

CITY OF CHARLOTTETOWN

East Royalty Master Plan

APPENDIX A

Design Policy for the Private Realm

Approved by Planning Board – September 9, 2015

Adopted by City Council – September 14, 2015

TABLE OF CONTENTS

1.0 INTRODUCTION

2.0 DESIGN GUIDELINES FOR THE PRIVATE REALM

2.1 ALL DEVELOPMENT

- 2.1.1 Blocks and Lots
- 2.1.2 Built Form
- 2.1.3 Building Relationship to Roads and Open Space
- 2.1.4 Parking & Loading

2.2 RESIDENTIAL DEVELOPMENT

- 2.2.1 Single Detached & Semi-Detached Houses
- 2.2.2 Townhouses
- 2.2.3 Apartments
- 2.2.4 Front Garages

2.3 URBAN HIGHWAY COMMERCIAL AND MIXED USE DEVELOPMENT

2.4 PUBLIC/INSTITUTIONAL BUILDINGS

1.0 INTRODUCTION

The Design Criteria are separated into two distinctive areas to ensure continuity between the public and private realm. The Design Criteria for the private realm will form a part of the policy of the East Royalty Plan. The Design Criteria for the public realm will form a non-statutory part of the East Royalty Master Plan. The purpose of the design criteria is to promote an appropriate built form within the Master Plan Area that achieves a community with well-designed and high quality public and private realms. Providing clear Design Criteria also ensures a sense of identity is created through the design of built form, streetscape, and open spaces in the East Royalty Master Plan Area.

The use of design policy and guidelines is based on the understanding that a balance between policy and regulation provides flexibility that will encourage alternative and innovative design solutions, while responding to changes in the market over time. Within this framework, the overarching community design principles are to:

- Provide a full range and mix of housing types;
- Integrate a linked greenlands system that includes a variety of public parks, environmental features and stormwater management facilities;
- Protect and preserve existing environmental features from any negative impacts associated with new and adjacent development; and,
- Integrate a modified grid pattern of roads to maximize connectivity and continuity both within the community.

The policies of the Master Plan require that all new development be “consistent” with the design criteria. The guidelines on the other hand provide a significant degree of inherent flexibility in how they are interpreted and ultimately, applied.

These Design Criteria will function as an implementation tool for successive approval processes that are required to implement the East Royalty Master Plan, including Draft Plans of Subdivision and Site Plans. This document will guide developers, builders and the City to ensure that the expectation of design quality outlined in the East Royalty Master Plan is both understood and achieved. As noted, all development within the Area shall be generally consistent with both policy and design Guidelines, to the satisfaction of the City of Charlottetown.

The Design Criteria are divided into two parts: the public and private realm. The public realm will encompass streetscapes, parks and open spaces, off-road trails, and stormwater management facilities, while the private realm will include housing forms and mixed use developments developed primarily by the private sector.

2.0 DESIGN GUIDELINES FOR THE PRIVATE REALM

The private realm of the East Royalty Master Plan Area is comprised of the built form developments and their relationship to each other, open spaces, and roads. The residential, commercial mixed use and institutional buildings and lands within a community contribute to its character and can further define and complement the public realm.

This section provides for the design of built form and how it should address the streetscapes and open spaces in the private realm. Guidelines that apply to all development are provided, followed by specific Guidelines for residential development, highway commercial and mixed use development, and institutional development. These Guidelines are to be read in conjunction with the policies of the East Royalty Master Plan.

2.1 ALL DEVELOPMENT

Certain standards for development will be common to all areas in East Royalty. Common characteristics pertaining to the following areas of consideration are outlined below:

- blocks and lots;
- built form;
- the relationship of buildings to the road and open space; and,
- parking and loading.

2.1.1 Blocks and Lots

Development block configuration should demonstrate the following standards:

- Developable lands should be subdivided into a series of development blocks, defined by a highly interconnected grid, or modified grid system of public roads and, where appropriate, lanes.
- Development block densities will reflect the road network hierarchy, which itself will respond to topography while providing a permeable transportation pattern.
- The size and configuration of each development block will:
 - be appropriate to its intended use;

- facilitate and promote pedestrian and bicycle movement; and,
 - provide a sufficient number and, where appropriate, range of building lots to achieve cost effective and efficient development.
- Development blocks should be configured to ensure visual diversity and to avoid long and monotonous blocks.
 - Undulating terrain and curves in the road will be used where appropriate to provide visual diversity, without reducing the walkability of a neighbourhood.
 - Varying block lengths are permitted and encouraged to reflect topography and road alignment.
 - Each development lot in a block must have frontage on a public road or laneway.

2.1.2 Built Form

- New development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties, particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.
- Land use compatibility between uses and scales of buildings shall be achieved through appropriate siting, design and landscape treatment.
- A variety of architectural elements such as entry porches, dormers, material detailing will be employed to create a distinctive character for each streetscape.
- Rooftop equipment should be unobtrusive, architecturally incorporated into the design of the building and/or screened from view.
- Access from sidewalks and public open space areas to primary building entrances should be convenient and direct, with minimum changes in grade.

2.1.3 Building a Relationship to Roads and Open Space

- Buildings should be street-front oriented and provide direct street access for pedestrians.

- To reinforce the road, lane and block pattern, the following measures will be employed:
 - buildings will be generally aligned with a public road;
 - buildings will be located in proximity to the property line adjoining the public road or in alignment with existing adjacent buildings within the streetscape;
 - siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public roads;
 - buildings located adjacent to, or at the edge of parks and open spaces will provide opportunities for overlook into the open space;
 - the massing, siting and scale of buildings located adjacent to, or along the edge of a park or open space will create a degree of enclosure or definition appropriate to the type of open space they enclose; and,
 - buildings of significant public use or architectural merit may be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.

2.1.4 Parking & Loading

- To reduce the impact of surface parking and to provide at grade amenity areas, automobile parking areas (including garages, driveways, parking lots) should generally be sited to the side or rear of buildings, or, preferably below grade. Structured parking should be strongly encouraged for higher density forms of development.
- To enhance the quality and safety of the public streetscapes the construction of parking lots/structures that occupy significant proportions of the at-grade frontage of public roads should be discouraged.
- The softening of the impact of the large areas of surface parking through building orientation, boulevard landscaping treatments and landscapes islands is required.
- Bicycle parking should generally be located near building entrances and other places where passive visual surveillance can be maximized.
- Safe and comfortable pedestrian connections should be provided between bicycle parking areas and a buildings main entrance.

- Loading areas, and outdoor and fully enclosed refuse collection areas, should be unobtrusive and screened and shall generally be located at the side or the rear of buildings.
- No open storage is permitted within the East Royalty Master Plan Area except as permitted under the Zoning By-law. Where open storage is permitted by the By-law, it shall be unobtrusive and screened, and shall generally be located at the side or the rear of the building.

2.2 RESIDENTIAL DEVELOPMENT

Residential development within the East Royalty Master Plan will include a variety of housing types that address the street and open spaces to enhance the pedestrian experience.

2.2.1 Single & Semi-Detached Houses

- The main building face should be appropriately setback from the edge of the right-of-way and to generally align with existing homes on adjacent properties. The setback may include the main building face as a main wall or significant architectural element such as a veranda or roofed porch.
- Where appropriate, varied setbacks are encouraged within 4.5 to 6.0 metres to provide an interesting street edge.
- Where garages are provided in the front yard, they should be set behind or flush with the main building face or significant architectural elements, and the garage door shall not protrude beyond the main face of the building. In the case of houses with a double car garage and double-wide driveway, the garage doors facing a public road, shall be set back a minimum of 7.5 metres from the road right-of-way. This guideline does not apply to Laneways.
- Entry features and other architectural elements should be incorporated into the front elevation of the house to reduce the visual dominance of the garage and the front drive. These entrance features, such as porches, stairs, and canopies may project into the required setback.

2.2.2 Townhouses

- The siting, massing, and façade design of townhouse units shall be coordinated on a block-by-block basis.

- The elevation of the townhouse block should include variation between units, while reinforcing common characteristics that visually unites the block.
- Variety in the design of roofs is required to break up the massing of townhouse blocks, however the main roof should, where possible, visually appear as one roof.
- The massing and built form of townhouse units adjacent to single/semi-detached dwellings should be complementary to those dwellings through height and architectural elements to promote visual integration.
- Townhouses shall be oriented toward the street with front doors and windows facing the street.
- Townhouses shall, whenever possible, have rear lane garages to reduce visual impact of garages on the street.
- Where garages are provided in the front yard, they should be paired to allow for more substantial front yard green space. Garage doors should not protrude beyond the main front wall, architectural elements or front entry of the dwelling unit.
- Entrance features such as porches, stairs, and canopies may encroach into the required front yard setback.
- Utility meters will be integrated into the design of the townhouse units so that they are screened from view.
- Side and rear elevations visible from public areas should have upgraded façade treatments.
- Townhouse built form will be limited to a maximum of 8 units, with 6 units preferred. Where 8 units are proposed, individual unit widths should not exceed 6.5 metres.

2.2.3 Apartments

- Apartment buildings and their surrounding landscaping should be designed to help define the street edge.
- To act as an attribute to the street, apartment buildings should be oriented to front, face and feature the public road. A substantial portion of the building should front the public road at a minimum setback.

- Entrances are to be located and oriented to public roads.
- Visitor drop-off areas and bicycle racks should be included in front of the building.

2.3 URBAN COMMERCIAL AND MIXED USE DEVELOPMENT

- Retail/commercial uses will be encouraged at the ground level and office commercial and residential uses are encouraged on the upper levels of buildings.
- The side and rear of buildings abutting low to medium density residential properties should be of similar height as the residential dwellings or should be stepped to maintain an appropriate scale in relation to adjacent residential uses.
- Lots and buildings should be oriented to front, face and feature public roads, especially at corners.
- Parking, loading and service areas at the rear or side of buildings (or below grade) should be set back from the road right-of-way, with minimal parking along the street edge.
- Conflicts between shipping vehicles, cyclists and pedestrians must be minimized through signage, pavement markings, and delineation of the pedestrian right-of-way.
- Special landscape treatment should be considered at the intersections of all Collector Roads.
- Landscape treatment of individual properties within commercial/mixed-use areas should be coordinated to create an image of the entire area.
- Building façades should be treated as pedestrian areas and public spaces:
 - pedestrian areas in front of buildings should be wide and well-landscaped with furniture, lighting and planting;
 - tree planting should be carefully planned with signage to avoid conflict;
 - canopies should be considered to provide weather protection to pedestrians; and
 - planting should be in large continuous planting beds.

- Building entrances should be prominent and linked to the sidewalk through walkways, covered porches, or hard-surfaced patios/parkettes.
- Safe and convenient access to the building's bicycle parking area(s) should be provided for cyclists.
- Front yard setbacks can be either hard or soft surfaced depending on use, and are to help define pedestrian walks, main building entrance, and screen parking areas.
- The front yard should include a low visually permeable fence at the edge of the sidewalk to define the semi-private areas and add continuity to the streetscape.
- Parking areas should be screened from streets, open spaces, and residences through the provision of low landscaping and fencing elements.
- Planting strips that include trees, shrubs and ground covers are to be used to break large parking areas into smaller pods.
- Pedestrian and bicycle circulation through parking lots should be defined through the use of special paving, markings, landscape treatment, and lighting to the building entrance.
- The architectural treatment of visible flanking façades shall be coordinated and in consistent quality to that of the front façade.
- Windows should be provided where building façades overlook streets or open space.
- Entrances to prominent buildings should be highlighted with entrance canopies, awnings, and other architectural elements.
- To avoid a monotony of roofs, a variety of roof shapes and elevations should be considered.
- Rooftop equipment on any building shall be unobtrusive, architecturally incorporated into the design of the building and/or screened from view.

2.4 PUBLIC/INSTITUTIONAL BUILDINGS

- Public/Institutional buildings shall be sited prominently and where possible, should terminate views.

- Building size and scale should not appear to dominate adjacent residential areas.
- The front door of all public/institutional buildings should be easily accessed and connected with a walkway to the sidewalk on the road. Pedestrian walkways located on institutional sites should ensure a safe, comfortable and an attractive environment for walking.
- Pedestrian access to present and future transit stops should be provided.
- Safe and convenient access to the building's bicycle parking area(s) should be provided for cyclists.
- Vehicular shortcutting through institutional sites should be eliminated and discouraged through effective site planning.
- Outdoor areas should be well-lit to provide safe outdoor space for users at night, and to facilitate crime prevention.
- Public/Institutional building sites should be well landscaped in recognition of their prominent locations and status as landmark buildings.
- Landscaping should contribute to a pedestrian-friendly environment.
- Hard and soft landscaping should be used to improve the safety of public spaces by providing clear sight lines and eliminating places to hide.
- Landscaping will be used to create buffers between areas where no other means of separation between incompatible land uses are acceptable.
- Public/Institutional buildings shall exhibit a high standard of architectural design, materials and finishes, and reflect the scale and character of surrounding neighbourhoods.
- Rooflines and parapets should screen all roof-top mechanical units from public and private view.
- Building elevations should provide visual interest through their design, articulation and fenestration.
- Elevations should have pedestrian scaled articulation, detailing and fenestration.
- Canopies and overhangs should be used to create sheltered pedestrian routes and add depth to the appearance of façades.
- Primary building entrances should be clearly visible from the street.