orientation):** *residential buildings shall be oriented to the street with front doors/ windows facing the street.*
- **Regulation 6.5.4 (Landscaped Area):** *in all zones (except R-1L, R-1S, R-1N, R-2, R-2S and A zone), within the minimum front yard setback, a landscaped area consisting of trees, shrubs or a combination thereof no less than 12 feet wide shall be provided along the lot line abutting the street and shall adhere to conditions a) through i) set out in Regulation 6.5.4.*
- **Regulation 4.5 (Parking Lots):** *where a parking lot is in or abuts a residential property and the lot contains more than four (4) parking Spaces, a 'land use buffer' of at least 3.3 feet in height shall be planted at least 3.3 feet wide in from the lot line on the property for which the application is made and shall be maintained in a healthy growing condition by the owner. In addition to or instead of a land use buffer, the Development Officer may require an opaque-type fence.*

Appendix 'A' of the Zoning and Development By-law defines 'land use buffer' as "a portion of any lot set aside to serve as a visual and spatial separation "through the use of a landscaped berm, trees or a man-made feature such as a wall, fence, or walkway" between a specified land use that is carried out on the lot and a different land use that is carried out on the adjacent lot."

### **Design Review**

As per Regulation 3.14.3b (Design Review) of the Zoning & Development By-law, 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 [Section 7 of the Zoning & Development By-law] 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 3.14.3d (Design Review), 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.*

- i. *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;*
- ii. *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.”*

In accordance with the above requirements, Nine Yards submitted a concept site plan, concept floor plan, rendered views and material details related to the exterior of the proposed building on April 26, 2021 (see Attachment ‘A’). Staff forwarded the submitted materials to independent design reviewer, Robert Matthews, who is an appointed member of the City of Charlottetown Design Review roster. On May 12, 2021, Mr. Matthews submitted a design analysis (see Attachment ‘B’) which is summarized as follows:

- Proposed front yard setback aligns with that of adjacent buildings.
- Proposed height is appropriate in scale relative to existing buildings on adjacent lots.
- There is an opportunity for landscape design (hard and soft features) and tenant outdoor amenity within the buffer area situated between building and parking lot.
- Suggested revisions to building entrances, including:
  - Providing a barrier free rear entrance to residential units from parking lot.
  - Addressing safety concerns associated with proximity of driveway to residential main entrance.
  - Adding definition and weather protection to residential main entrance (e.g.: consider canopies).
  - Addressing grade change associated with residential lobby/ exit stair design.
- Suggested façade color palette: timeless.
- Garbage and snow storage details required.

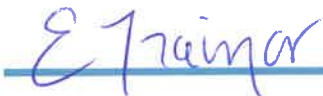
Staff forwarded Mr. Matthews design analysis to Nine Yards for review. Nine Yards provided the following comments in response:

- Landscape features will be introduced. Nine Yards is currently working with a landscaping company to define landscape feature details.
- Nine Yards is currently working to define grading, accessibility, ramps details etc.
- An exterior amenity space will be introduced at the rear of the building between the building and the parking lot. This area may be fenced to create a designated area for tenants.
- Three of four entrances have canopies. Nine Yards will further detail these features during the preparation of construction drawings.
- Nine Yards ability to modify the residential entrance is limited due to the modular nature of the building, however Nine Yards agrees with Mr. Matthews comments and will increase the proposed separation distance between the driveway and residential entrance.
- The material palette is fixed, however colours have yet to be defined.
- There will be a designated garbage area and snow will be stored in unoccupied green space at the rear of the lot.

**CONCLUSION:**

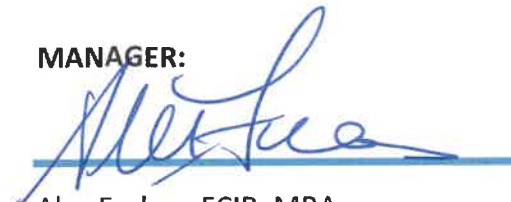
The Planning and Heritage Department recommends that the Design Review Board *accept* the proposed exterior design of the proposed new 20-unit modular residential building with ground floor office space located at 203 Fitzroy Street (PID# 346486) with the condition that the proposed exterior design is revised to reflect the Design Reviewer's recommendations outlined in 'Attachment B' to this report.

**PRESENTER:**



Emily Trainor, MScPI  
Planner I

**MANAGER:**



Alex Forbes, FCIP, MBA  
Manager of Planning & Heritage

# Attachment 'A'

## Design Review Submission

**EXTERIOR PROPOSAL**  
FITZROY STREET MODULAR HOUSING

**EXTERIOR PROPOSAL**  
FITZROY STREET MODULAR HOUSING



INSPIRATION

NINE  
YARDS

EXTERIOR PROPOSAL  
FITZROY STREET MODULAR HOUSING



PROPOSED RENDERING

NINE  
YARDS

EXTERIOR PROPOSAL  
FITZROY STREET MODULAR HOUSING

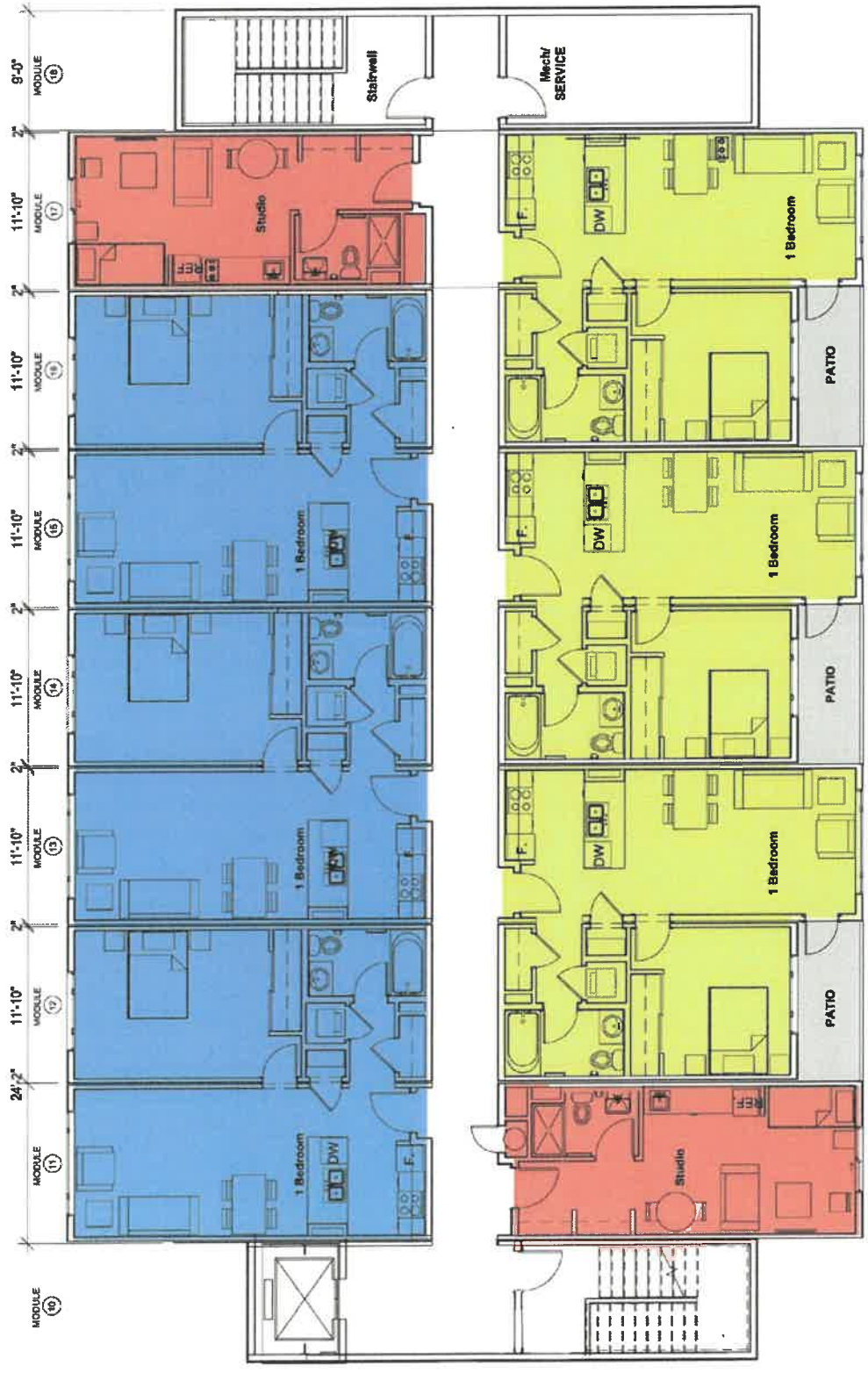




**PROPOSED RENDERING**

**NINE  
YARDS**

**EXTERIOR PROPOSAL  
FITZROY STREET MODULAR HOUSING**

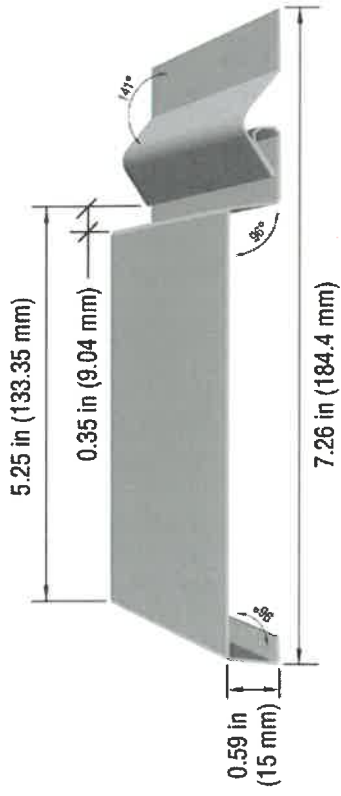


- NORTH SIDE REMAINS UNCHANGED
- SHIFTED STUDIO APT FROM EAST TO WEST SIDE
- REVISED ONE SOUTH SIDE 1 BEDROOM TO SMALLER SIZE

REVISED 2ND AND 3RD FLOOR

EXTERIOR PROPOSAL  
FITZROY STREET MODULAR HOUSING





**VICWEST BELLARA STEEL SIDING (CHARCOAL GREY): \$ 8.75 SQFT**



**PREFINISHED WOOD SIDING- CAPE COD OR EQUAL**

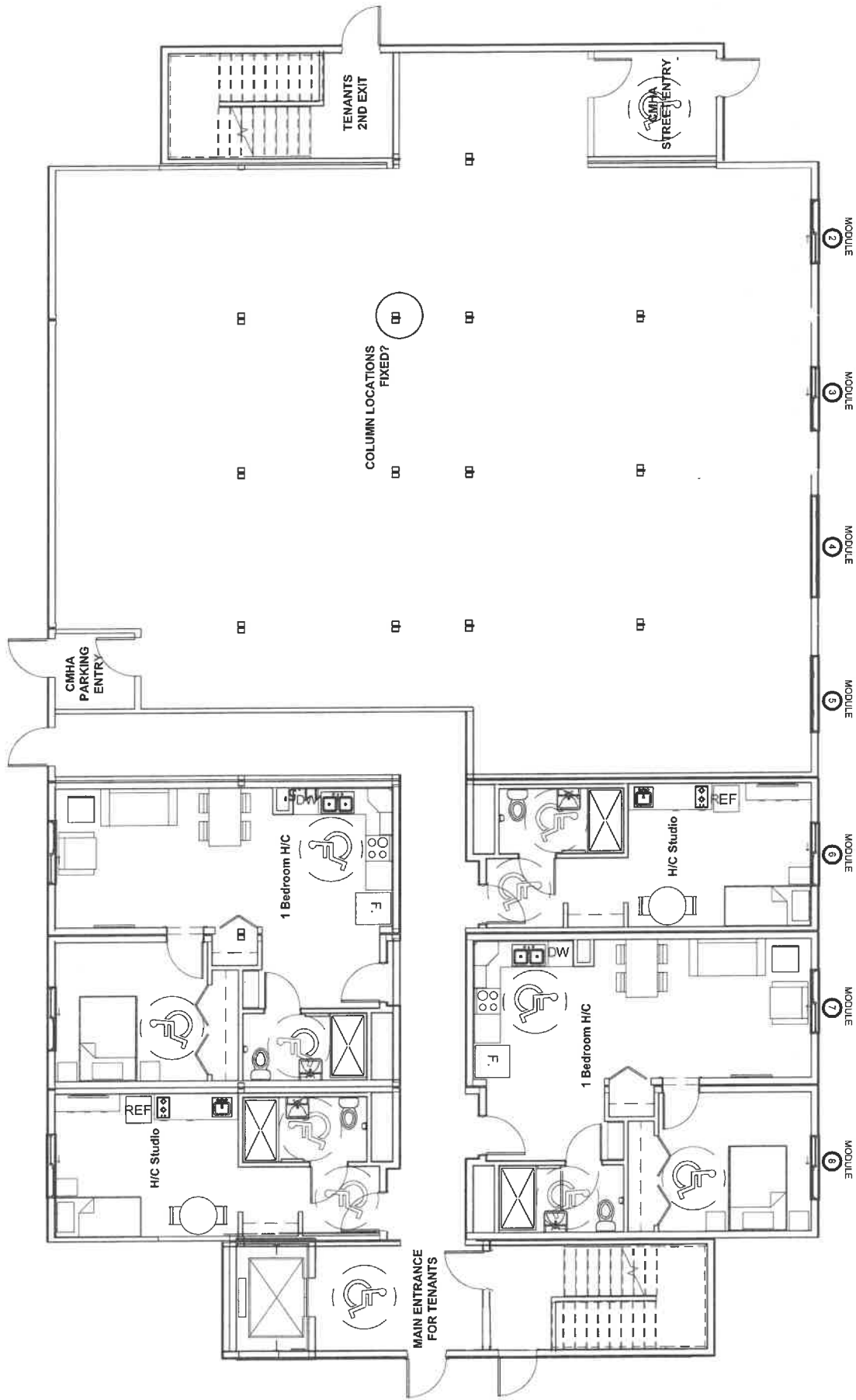
**MATERIALS**

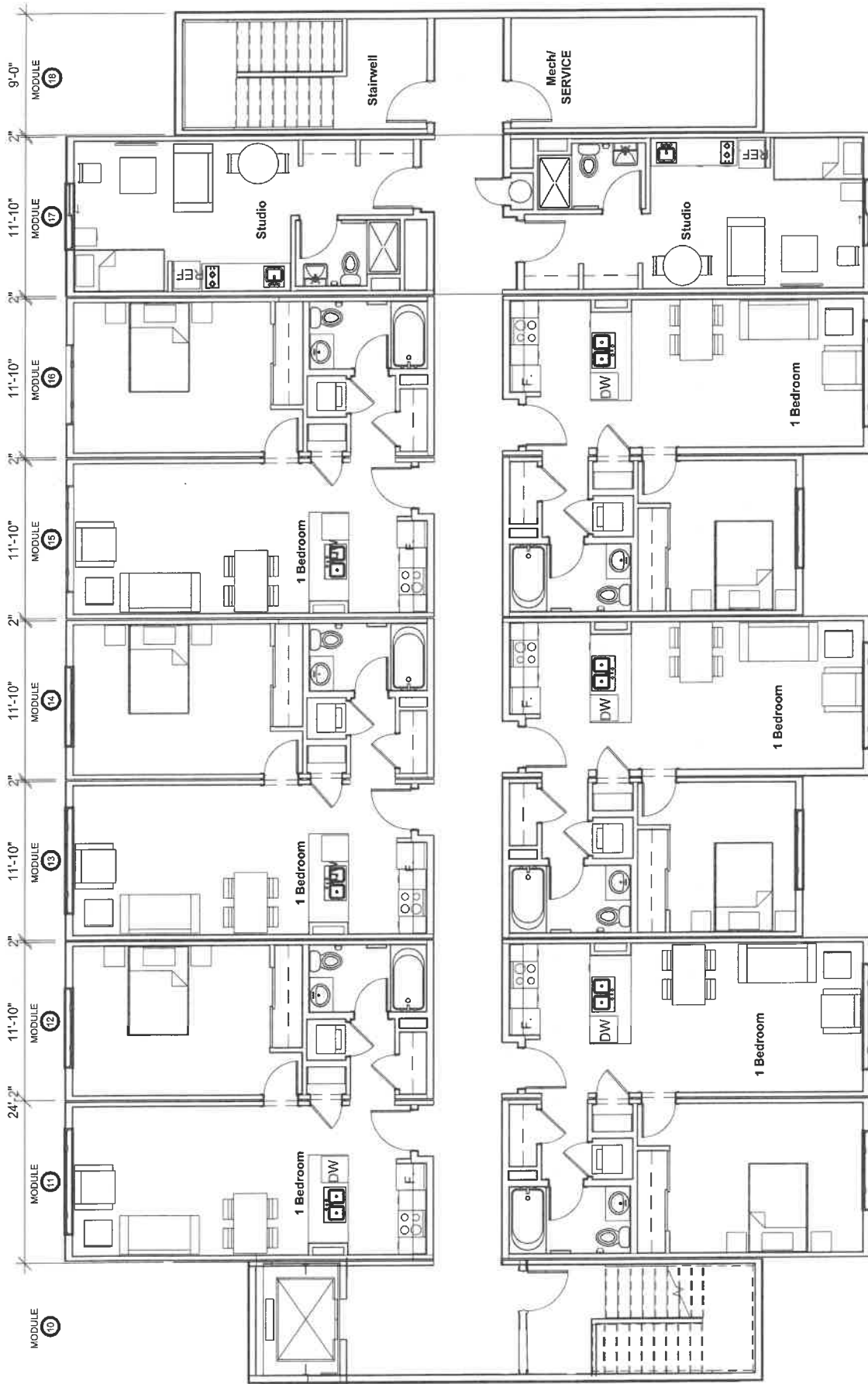
**EXTERIOR PROPOSAL  
FITZROY STREET MODULAR HOUSING**

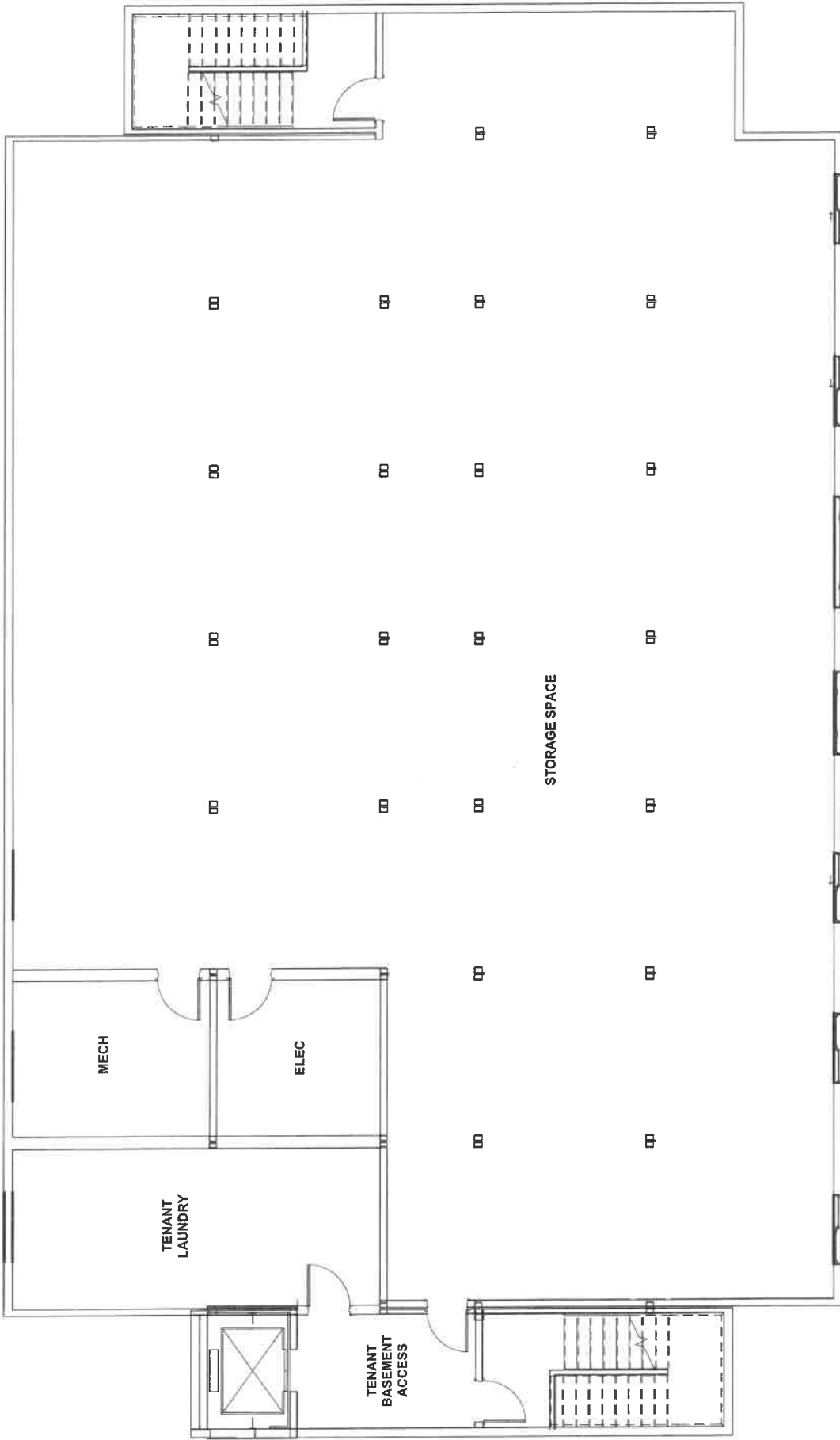
**NINE  
YARDS**



SITE PLAN OPTION 1  
FITZROY STREET MODULAR HOUSING







WINDOWS @ FRONT OF BUILDING? CURRENTLY ONLY 1'6" GRADE DIFF.

# Attachment 'B'

## Design Reviewer Comments



The Sovereign Building  
71 Bank St., 7th Floor  
Ottawa ON, Canada  
K1P 5N2

t. 613-224-0095  
f. 613-224-9811  
info@n45.ca  
N45.CA

12 May 2021

Mr. Alex Forbes  
Manager of Planning and Heritage  
PO Box 98  
City of Charlottetown, PE  
C1A 4B7

**Plans Review for  
Affordable Housing, 203 Fitzroy  
Nine Yards Architecture**

**Overview**

The site is located on a vacant lot at 203 Fitzroy in the norther section of the Block 500 area of Charlottetown. Although the area has several nice heritage residential buildings, is also an area in transition with infill commercial and multi-unit residential buildings constructed in the last half of the 20<sup>th</sup> century. The lot is generous - fronts on Fitzroy and is deep going back to meet up to a convenience store, gas bar and a multi-unit residential project. Along Fitzroy, to both the east and west of it are two story historic residential buildings [ignoring the laundromat].

**Siting**

The proposed building is placed so that the building front aligns with the set back of the adjacent neighbours. There is a single vehicular access on the east side adjacent to the laundromat and which terminates in a parking lot at the rear of the site. The site plan does not indicate any landscaping details, but it does provide open space of 30 - 40 feet between the building and the parking. This provides a nice buffer and with attention to landscape detail and design, would provide nice opportunities for the tenants to enjoy an outdoor amenity space. The plans do not indicate how the garbage will be handled or where the snow will be stored.

**PARTNERS:**

ROBERT MATTHEWS  
B.Arch., OAA  
AAPEI, FRAIC

VLADIMIR POPOVIC  
OAA, AAPEI, FRAIC  
LEED ap bd+c

NATHALIE ROUTHIER  
OAA, OAQ, AAPEI,  
MRAIC, LEED ap bd+c

GARY WENTZELL  
MAATO

**SENIOR ASSOCIATES:**

GERRY MALLETTE  
Dipl. Architectural Technology

KEITH DICKIE  
B. Arch, OAA, MRAIC

There are two main entrances to the building, one to the offices of "CMHA" and the other to the apartments. Accessibility is provided to the office from both the front and rear, but the residential appears to be solely from the side laneway. Is there also an opportunity to make the accessibility from the parking to the apartment rear entrance barrier free [like the office]? The main entrance, as proposed looks too tight as it is dangerously close to the lane, as well, the entrance door swings out into the pathway. The entrance design should be revisited to be both safer and more welcoming.

**Architectural Character**

The design is generally refreshing and contemporary. It is difficult to tell from the renders the actual overall building height, but my guess is that if the floor to floor is approximately 2.7m, then the O/A building height is in the range of 8.5 - 9.5m. The drawings indicate 10.6 - 11.3m for the proposal. I assume that the heritage house to the immediate left has a minimum of 3m floor to floor, is above grade 0.75m and has a dimension to the peak of 2.7 - m 3m, making the O/A height around 9.5m - 10m. All this to say, that the scale in the context of the streetscape is appropriate.

The Sovereign Building  
71 Bank St., 7th Floor  
Ottawa ON, Canada  
K1P 5N2

t. 613-224-0095  
f. 613-224-9811  
info@n45.ca  
N45.CA

The suggested material colours are popular today. I am guessing a natural wood colour and a dark grey/charcoal accent. The balconies appear to be horizontal wood slats in a complementary wood colour, as well.

From a building access perspective, the office entrances are readily identifiable from the street, but the residential is not so well defined and as mentioned above, has an unhappy relationship to the sidewalk and drive aisle. In fact, it looks like there is a grade change there and with the entrance door swinging out, making it dangerous and problematic. Is there a better solution to the lobby/exit stair design to avoid an entrance door and exterior stairwell exit door adjacent to each other? Both the rear [parking lot] entrances are weak as well. It is difficult to tell from the renders, but it looks like there are canopies proposed over the entrances. I am in favour of protection from the weather and the contribution to more clearly defining the entrances by incorporating them.

### Conclusion

The project as proposed in this area of the City is both good and distinctive. It reads well. The proponent might consider revisiting the following: -

1. Introduce soft and hard landscaping features.
2. Create exterior amenity spaces.
3. Revisit the apartment building main entrance. Both to define the entrances and provide shelter.
4. Consider canopies.
5. Revisit the entrances facing the parking lot.
6. The colours are in vogue now but is there a different more timeless palette?
7. Revisit the relationship of the apartment main entrance to the drive aisle.
8. Provide details on garbage storage and snow storage.

Prepared by: -

N45 Architecture Inc.



Robert Matthews

# Attachment 'C'

## Design Standards for the 500 Lot Area

## **7 DESIGN STANDARDS FOR THE 500 LOT AREA**

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### **7.1 WHERE THESE REGULATIONS APPLY**

- 7.1.1 The following regulations shall apply to all Building and Development Permit applications for properties located within the 500 Lot Area, as defined and described in Appendix E.
- 7.1.2 An exemption to the regulations in this Section may be approved by Council, if supported by a recommendation by the Heritage Board for a Designated Heritage Resource or for a property located within a Heritage Preservation Area as defined in the *Heritage Preservation By-law*, when the strict adherence to these regulations may negatively impact the integrity and preservation of the Heritage Resource or Heritage Preservation Area.

### **7.2 BUILDING ORIENTATION AND CORNER LOTS**

- 7.2.1 All Buildings shall have one primary entrance that faces the Street and has direct access to the sidewalk.
- 7.2.2 Buildings on Corner Lots shall:
  - a. Orient to both Street Lot Frontages; and,
  - b. Architectural features shall wrap the corner of the Building and address the corner condition.
- 7.2.3 Street access to individual Attached Residential Units (i.e. townhouses) shall be clearly visible, and the scale, rhythm and articulation of the front façade shall be consistent with the Residential character of adjacent Residential Buildings.

### **7.3 FRONT FAÇADE HEIGHT AND WIDTH**

- 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.
- 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.
- 7.3.3 A single wall plane on the front facade shall not exceed the maximum façade width of the traditional Buildings on the Street unless the adjacent Building marks an identifiable transition in Building style and/or land use.
- 7.3.4 For larger or wider Buildings, vertical divisions or bays in the façade at a width consistent with the traditional Buildings on the Street shall be clearly articulated.

### **7.4 BUILDINGS MATERIALS**

- 7.4.1 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).

- 7.4.2 Cement clap-board is not permitted on the Front or Flankage façade of a Building, but may be permitted on the Side or Rear of the Building.
- 7.4.3 Vinyl siding is not permitted on the Front or Flank façade of a Building, but may be permitted on the Side or Rear of the Building.
- 7.4.4 Materials such as plastic, plywood, concrete block, mirrored glass and metal siding utilizing exposed fasteners are not permitted on the Front and Flankage façades of a Building.
- 7.4.5 The appearance of Building materials shall be true to their nature and should not mimic other materials.
- 7.4.6 Where a prohibited material currently exists it may be maintained and replaced as necessary.

## **7.5 WINDOWS**

- 7.5.1 The Front and Flankage facades shall carry a consistent style and material of windows. Where a Side Yard Setback is greater than 3 m (9.8 ft), the Side façade shall also carry a consistent style and material of windows. This clause also applies to the rear façade on a Corner Lot when the Rear Yard is greater than 3 m (9.8 ft).
- 7.5.2 The placement and coordination of windows and doors shall create a balanced facade.
- 7.5.3 Windows on all facades shall vertically and horizontally align with each other and other features of the Structure, when architecturally appropriate for the design of the Building.
- 7.5.4 Sliding (patio-style) doors shall not be permitted on the Front or Flankage side of the Building.
- 7.5.5 For Additions to, or for a Renovation to an existing Structure with:
  - a. Windows with simulated divided lights with a spacer bar, new windows shall also have simulated divided lights with a spacer bar.
  - b. Single or double hung windows, new windows shall also be single or double hung.

## **7.6 ROOF**

- 7.6.1 The expression of the roof shall be clearly distinguished from the rest of the Building through treatments such as step-backs, change in materials, cornices lines, and overhangs when architecturally appropriate for the design of the Building.
- 7.6.2 Front facing sloped roofs shall include accent gables, dormers, and a variation of rooflines.
- 7.6.3 The soffit shall have a consistent overhang typical of the streetscape.

## **7.7 SECONDARY STRUCTURES ON A ROOF**

- 7.7.1 Mechanical penthouses shall be integrated within the architectural treatment of roofs shall be screened from view.

- 7.7.2 All stacks, gas flues, and roof vents shall not be visible from the Front elevations. Gas flues shall be located near the roof ridge to reduce their Height.
- 7.7.3 All metal chimneys shall be boxed-in and finished with cladding.
- 7.7.4 Skylights shall be located on a roof not visible from the Front elevation.

## **7.8 PORCHES**

- 7.8.1 A Porch shall be deep enough to allow a seating area with a minimum depth of 1.5m (5 ft).
- 7.8.2 The Height of the Porch roof shall align with that of Porches on adjacent or nearby Buildings, and shall be constructed of materials used elsewhere on the Building.

## **7.9 LANDSCAPING**

- 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.

## **7.10 SURFACE PARKING**

- 7.10.1 Surface Parking is not permitted in the Front Yard Setback.
- 7.10.2 Driveways may be permitted when they extend into the Side or Rear Yard of the property, or when used to access an Attached Garage.
- 7.10.3 Shared driveways and Curb Cuts are permitted with adjacent properties, subject to a Right-of-way agreement between property owners.
- 7.10.4 Shared parking in an interior courtyard with a single access point is permitted, subject to a Right-of-way agreement between property owners.
- 7.10.5 Curb Cuts shall accommodate single-car access and the single-car width of the driveway shall be maintained until the driveway extends beyond the front facade of the main Building.
- 7.10.6 A Parking Lot shall not be located in the Front or Flankage Yard.
- 7.10.7 Where a Parking Lot has more than 6 spaces and is visible from the Street, a Landscaped Area or Fence shall be provided between the sidewalk and the Parking Lot.


## **7.11 GARAGES AND PARKING STRUCTURES**

- 7.11.1 Attached Residential Garages shall not project closer to the Front Lot Line than the front wall of the main Building.
- 7.11.2 Attached Residential parking Garages shall be permitted where the width of the Garage is no greater than 50% of the width of the main Building's front façade.
- 7.11.3 Where a Parking Structure fronts on a Street:
  - a. The ground-level façade shall incorporate retail, public or other active uses, as well as provide pedestrian amenities such as an Awning, Canopy, or sheltered entryway; and

- b. The front façade shall be designed to conceal the parking levels and gives the visual appearance of a multi-Storey Building articulated with bays and window openings.

## **7.12 STOREFRONTS**

- 7.12.1 Storefronts and other ground floor non-Residential uses shall have a consistent amount of windows and doors on the front façade as those of traditional Buildings on the Street.
- 7.12.2 Reflective or opaque glazing is not permitted for Retail Storefronts.
- 7.12.3 An identifiable transition shall be provided between the ground floor storefront and the upper floor of a Building. This transition may consist of a change in material, change in fenestration, or similar means.
- 7.12.4 Storefront entrances shall be clearly articulated and shall be located at or near Grade. Split level, raised or sunken entrances are only permitted on Street Frontages with a steep slope and where no other alternative can be feasibly provided.
- 7.12.5 Weather protection for pedestrians is permitted over a storefront entranceway through the use of an Awning or Canopy.

<b>TITLE:</b> <b>DESIGN REVIEW</b> <b>FILE: DESIGN-2021-15-JUNE-6B</b> <b>60-68 DORCHESTER ST</b> <b>OWNER: ZEUS AND APOLLO DEVELOPMENTS LTD.</b> <b>APPLICANT: TYLER WHITE</b>		
<b>MEETING DATE:</b> June 15, 2021		<b>Page 1 of 4</b>
<b>DEPARTMENT:</b> Planning & Heritage	<b>ATTACHMENTS:</b> A. Design Review Submission (September 17, 2014) B. External Design Reviewer Comments (October 5, 2014) C. Revised drawings (June 1, 2021)	
<b>SITE INFORMATION:</b> <b>Ward No:</b> 1 Queen's Square <b>Existing Land Use:</b> Vacant Property <b>Official Plan:</b> Downtown Neighbourhood <b>Zoning:</b> Downtown (DN) Zone		

**RECOMMENDATION:**

The Planning & Heritage Department is advancing this to the Design Review Board to confirm and *accept* the revised design drawings submitted June 1, 2021 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:**

Revisions to the previously approved design for a four unit building at 60-66 Dorchester Street are being forwarded to the Design Review Board to confirm that the revised proposal is in keeping with the approved design review submission. During the construction phase of this development it was discovered that high voltage power lines run along this side of Dorchester Street creating difficulty in construction. The need to erect scaffolding in close proximity to these lines has been strictly prohibited by Occupational Health and Safety. The applicant proposed to Maritime Electric to have the lines buried in order to construct the project in adherence with the approved design however, it was deemed this was not feasible for only one property at a time to bury the power lines. As a result, the applicant is proposing minor revisions to the project in order to avoid having to work in close proximity to the power lines. Staff are recommending that the design revisions be accepted for the project to be constructed at 60-66 Dorchester Street (PID #'s 336826 & 336818).



This project underwent a review by an external Design Reviewer and was approved by Heritage Board/Design Review Board in October of 2014. The project was not immediately undertaken and in September 2019 a new applicant/owner submitted a revised design which was reviewed and supported by the Design Review Board. Now in June 2021 revisions are being submitted in an attempt to return the design much closer to the original proposal. Primarily the third floor is again pushed back from the streetscape - this time in an effort to stay away from the power lines.

The original Design Review submission in 2014 included:

- A proposal for a four unit, three storey townhouse. The two existing lots have now been consolidated and the new structure is 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 would have had 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.

The September 2019 revisions included:

- 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.
- 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.
- 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 4<sup>th</sup> story which the design reviewer had concerns about.
- 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.
- The third floor extends out to the front edge of the lower floor levels and is no longer recessed.
- The vertical separation of the units is removed and horizontal bands were incorporated at the floor levels

The June 2021 submission includes:

- Third floor is again recessed back from streetscape to avoid proximity to power lines.
- Vertical separation of units is reemphasized and clad in a contrasting lighter coloured wood cladding.
- Horizontal elements which had originally been intended to support the movable trellis have been removed.

### ***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:**

It is the opinion of staff 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. The 2021 changes in cladding materials and the modifications to the third floor setback are a return to the original design as recommended by the independent design reviewer. Staff are advancing this to the Design Review Board to confirm and accept that the revised drawings are generally in keeping with the approved design review submission.

The Board has the option to:

- a) accept 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 suggest that staff resubmit the design back to an independent design reviewer for review and comment.

**CONCLUSION:**

Staff are recommending for approval of the design as submitted for the project to be constructed at 60-66 Dorchester Street (PID #'s 336826 & 336818).

**PRESENTER:**

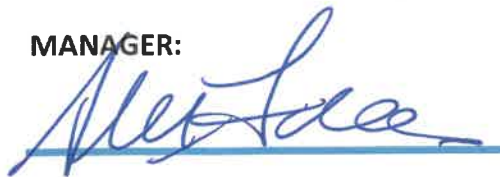


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Laurel Palmer Thompson, MCIP  
Planner II

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**MANAGER:**



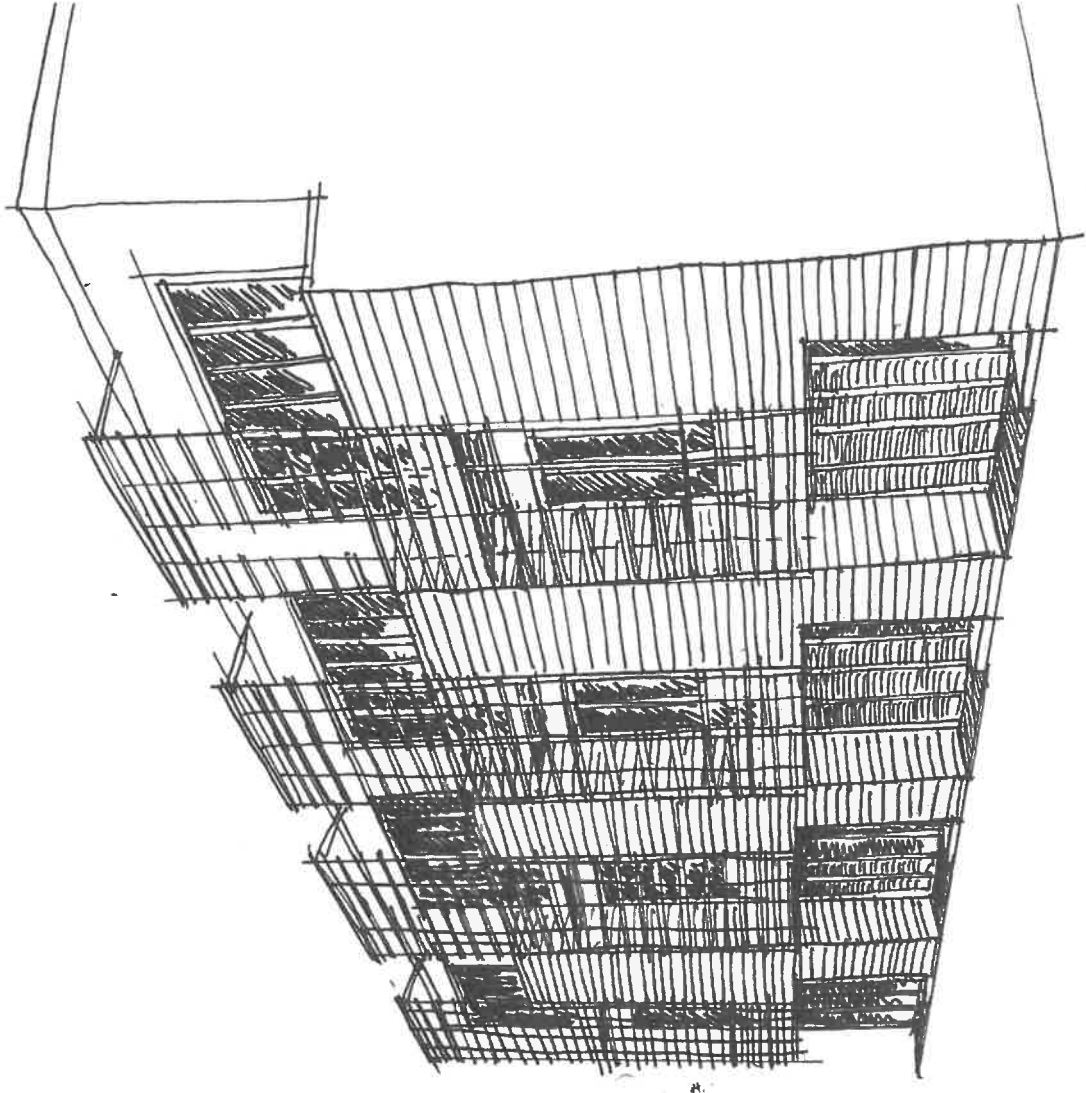
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Alex Forbes, MCIP, MBA  
Manager of Planning & Heritage

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**Attachment A**  
**Design Review Submission**  
**(September 17, 2014)**

<p><b>DESIGN REVIEW</b> <b>File: 2021-15-JUNE-6B</b> <b>60-68 DORCHESTER ST (PID #'s 336826 &amp; 336818)</b> <b>OWNER: ZEUS AND APOLLO DEVELOPMENTS LTD.</b> <b>APPLICANT: TYLER WHITE</b></p>	<p> <b>CHARLOTTETOWN</b> Planning &amp; Heritage Department</p>
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**Dorchester Row Houses**  
2014.09.17 Design Review  
Architect: BGHJ Architects  
Client: KASS Inc.

## Table of Contents

1. Site	
1.1 Introduction	p. 1
1.2 Site Analysis & Historic Context	p. 3
1.3 Site Survey	p. 5
1.4 Site Plan	p. 6
2. Design	
2.1 Design Intent	p. 7
2.2 Design Layout	p. 8
2.3 Massing Studies	p. 9
2.4 Floor Plans	p.10
2.5 Elevations	p.11
2.6 Design Summary	p.13
3. Responding to the 500 Lot Requirements	
3.1 Requirements 1-10	p.15
3.2 Siting & Orientation	p.20
3.3 Parking Access & Garages	p.21
3.4 Mass & Scale + Roofs	p.22
3.5 Porches & Entries + Windows	p.23
3.6 Materials & Finishes + Landscaping	p.24



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.



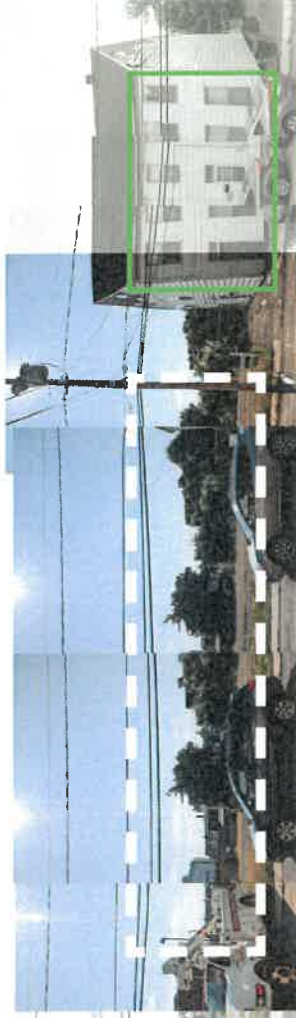
Aerial view of the site



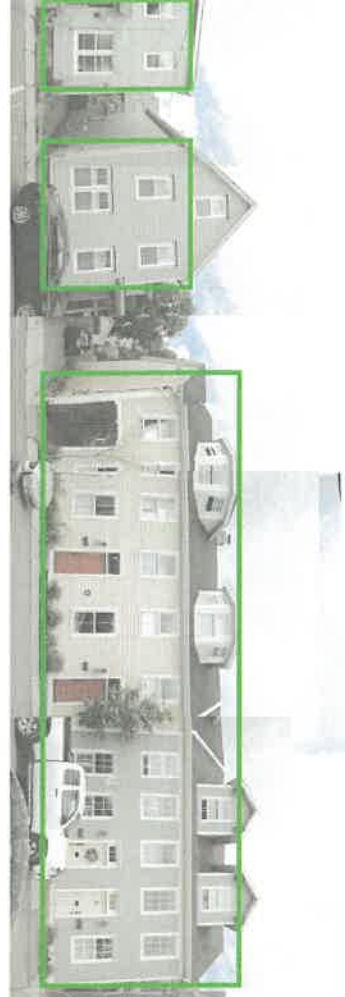
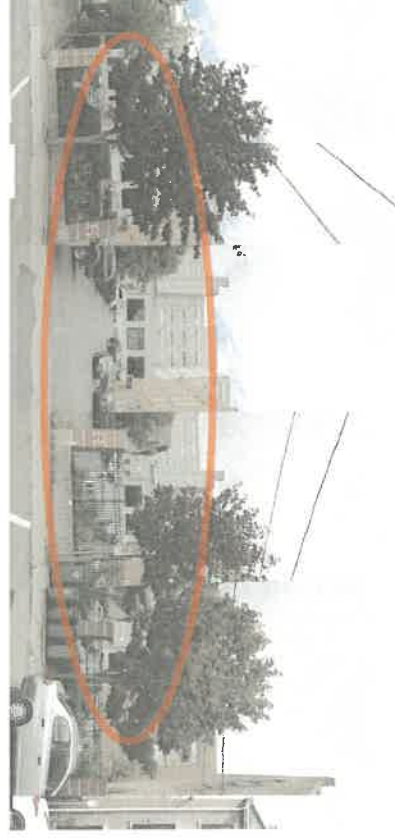
## 1.2 Site Analysis & Historic Context

*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



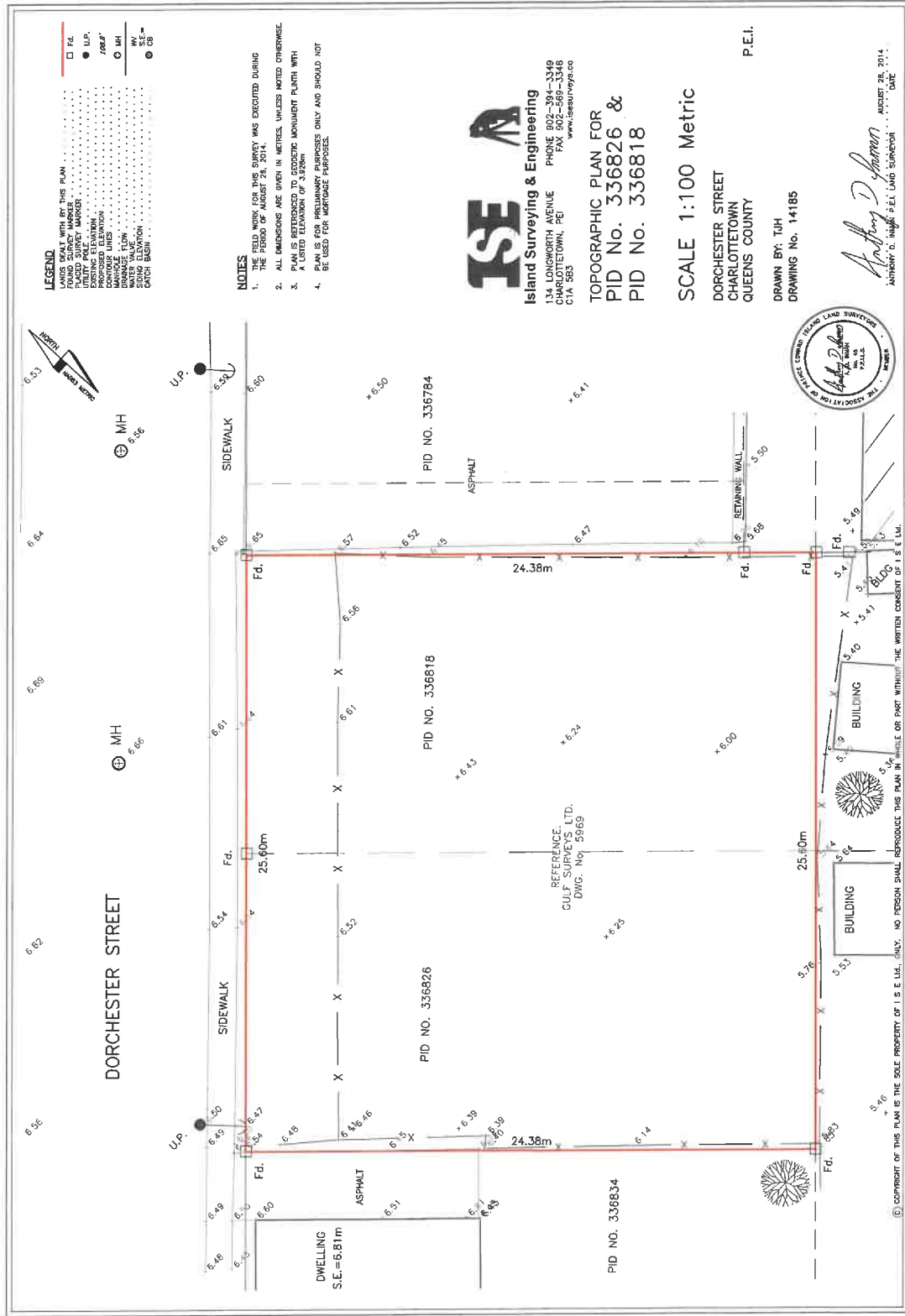
## DORCHESTER STREET



- 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



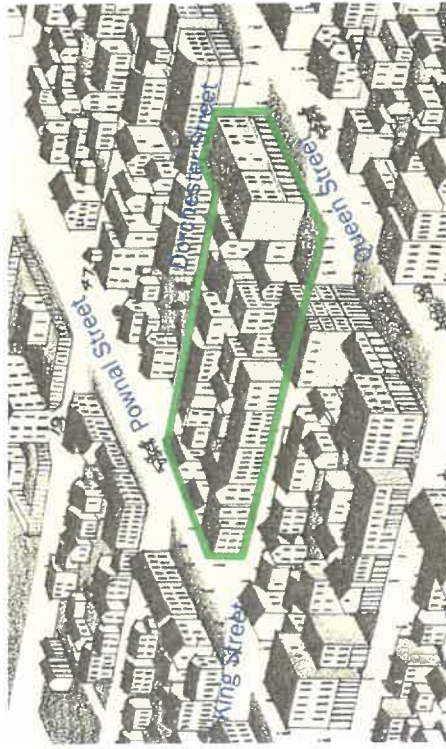
# 1.4 Site Plan



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



Decreased urban density of 2014 downtown

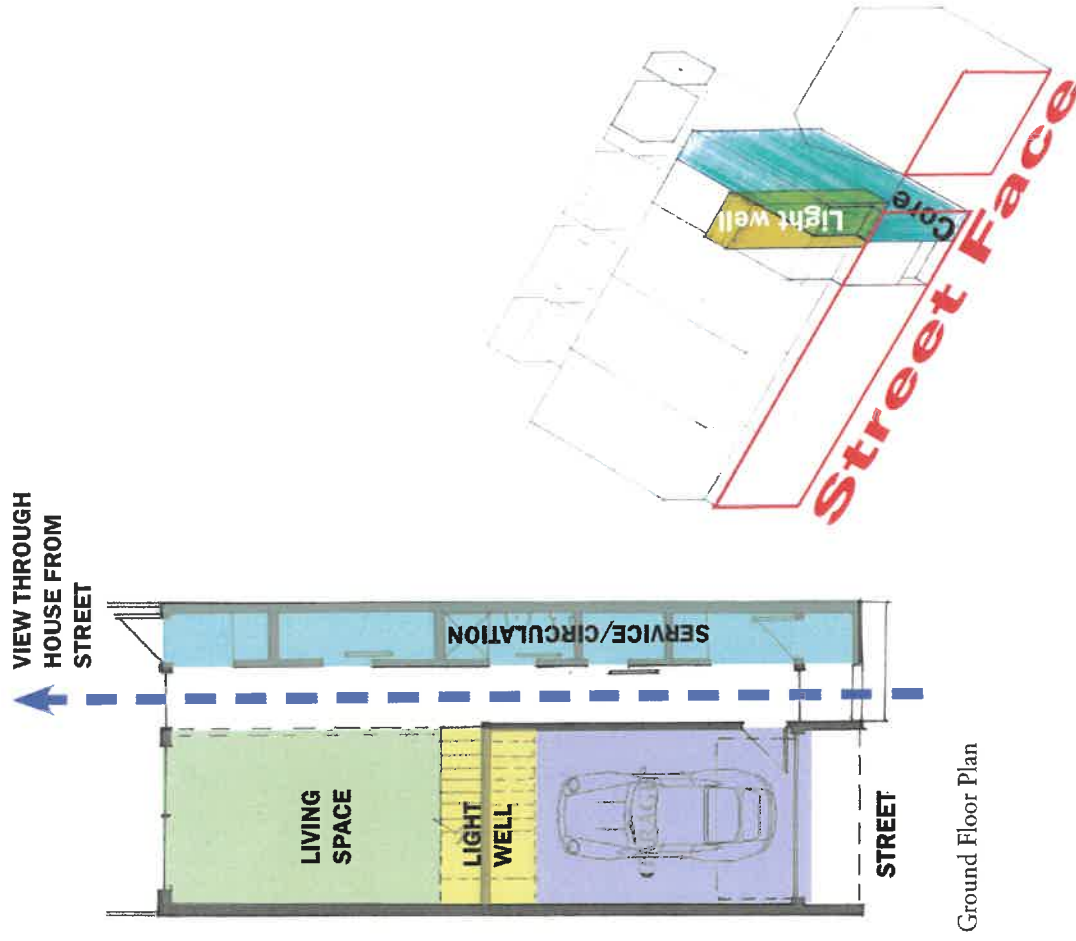
## 2.2 Design Layout

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.

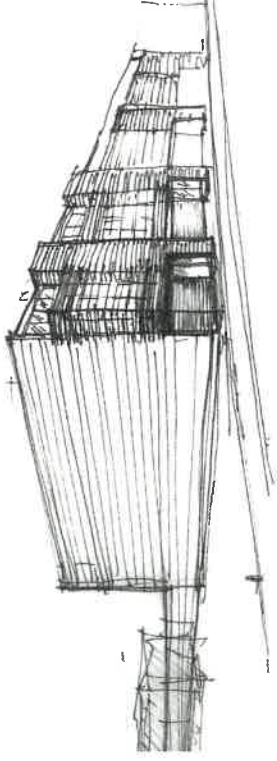


Ground Floor Plan

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



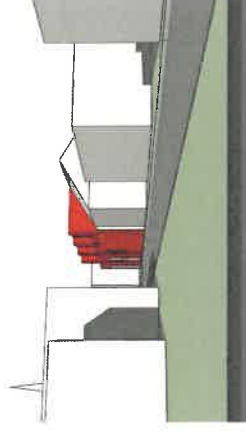
Perspective massing



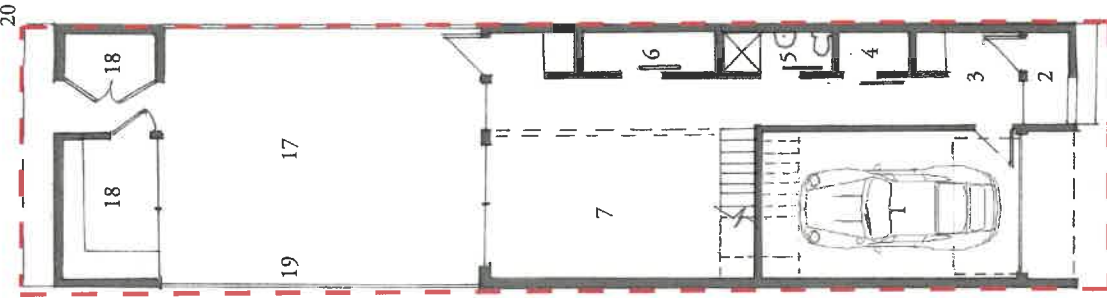
Aerial view toward south



View from Queen Street



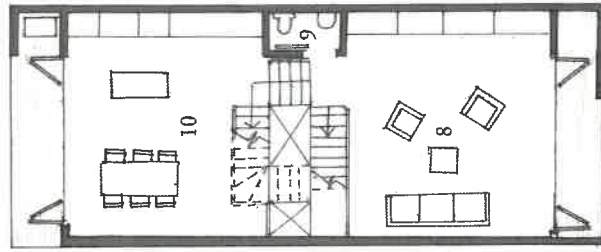
View from Pownal Street



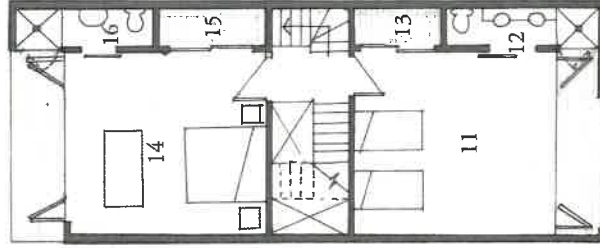
Main Floor

## 2.4 Floor Plans

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



Second Floor



Third Floor



## 2.5 Elevations

37' to top of lattice

rooftop balcony railing

30' to top of roof

mullion and glazing rhythm consistent with neighbouring houses

3<sup>rd</sup> storey is set back from street

20' to top of eave line

track for operable lattice screen

wood lattice screen shades glazing

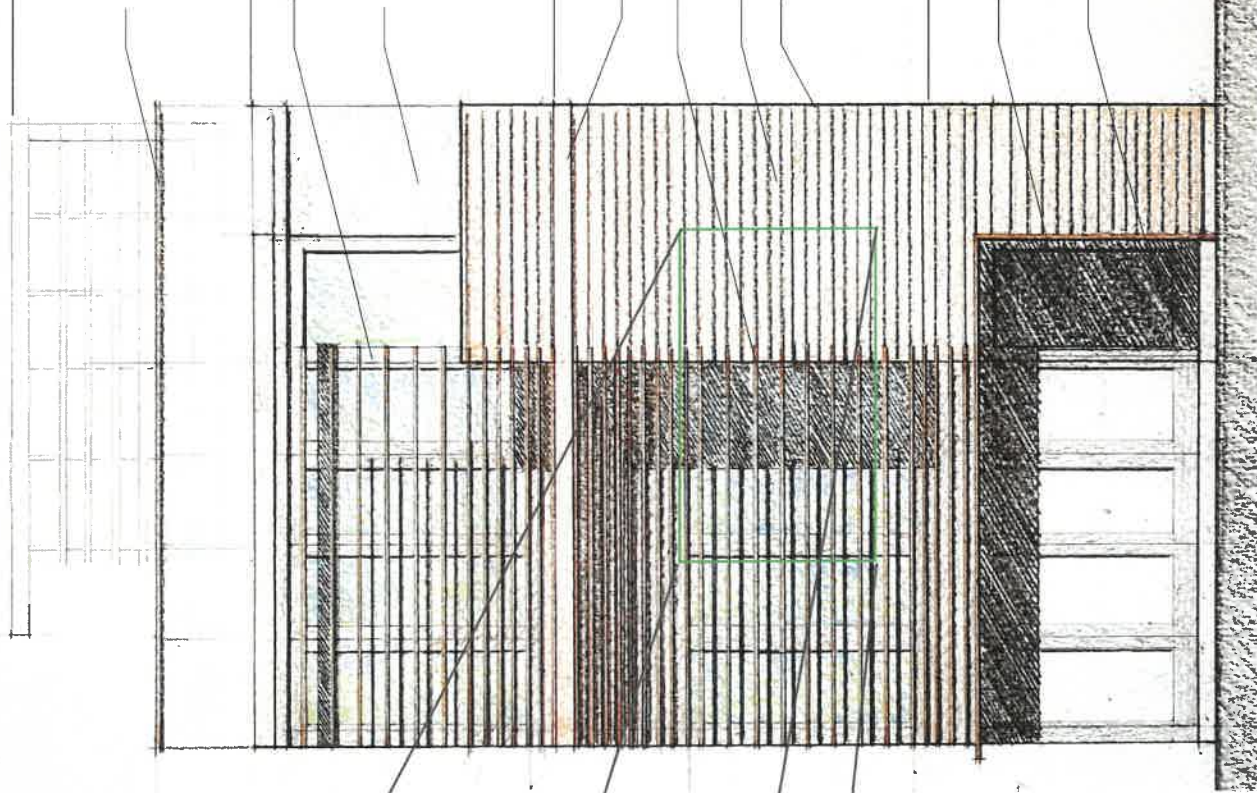
wood siding

wood siding and lattice comprise flat rectangular form consistent with neighbouring houses

9' to top of main floor

large human-scale entry is set back at ground level

large glazed opening provides visual connection with backyard





## 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

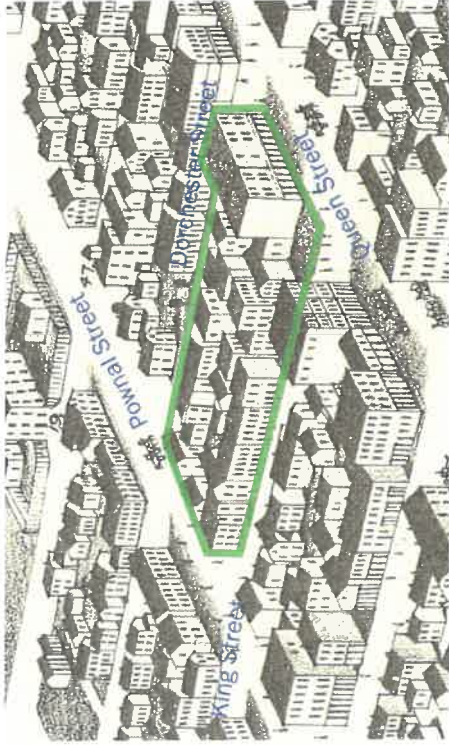
and reinforces the visual palette and the authenticity of the evolving architecture on Dorchester Street.

### 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

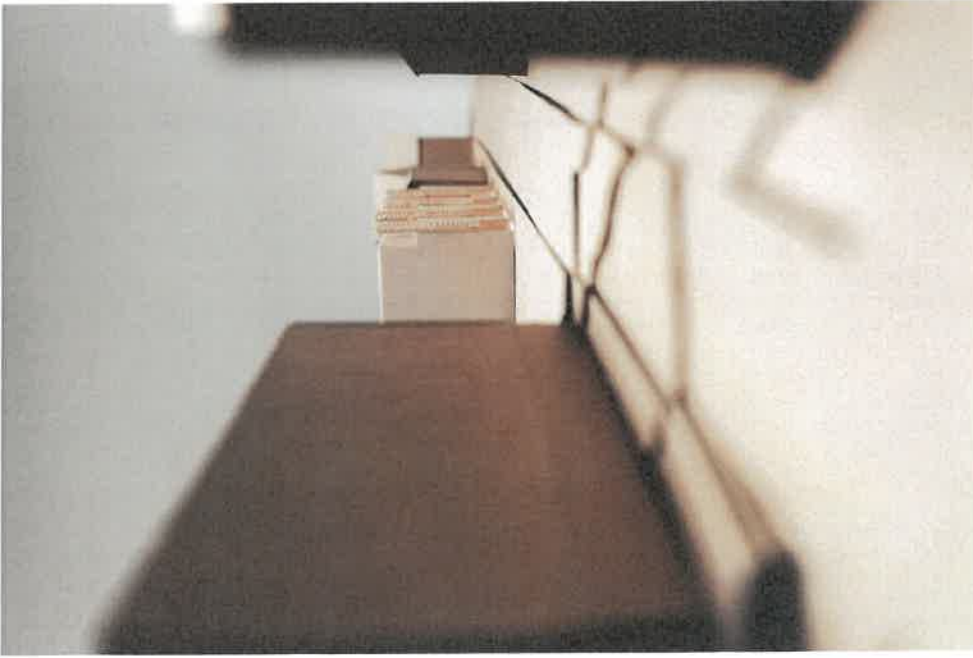
## 7. The First Three Stories Fronting on the Street Matter Most

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



12:00pm



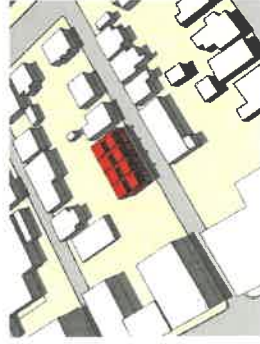
4:00pm



Equinox



Summer Solstice

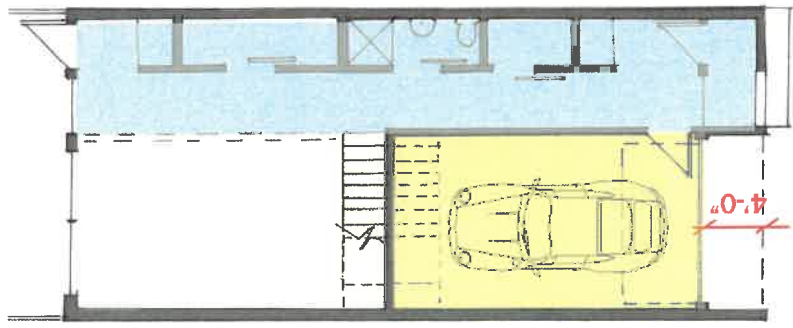


Winter Solstice

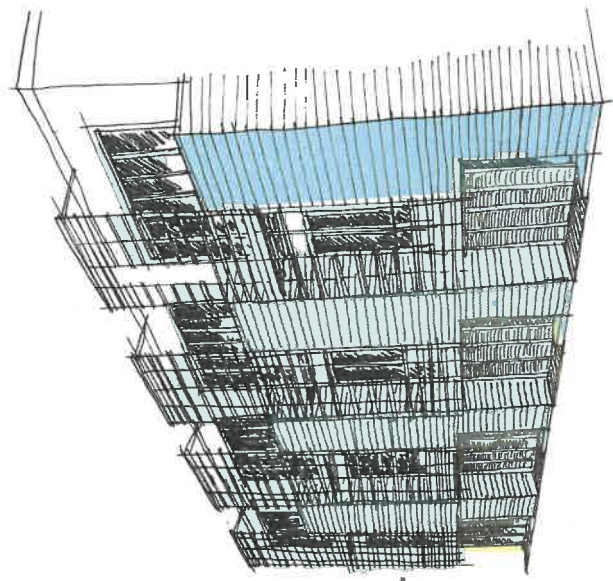


### 3.3 Parking Access & Garages

- 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 it 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

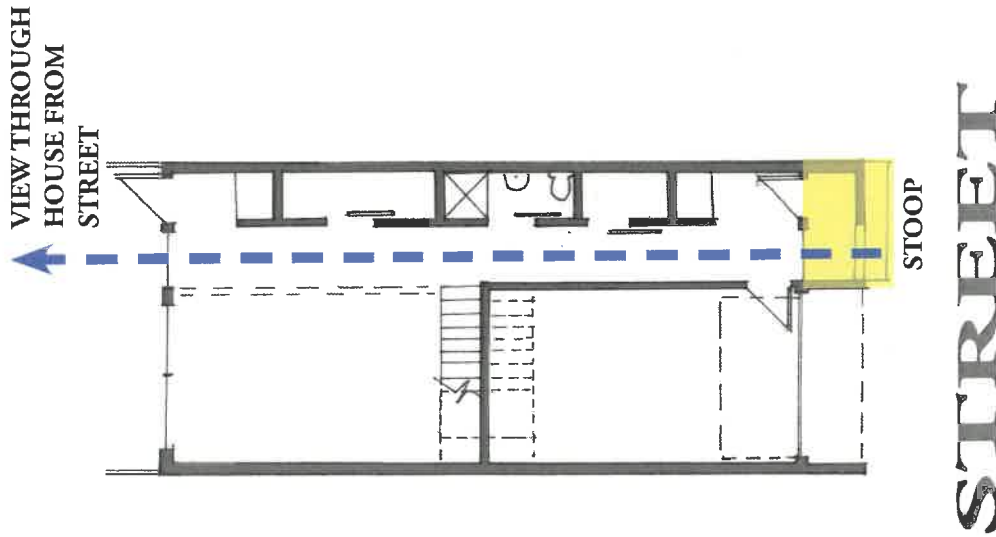
- The townhouses all have simple flat roofs.
- The front face of the townhouse addresses the soffit line of adjacent buildings by stepping the third floor back at this elevation.
- The third floor roof line is at the height of the rooftop of surrounding structures.
- There will be a trellis on the third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



Materiality of Neighboring House

Proposed Materiality for New Townhouses



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.



**Attachment B**  
**External Design Reviewer Comments**  
**(October 5, 2014)**

<p><b>DESIGN REVIEW</b> <b>File: 2021-15-JUNE-6B</b> <b>60-68 DORCHESTER ST (PID #'s 336826 &amp; 336818)</b></p> <p><b>OWNER: ZEUS AND APOLLO DEVELOPMENTS LTD.</b> <b>APPLICANT: TYLER WHITE</b></p>	 <p><b>CHARLOTTETOWN</b> Planning &amp; Heritage Department</p>
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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 this 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 3<sup>rd</sup> 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 roof 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 in 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 buildable 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 would 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 “facadism” and undermine the otherwise strong design qualities of the project. There may also be a design opportunity with the trellis to help reinforce the 3<sup>rd</sup> 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 roof 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 1<sup>st</sup> 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.

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.

10. Although discussed with the applicant, some trepidation remains regarding the location and storage of garbage and recycling containers within the development. The area dedicated to such uses in the garage appears to be minimal as well as being difficult to access and maneuver containers, particularly when a vehicle is parked in the garage. As a result, this could encourage users to store bins on the exterior or in the sheltered stoop. This practice could result in poor aesthetics from the street and encourage vermin.

RECOMMENDATION:

10.1. Revisit the placement of garbage and recycling containers to ensure sufficient space and maneuverability is provided for adequate interior storage.

11. 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 2<sup>nd</sup> 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.

Overall, it is our belief that the proposed project is in keeping with the spirit and objectives of the City of Charlottetown's design guidelines. Upon successful resolution of the specific design review comments listed above to the satisfaction of the proponent and city staff, we feel that this proposal will make for an excellent addition to the Charlottetown's urban character.

In the meantime, if you have any questions or require anything further on this file, please do not hesitate to contact us at any time.

Sincerely,




Stephen Kopp,  
Partner

# Attachment C: Revised Design Drawing (June 1, 2021)



<p><b>DESIGN REVIEW</b> <b>File: 2021-15-JUNE-6B</b> <b>60-68 DORCHESTER ST (PID #'s 336826 &amp; 336818)</b></p> <p><b>OWNER: ZEUS AND APOLLO DEVELOPMENTS LTD.</b> <b>APPLICANT: TYLER WHITE</b></p>	 <p><b>CHARLOTTETOWN</b> Planning &amp; Heritage Department</p>
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<b>TITLE:</b> <b>DESIGN REVIEW</b> <b>FILE: DESIGN-2021-15 JUNE 6-C</b> <b>199 GRAFTON STREET</b> <b>OWNER: 102390 PEI INC.</b> <b>APPLICANT: APM COMMERCIAL ROYAL LEPAGE</b>		
<b>MEETING DATE:</b> June 15, 2021		<b>Page 1 of 10</b>
<b>DEPARTMENT:</b> Planning & Heritage	<b>ATTACHMENTS:</b> <ul style="list-style-type: none"> <li>A. GIS Map</li> <li>B. Pictures of the existing building facade</li> <li>C. Concept drawings showing the proposed changes to the building façade.</li> <li>D. Floor plan of new store along streetscape.</li> </ul>	
<b>SITE INFORMATION:</b> <b>Ward No:</b> 1 (Queen Square) <b>Existing Land Use:</b> Commercial/ office building and surface parking lot <b>Official Plan:</b> Downtown Mixed Use Neighbourhood <b>Zoning:</b> Downtown Mixed Use Neighbourhood (DMUN) Zone		

**RECOMMENDATION:**

The Planning & Heritage Department encourages the Design Review Board to accept the proposed renovations to the building façade of the former Poly Clinic Building located at 199 Grafton Street (PID #342790)

**BACKGROUND:**

***Request***

APM Commercial on behalf of their client 102390 PEI Inc. has submitted design drawings for an exterior renovation to the façade of the building located at 199 Grafton St. which is currently known as the Polyclinic. The renovations include:

- 1) Changes to the current entrance way.
- 2) Removal of basement level and 1<sup>st</sup> story windows on the east wing and replacing with storefront glazing and a separate entrance way for a new retail tenant.

- 3) Addition of wooden timbers to frame the entrance way and new store front
- 4) Extension of glass atrium over entranceway to ground level.

Section 3.14 of the Zoning and Development Bylaw states,

*3.14.4 The Development Officer and Design Review Board shall review Development and/or Building Permit applications for Alterations and Additions to existing Buildings for compliance with the Design Standards for the 500 Lot Area and shall give further consideration for the following:*

- a. The original character of a Building or Structure, the construction and original architectural details;*
- b. Use of the same traditional materials already used on the Building of this era;*
- c. The scale of any Alterations or Additions to a Building in relation the scale of the original or the existing Building or Structure;*
- d. Existing doors and windows, and these existing openings in relation and proportion to others in the Building;*
- e. Original door and window casements, sashes, mullions, or muntins, and glazing in doors and windows;*
- f. Alterations or Additions to the pitch, direction and arrangement of the roof and whether these are in keeping with the original or existing design of the Building or Structure;*
- g. Architectural details which do not need to be changed, removed or replaced; or*
- h. The location of any attached or protruding mechanical or Utility Services.*

Planning staff have asked the applicant to describe in their submission how the proposed renovations to the building address this section of the Bylaw. The applicant has provided the following comments. The applicant's comments are included in bold lettering.

- a. The original character of a Building or Structure, the construction and original architectural details;*

**Based on its recent age and uncharacteristic style there is nothing to mimic as it relates to style and architecture. Our approach is to enhance and add character to an otherwise plain and monolithic brick building along Grafton street.**



- b. *Use of the same traditional materials already used on the Building of this era;*

**While there is no wood currently on the building now, we do feel that the addition of this material is characteristic and prevalent of any era of Charlottetown and brings a certain warmth along the street.**

- c. *The scale of any Alterations or Additions to a Building in relation the scale of the original or the existing Building or Structure;*

**Our minor entrance modifications and storefront addition pale in comparison to the size of the current building and helps bring a more human scale along Grafton street.**

- d. *Existing doors and windows, and these existing openings in relation and proportion to others in the Building;*

**There are no significant modifications being proposed to the existing fenestration other than modifications to the entrance portal and the addition of storefront glazing for a new retail anchor tenant.**

- e. *Original door and window casements, sashes, mullions, or muntins, and glazing in doors and windows;*

**This should only apply to certain heritage buildings.**

- f. *Alterations or Additions to the pitch, direction and arrangement of the roof and whether these are in keeping with the original or existing design of the Building or Structure;*

**There are no major alterations to the roof lines being proposed.**

- g. *Architectural details which do not need to be changed, removed or replaced; or*

**As stated above, there is currently no architectural style or detail that is present and necessary to preserve.**

- h. *The location of any attached or protruding mechanical or Utility Services.*

**Not applicable.**

### ***By-law Requirement***

As per Section 7 of the Zoning and Development By-law, “Design Standards For the 500 Lot Area” the regulations as set out in this section apply to all building and Development Permits in the 500 Lot area. 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.

Please refer to the Design Standards of the 500 Lot Area Section 7 of the Zoning and Development Bylaw (attached). The standards outlined in this section are the requirements under review as a part of this application.

**ANALYSIS:**

The current building façade is reminiscent of architecture from the 1970's. Apart from the existing entrance to the building there is very little interaction between the current building façade and streetscape. It is staff's opinion that the current proposal incorporates traditional material such as the wood timbers. The addition of storefront glazing and additional entrances along the front of the building timbers creates more interaction between the sidewalk which lends to a more vibrant streetscape. The wooden timbers and storefront glass help to break up the current plain façade and brings the building to the pedestrian level.

In particular the proposed changes are more in keeping with Section 7.12 "Storefronts" in the Design Standards for the 500 Lot Area of the Zoning and Development Bylaw. See below .

**7.12 STOREFRONTS**

*7.12.1 Storefronts and other ground floor non-Residential uses shall have a consistent amount of windows and doors on the front façade as those of traditional Buildings on the Street.*

*7.12.2 Reflective or opaque glazing is not permitted for Retail Storefronts.*

*7.12.3 An identifiable transition shall be provided between the ground floor storefront and the upper floor of a Building. This transition may consist of a change in material, change in fenestration, or similar means.*

*7.12.4 Storefront entrances shall be clearly articulated and shall be located at or near Grade. Split level, raised or sunken entrances are only permitted on Street Frontages with a steep slope and where no other alternative can be feasibly provided.*

*7.12.5 Weather protection for pedestrians is permitted over a storefront entranceway through the use of an Awning or Canopy.*

Staff are advancing this to the Design Review Board to confirm and get acceptance from the Board that the proposed front façade renovations to the building at 199 Grafton Street are generally in keeping with Section 3.14.4 and Section 7 of the Zoning and Development Bylaw.

The Board has the option to:

**a)** accept the drawings as submitted.

**b)** suggest minor modifications or

**c)** if the Board feels the proposal does not meet the criteria set out in Sections 3.14.4 and 7 of the Zoning and Development Bylaw they can recommend for the project to go back to a design reviewer for comment.

**CONCLUSION:**

It is staff's opinion that the proposed alterations to the façade of 199 Grafton Street is in keeping with the Design Standards for the 500 Lot Area and are recommending the Board accept the design as submitted for the renovations at 199 Grafton St (PID #342790).

**PRESENTER:**



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Laurel Palmer Thompson, MCIP  
Planner II

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**MANAGER:**

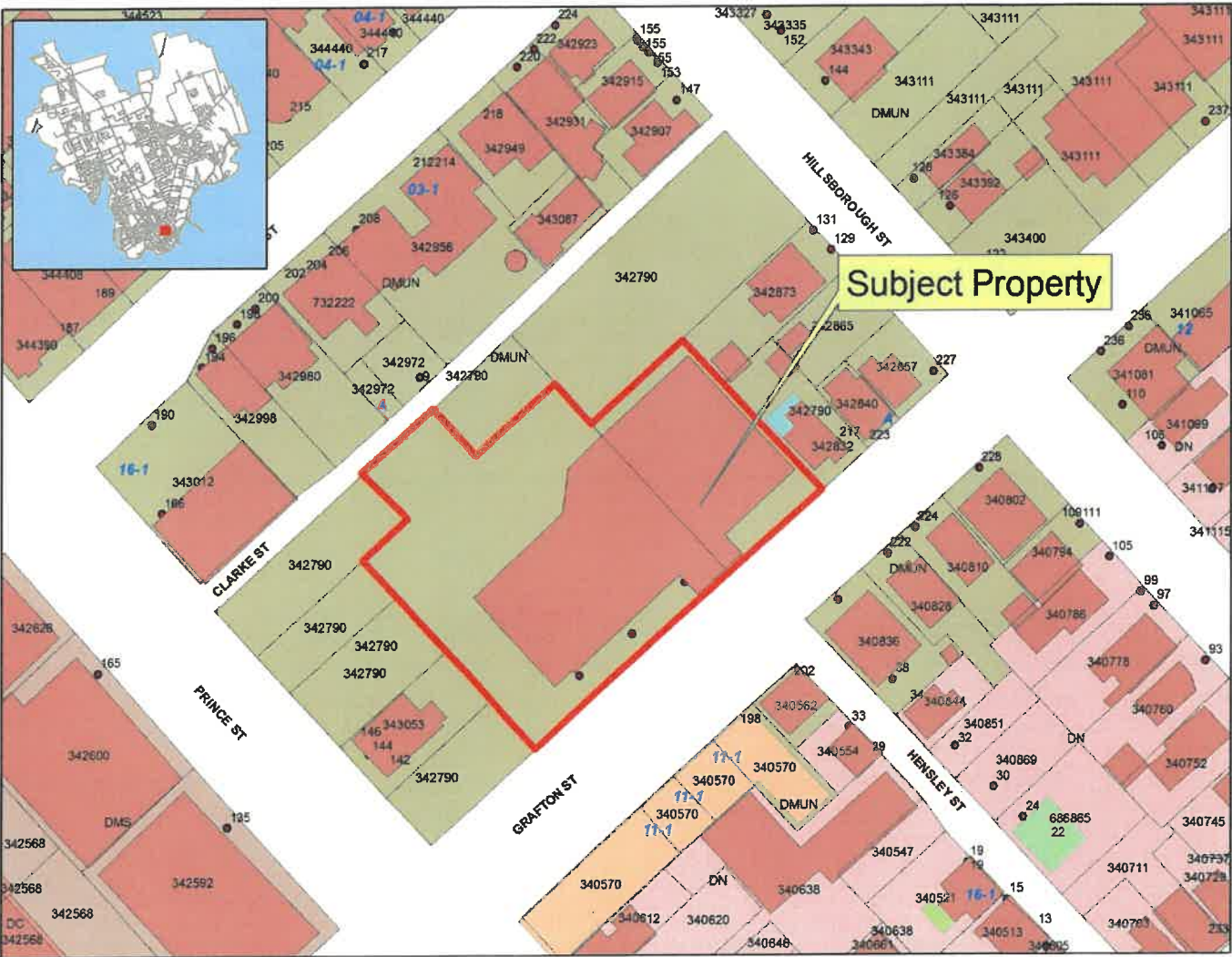


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Alex Forbes, MCIP, MBA  
Manager of Planning & Heritage

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ATTACHMENT "A" GIS MAP SHOWING LOCATION



## ATTACHMENT “B” PICTURES OF THE EXISTING BUILDING FAÇADE

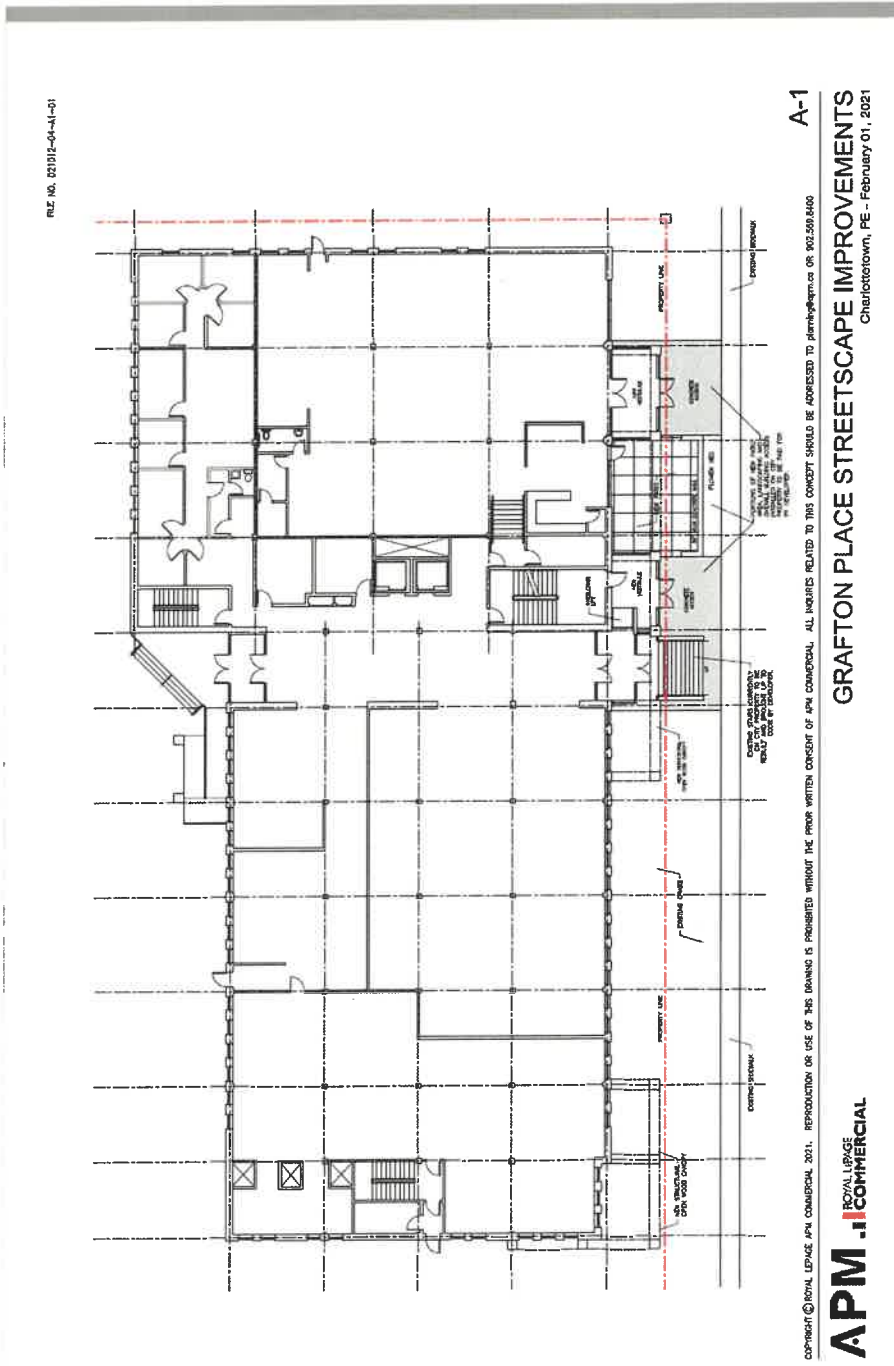


**ATTACHMENT “C” CONCEPT DRAWINGS SHOWING PROPOSED CHANGES**






ATTACHMENT “D” CONCEPT DRAWINGS OF THE NEW STOREFRONT  
ALONG STREETScape





<b>TITLE:</b> <p style="text-align: center;"><b>DESIGN REVIEW</b>  <b>FILE: DESIGN-2021-15-JUNE- 6D</b>  <b>Lot 18-2 SHERWOOD ROAD (PID #455642)</b>  <b>APPLICANT: ARSENAULT BROS HOLDINGS INC.</b></p>		 <b>CHARLOTTETOWN</b>
<b>MEETING DATE:</b> June 15, 2021		<b>Page 1 of 4</b>
<b>DEPARTMENT:</b> Planning & Heritage	<b>ATTACHMENTS:</b> A. Design Review Submission (May 20, 2021) B. External Design Reviewer Comments (June 2, 2021)	
<b>SITE INFORMATION:</b> <b>Context:</b> 5.92 Acre vacant property <b>Ward No:</b> 8 – Highfield <b>Existing Land Use:</b> Vacant and undeveloped <b>Official Plan:</b> Commercial <b>Zoning:</b> Highway Commercial (C2) Zone		
<b>PREVIOUS APPLICATIONS:</b> 01-042 (Rezoning from CDA to M3), 20-454 (Rezoning from M3 to C2)		

**RECOMMENDATION:**

The Planning & Heritage Department encourages the Design Review Board to *accept* the submitted design for two 30-unit apartment dwellings containing affordable dwelling units at 18-2 Sherwood Road (PID #455642) subject to the following recommendations from the Design Reviewer’s report:

1. Developing a detailed site plan with emphases on soft and hard landscaping features around the base of the building and ;
2. Extending the sidewalk from the buildings to the street or entrance of the property;
3. Reviewing a way of changing the look/massing of the buildings from a long horizontal appearance to a vertical one;
4. Revisit the apartment building(s) main entrance to better define the entrance and provide more shading; and
5. Distinguish the two (2) apartment buildings apart with different materiality and colour.

**BACKGROUND:**

***Request***

The applicant, Arsenault Bros Holdings Inc., have submitted a design for two 35-unit apartment buildings containing affordable dwelling units at Lot 18-2 Sherwood Road (PID #455642). As per

Section 3.14.1 of the Zoning & Development By-law, *the Design Review process shall apply to ... any Affordable Housing development(s) in or outside the 500 Lot Area ...*

Affordable housing is defined in the Zoning & Development By-law as:

*“Any type of housing whereby the provincial government provides some form of subsidy or rent assistance, including public, non-profit, co-operative housing, or rent supplements for people living in private market housing.”*

An agreement will have to be entered into with the owner and PEI Housing Corporation for the affordable housing component.

### ***Property History***

The subject property was subdivided and rezoned to the Business Park Industrial (M3) Zone by Maritime Electric in 2001 for a facility expansion. The expansion never occurred and sat vacant and undeveloped. In December of 2020, the current owners rezoned the property to Highway Commercial (C2) Zone in order to construct three (3) multi-dwelling apartment buildings with a total of 200 units. Since that time the owner has revised their submission to construct two (2) multi-dwelling apartments with onsite amenity space.

### **ANALYSIS:**

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.

The submitted plans for design review (Attachment 'A') were sent to the external design reviewer, Robert Matthews, on May 27, 2021.

Mr. Matthews provided his comments on June 2, 2021 (Attachment 'B'). Mr. Matthews noted the following in terms of both building and site design:

#### **Building Design**

Mr. Matthews agrees with defining the base of the building by both colour and material, however various improvements can be made such as breaking up the massing with vertical banding, increasing the height of the simulated stone at the building entrance, changing the window treatments with a taller expression for some of the units and changing the colour and siding between the two buildings so they complement each other but are not identical.

#### **Site Design**

The site plan provided minimum information that distinguished between both hard and soft landscaping, the applicant has provided a fair amount of amenity space with a play structure and passive greenspace. Mr. Matthews recommended providing some landscaping along the base of the building, canopies for shading for the front and other sides of the building as well as more shading in the amenity space. Lastly, a sidewalk connection should be provided from both proposed buildings to the edge of property at the site entrance in order to ensure safe access to the buildings and free from conflict with vehicles. Mr. Matthews suggested that the owners revisit the proposed location for the garbage area and possibly relocating it to a less visible portion of the site.

**CONCLUSION:**

The Planning & Heritage Department encourages the Design Review Board to *accept* the submitted design for two 30-unit apartment dwellings containing affordable dwelling units at 18-2 Sherwood Road (PID #455642) subject to the following recommendations from the Design Reviewer’s report:

1. Developing a detailed site plan with emphases on soft and hard landscaping features around the base of the building and ;
2. Extending the sidewalk from the buildings to the street or entrance of the property;
3. Reviewing a way of changing the look/massing of the buildings from a long horizontal appearance to a vertical one;
4. Revisit the apartment building(s) main entrance to better define the entrance and provide more shading; and
5. Distinguish the two (2) apartment buildings apart with different materiality and colour

**PRESENTER:**



Robert Zilke RPP, MCIP  
Planner II

**MANAGER:**



Alex Forbes, RPP, MBA  
Manager of Planning & Heritage

# Attachment A-1

## Project Summary / Design Review Rationale

Please accept the attached renderings as our design review submission for the development of Lot 18-2 Sherwood Road (PID #455642).

A resolution of Council approving the rezoning of Lot 18-2 Sherwood Road (PID #455642) from the Business Park Industrial (M-3) Zone to the Highway Commercial (C-2) Zone in order to construct two (2) separate apartment buildings that will result in a total of 186 apartment units on the property subject to a Development Agreement was passed on December 14, 2020.

The proposal included a 90-unit apartment building and a 96-unit apartment building, each of which were five storeys in height which would have required a height variance. Preliminary conceptual renderings of these buildings were presented to the public. The main point of the discussion through the rezoning process was the proximity of the apartment buildings to Maritime Electric and the need for on-site amenity space.

Following approval of the rezoning, we began developing plans, at which time we quickly determined that the approved density would not be feasible on the property while maintaining the desired outdoor amenity space. In light of the foregoing, we elected to scale back the density of the project. Originally Phase 1 included the development of a 90-unit apartment building; however, after seeking approval through City staff, we decided to design two smaller buildings, each containing 35 dwelling units. The smaller buildings required less on-site parking allowing for additional amenity space to be provided. The proposed apartment buildings will be four storeys with a pitched roof. The plans attached illustrate outdoor amenity space including a dog park, play structure, and gazebo for outdoor seating. While the apartments are located on a transit route, it was important for us to maintain 1.5 parking spaces per unit, exceeding the requirement in the bylaw, as many of our units are 2-bedroom.

The second phase of the development has been intentionally left blank as it will be designed / developed following the completion of Phase 1. The Development Agreement will have to be structured in a way that the number of units will have to adhere to the rezoning approval and Design Review will take place for this building at a later date; similar to the Agreement that was in place for Chestnut Street. Phase 2 will include on-site solar panels to power lighting in common spaces on the property.

The rezoning approval required that 10% of the developed units be used as affordable housing. In light of the foregoing, Design Review is required. While there are no design guidelines for properties outside of the 500 Lot Area, we wanted to ensure the buildings were developed to a high standard. In order to do so, we engaged Robert Haggis with SableARC Studios who also sits as an external Design Reviewer for the City.

While the attached plans vary slightly from the preliminary concept plans from the public meeting, scaling the buildings back in both units and height allowed us to provide additional amenity space, which will create a more positive living experience for the tenants who will call our development home.

We look forward to working with the Board to obtain design review approval and are very excited to break ground on this development this Summer.

Respectfully,



David Arsenault, CPA  
President, Arsenault Bros Holdings Inc.

# Attachment A-1

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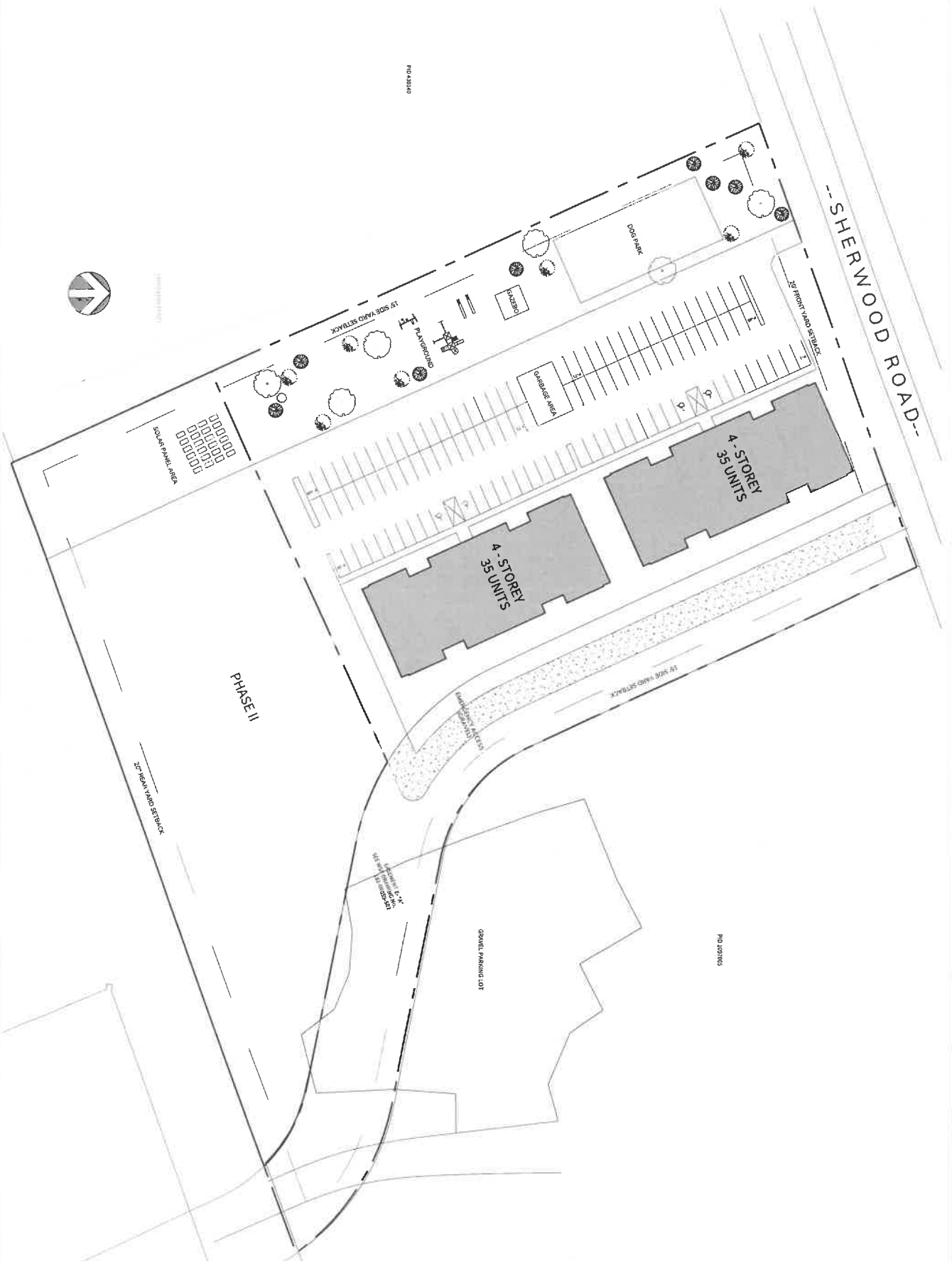
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Respectfully,



David Arsenault, CPA

President, Arsenault Bros Holdings Inc.



These drawings are prepared for use in connection with the application for rezoning and subdivision of the land shown on these drawings. They are not to be used for any other purpose without the written consent of the author.

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Consulting Engineer



Sherwood Rd. Master Plan

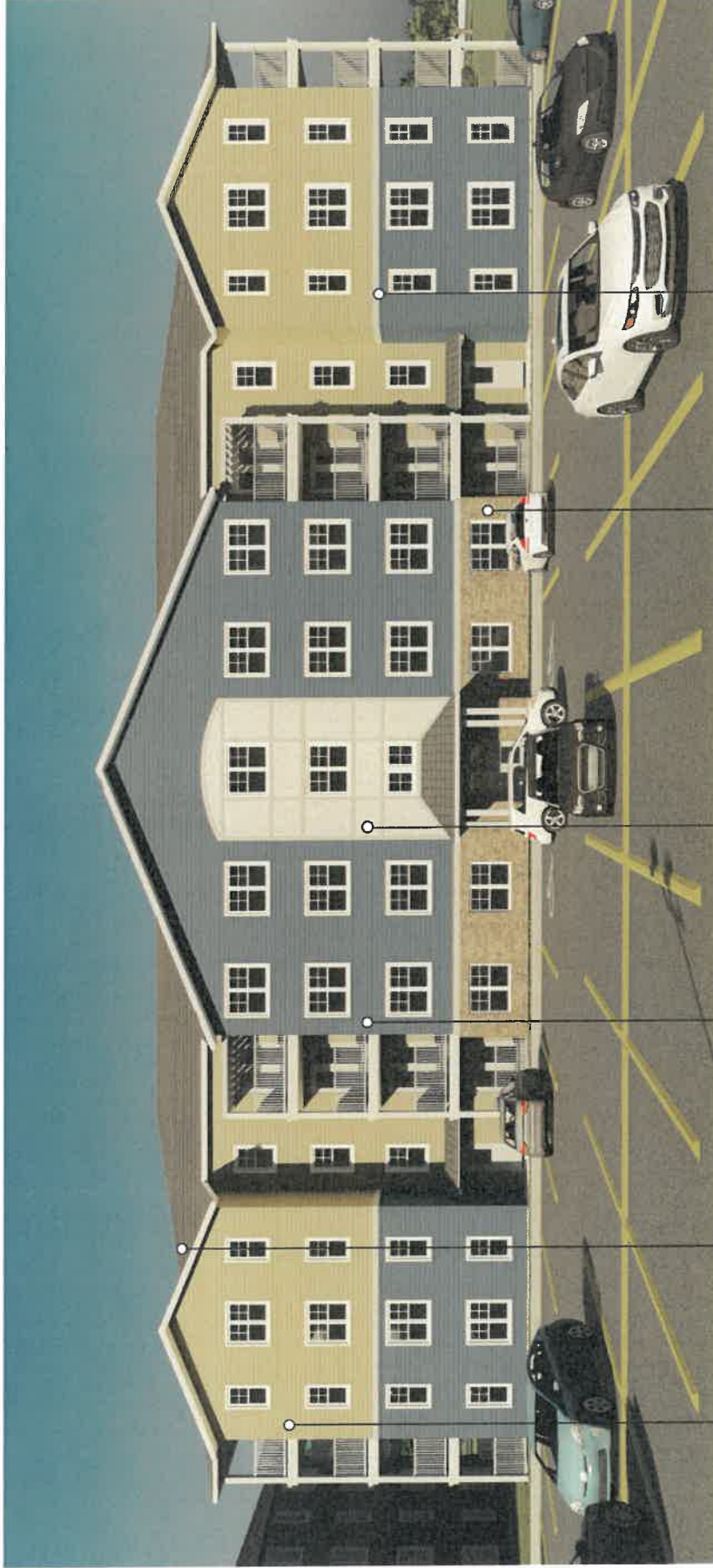
SHEET TITLE  
SITE P

DATE	2018-08
SCALE	AS SHOWN
DRAWN BY	DR
PROJECT NO.	210

A11

# LOT 18-2 SHERWOOD ROAD MASTER PLAN

MATERIAL BOARD



PREFINISHED PVC TRIM  
(COLOR TBD)

VINYL BOARD AND BATTEN  
COLOR 3 (TBD)

ASPHALT ROOFING

VINYL SIDING COLOR 1  
(TBD)

GEN STONE  
(COLOR TBD)

VINYL SIDING COLOR 2  
(TBD)

MATERIAL BOARD







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Sable/MR  
sustainable architecture +





# Attachment B-1



N45 ARCHITECTURE INC.

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02 June 2021

Mr. Robert Zilke, RPP, MCIP  
Planner II  
PO Box 98  
City of Charlottetown, PE  
C1A 4B7

**Plans Review for  
Sherwood Road Apartments  
Arsenault Bros. Holdings Inc & Sable/ARC**

## Overview

The site is located on a vacant parcel of land, Lot 18-2 on Sherwood Rd. in the northern section of Charlottetown. Architecturally, the area is a mixture of uses, from commercial, retail, and rural to single family residences. It is outside the 500 Block area.

This is the first phase of a two-phase project and consists of two 4 storey 35-unit apartments.

## Siting

The proposed buildings are placed in tandem, one behind the other and perpendicular to Sherwood Rd. Parking is adjacent to the buildings on the west side. Beyond the parking is a generous amenity space, consisting of a dog park, gazebo, and a playground.

There are no floor plans, but it appears that there is one main entrance to the building in the centre of the long facade.

## PARTNERS:

ROBERT MATTHEWS  
B.Arch., OAA  
AAPEI, FRAIC

VLADIMIR POPOVIC  
OAA, AAPEI, FRAIC  
LEED ap bd+c

NATHALIE ROUTHIER  
OAA, OAQ, AAPEI,  
MRAIC, LEED ap bd+c

GARY WENTZELL  
MAATO

## SENIOR ASSOCIATES:

GERRY MALLETTE  
Dipl. Architectural Technology

KEITH DICKIE  
B. Arch, OAA, MRAIC

## Architectural Character

The submitted Project Summary / Design Review Rationale is good for a project summary, but very weak in the rationale for the design.

Although there are not too many examples of good architecture on Sherwood, this design is not improving the character of the area. A lot more in terms of design could be done to improve the character of the two buildings and create a sense of pride for both the owners and the tenants without a significant change in the choice of material costs.

The idea of defining the base of the building by both colour and material is good. The entrance feature has been highlighted with the use of simulated stone but may be more welcoming and effective by increasing the height. The massing is broken into three main elements, but this is lost in the horizontality of the colour banding. Perhaps the applicant can explore other alternatives to expressing the verticality of the three blocks to help mitigate the length of the facade. Complementary to this might be studying the sizes of the window treatment with some units with a taller expression. Both buildings should be complimentary, but not identical.

## Attachment B-2



The Sovereign Building  
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N45.CA

**N45 ARCHITECTURE INC.**

There isn't a landscape plan as part of the submission. It would be beneficial to develop a plan that will be complimentary and functional in the amenity space, as well as providing foundation to the base of the building and providing shade both in front of the building, the other sides of the building, and in the amenity space. Connecting the sidewalk to the street or to the edge of the property at the site entrance is always good as some people do walk and or jog off site. This creates a safe access to the buildings out of the drive aisle.

### **Conclusion**

The project, as proposed is a missed opportunity to improve the level of design in this area of the city.

The proponent might consider revisiting the following: -

1. Developing a detailed site plan with emphases on soft and hard landscaping features.
2. Extending the sidewalk to the street or edge of property
3. Reviewing the choice of materials and colours
4. Reviewing a way of changing the look/massing of the buildings from a long horizontal appearance to a vertical one.
5. Revisit the apartment building(s) main entrance to better define the entrance and provide better scale.
6. The colours are insipid. Is there a different palette that is more contemporary or more stimulating?
7. Is there an opportunity to handle the garbage in a more discrete way other than in the middle of the parking lot?

Prepared by: -  
**N45 Architecture Inc.**

Robert Matthews