

# **Urban Design Brief**

## **Colonel Talbot East**

### **3849 Campbell St.**

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**Planning Manager Name: Mr. Bruce Page**

**Date Prepared: June 12, 2023**

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## **Introduction**

The applicant, Colonel Talbot Developments Inc, has prepared this Urban Design Brief in support of a concurrent Draft Plan of Subdivision Application and Zoning By-law Amendment Application for the property located within the southwest quadrant of the City of London within the Future roads of Hayward Ave, and extension of Savoy Street, legally known as Part Lot 73, East of the North Branch of the Talbot Road City of London.

This report provides design details relating to the proposed development of the subject lands for 28 units (4 blocks) of street townhouse, and potentially 114 units of medium density residential depending on parking to be provided.

The report is made up of two parts, the contents of which are as follows:

### Part 1.0

- Subject Lands Overview
- Land Use Policy Context
- Spatial Analysis and Neighbourhood Character
- Site specific Spatial Analysis
- Design Goals and Objectives

### Part 2.0

- Overview of Proposed Development
- Design in Response to the London Plan

## **Part 1.0**

### 1.1 Subject Lands Overview

The subject lands are directly south of the future Hayward Drive and east of future Bostwick Road through the extension of Savoy Street. The lands proposed to be developed for residential use has an area of 4.126 ha. This area of land for the planned residential use, and within the UGB boundary, and is within the Southwest Area Secondary Plan. The subject land is currently vacant and there is no structures present.

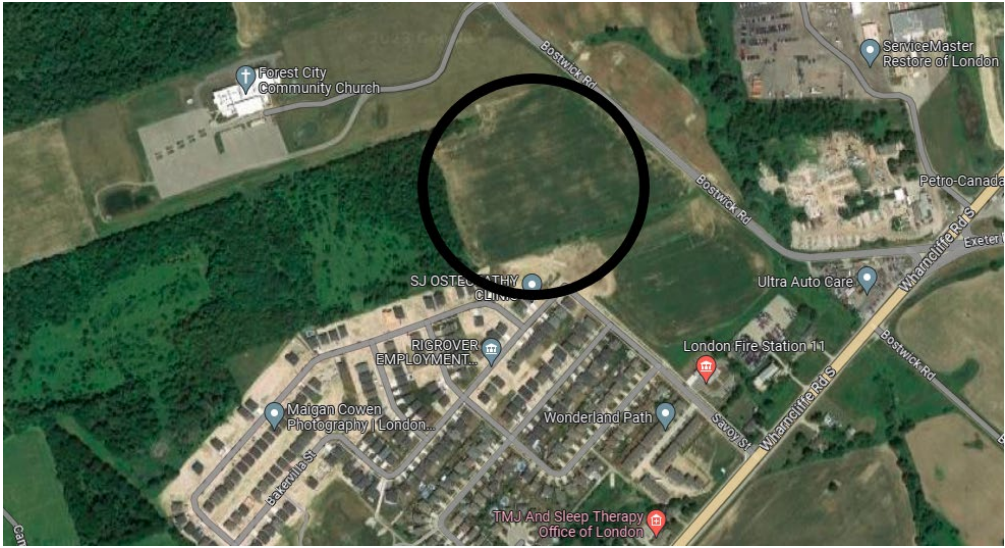


Figure 1: The subject lands (encircled in black) and surrounding area.

**SCHEDULE OF LAND USE**

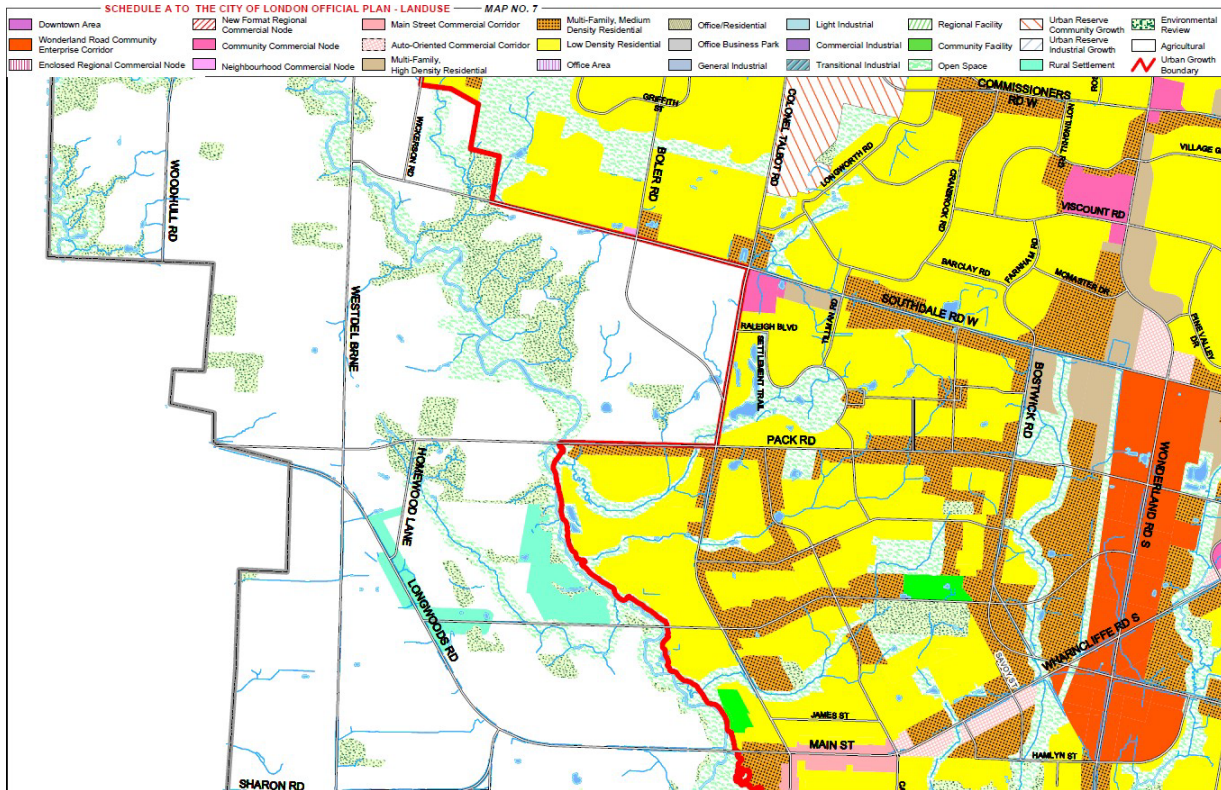
MEDIUM DENSITY RESIDENTIAL	- BLOCKS 1-4	0.743 ha
MEDIUM DENSITY RESIDENTIAL	- BLOCK 5	2.887 ha
0.3 m Reserve	-BLOCK 6	0.008 ha
ROADS		<u>0.488 ha</u>
<b>TOTAL</b>		<b>4.126 ha</b>



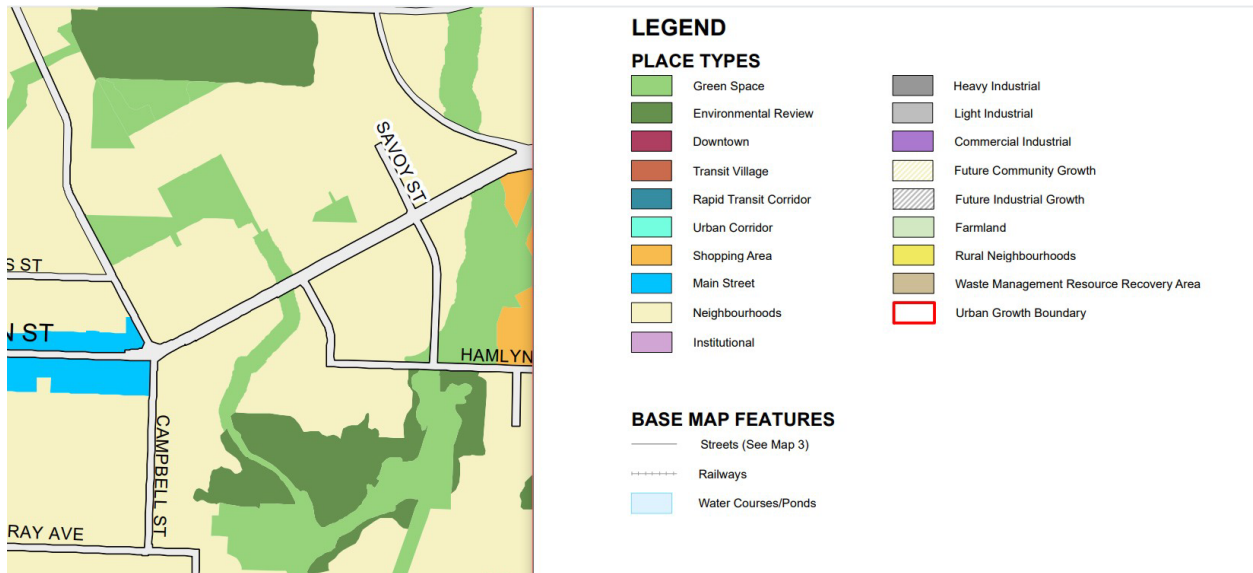
Figure 2: Subject lands viewed from Bostwick Road.

## 1.2 Land Use Policy Context

Schedule A – Land Use of the City of London Official Plan denotes Low Density Residential and Medium Density Residential use across the subject site.



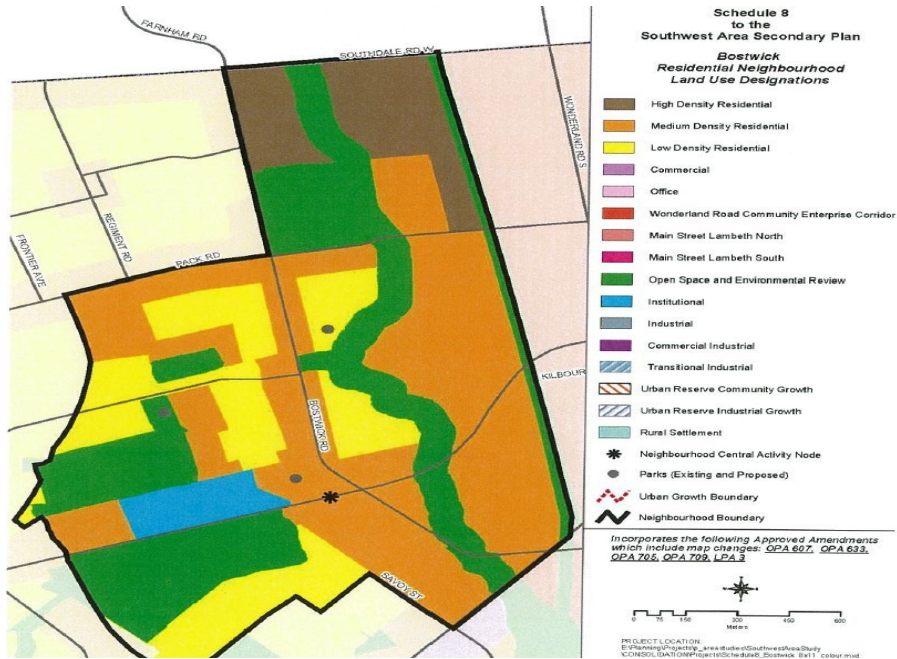
The subject lands are designated with the Neighbourhoods Place Type in The London Plan on Map 1 and are located along the proposed extension of a Neighborhood Connector (Savoy Street). This Place Type and location based on street classification permits a range of residential uses including single-detached, semi detached, and townhouses. Properties along Neighbourhood Connectors are permitted to have a height of a minimum of 1 storey and a standard maximum of 3 with an upper maximum of 4 storeys, while properties along a Civic boulevard are permitted to have a minimum height of 2 storeys, standard maximum of 4 storeys, and an upper maximum of 6 storeys. According to Table 11 of the London Plan which shows the permitted height conditional upon the classification of intersecting street, Block 5 can have a minimum of 2 storeys, standard maximum of 4 storeys and an upper maximum of 6 storeys. We are requesting a height of 20m which we believe still falls under the 6-storey mark. The Our Tools section of the London Plan states that applications to exceed the standard maximum height will be reviewed on a site-specific basis and will not require a London Plan Amendment. The proposed development is in accordance with the London Plan Place Type; thus, no amendment is required.



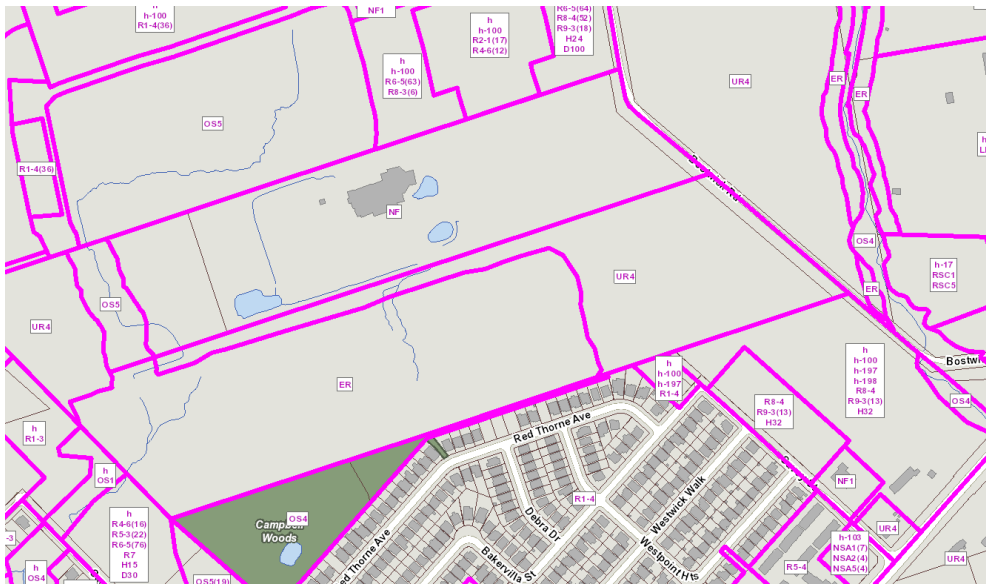
Schedule 8 of the Southwest Area Secondary Plan shows that subject area is part of Bostwick Residential Neighborhood Land Use Designation. The Bostwick Neighborhood aims to provide for residential development with the highest intensity of all the Residential Neighborhood Areas in the Southwest Planning Area. The focus for new developments within this area is to be on a mix of low to mid-rise housing forms, ranging from single detached dwellings to low rise apartment buildings within individual subdivisions and throughout the neighborhood. This focus is aligned to the proposed development as the proposed development is composed of street townhouse dwellings as well as medium density residential block.

The intent of the Low and Medium Density Residential designation is to encourage a mix of housing types, forms, and intensities throughout the Bostwick Neighbourhood and within individual developments, at an intensity that is higher than is found in the more recent suburban neighbourhood.

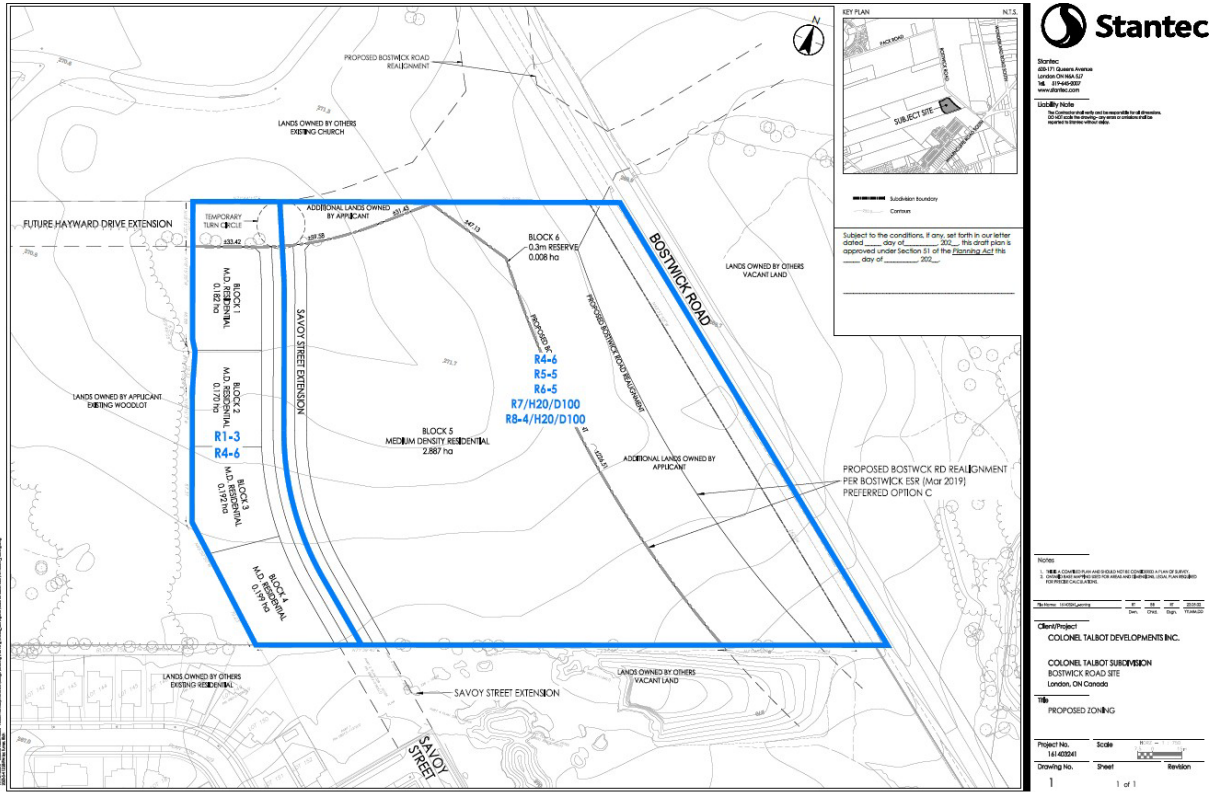
According to the SWAP, low density residential designation shall not exceed four storeys. Proposed street townhouse dwellings are in accordance to said policy. As for medium density designation, SWAP allows height up to six storeys. Assuming that the standard height per storey is about 3m, the proposed zoning height of 20m is in accordance with this policy as well with just 2m as contingency. That being said, no OPA, London Plan amendment is necessary for the proposed development.



The City of London Zoning Bylaw Z-1 establishes UR4 land use zone across the subject site. The UR4 Zone is applied to areas which have not completed the Community Plan process which are intended for residential development over the long term. The proposed development is not in keeping with what is permitted under the current Zoning By-Law.

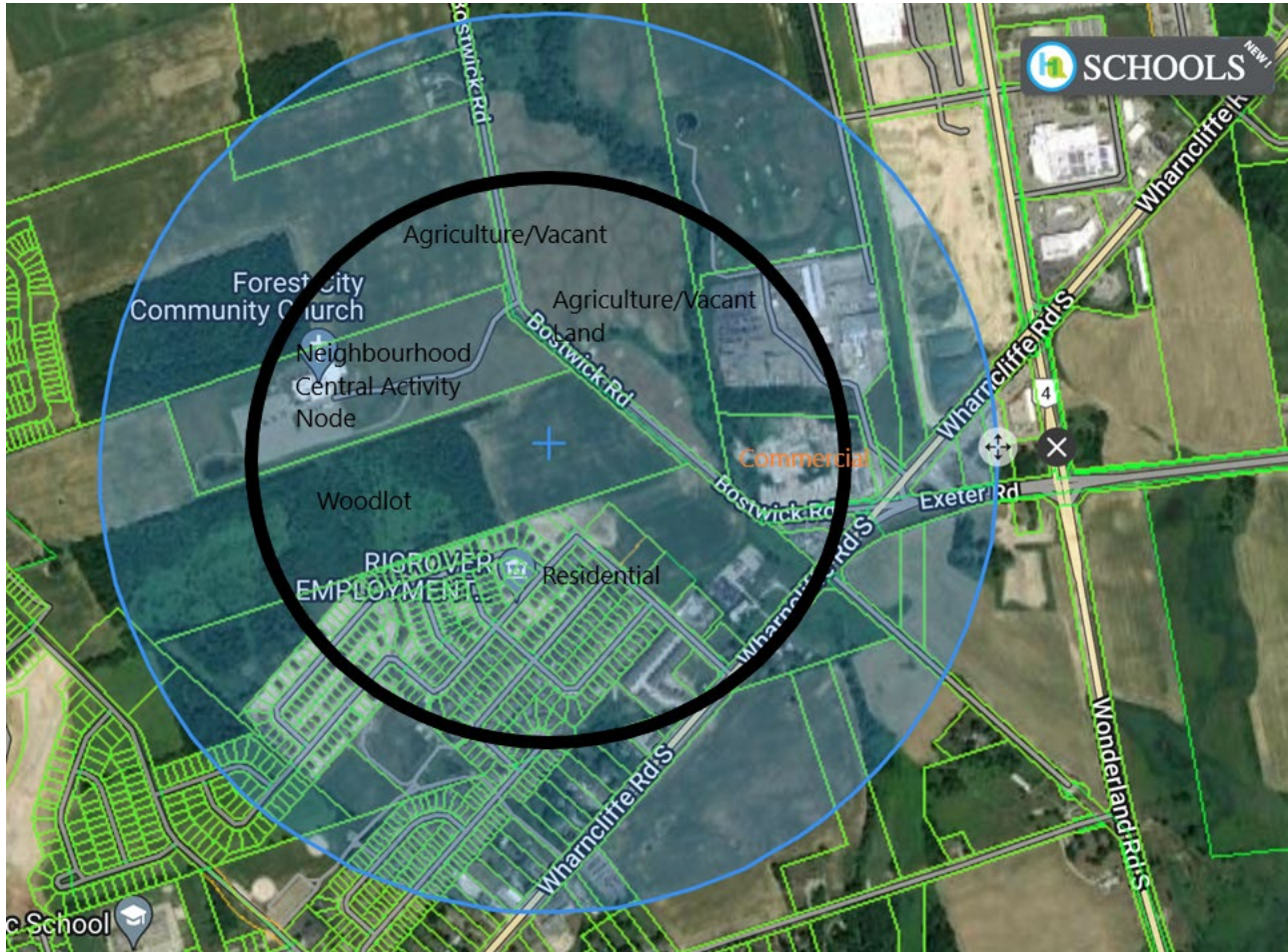


Applicant is applying for a Zoning By-Law Amendment. The proposed zone change is from the existing UR4 zone to a R1-3 / R1-4, and R5-5 / R6-5 / R7/H20/D100 / or R8-4/H20/D100. Figure below provides preliminary implementing zones for each of the proposed lots/blocks based on the proposed housing form and density proposed.



### 1.3 Spatial Analysis and Neighbourhood Character

The figures below show the subject lands, notable features, and land uses within 400m and 800m radii. The two radii represent walking distances of approximately 5 and 10 minutes, respectively, although due to sidewalk networks and other barriers, the radii may not represent true walking times.



Lands within the 400m radius include a residential subdivision south of subject lands. There is an upcoming construction for Townhouses directly south of the subject lands. This makes the proposed development blend well and conform with the land use, as well as design and characteristics of surrounding land uses.





There is also an existing multi-family residential building further south along the existing Savoy St. This is within the 800 m radius as shown above.



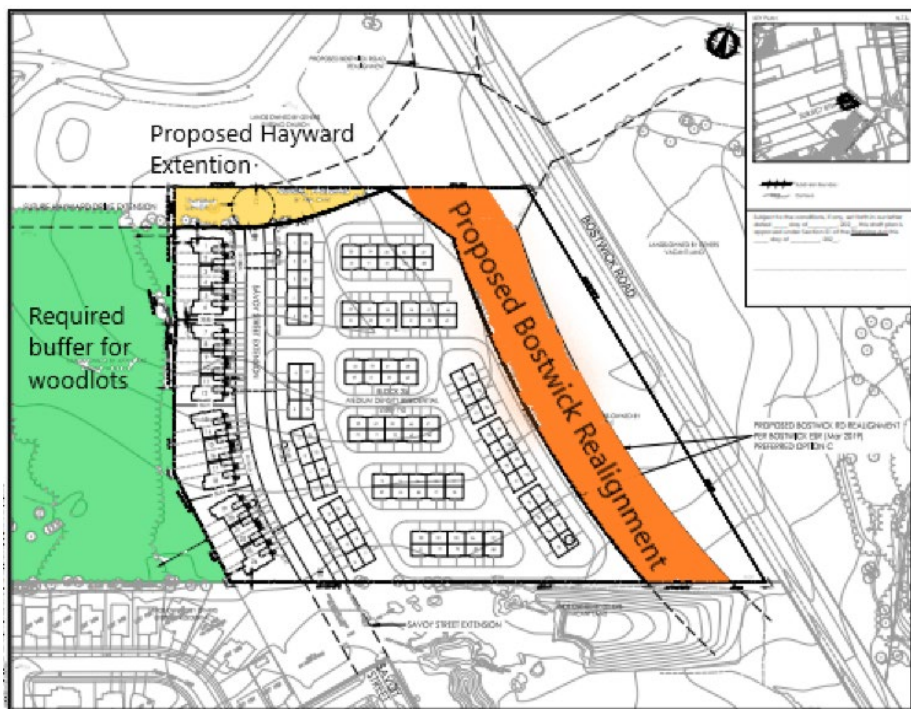
There is an existing Forest City Community Church within the 400 m radius as well of the subject site. This acts as the neighbourhood central activity node.



Lands within an 800m radius (10 minutes walking) are comprised of a similar mix of uses. It consists primarily of agricultural lands and natural areas while those areas along southwest of subject lands are mostly residential/commercial.

#### 1.4 Site Specific Spatial Analysis

Given the applicable land use policy framework, specifically the location of the subject lands within neighbourhood place type, and the utilization of the subject lands within their emerging mixed-density, residential context, the subject lands present an excellent opportunity for development. However, there are some constraints that limit development scenarios on the subject lands, as shown in Figure below.



Other notable development constraints include the existing and future residential development south of subject lands. Low-density development, which will consist of street townhouses, will be oriented along Savoy St extension. Medium-density areas, located east of Savoy St, will also need to consider direct relationship with the streetscape. Any development or site features proposed for the subject lands should demonstrate continuity to establish cohesive appearance.

### 1.5 Design Goals & Objectives

The subject lands are located within the City of London “Urban Growth Boundary” within Bostwick Residential Neighbourhood. It is located in an area undergoing a significant amount of residential development. The subject lands are proximate to neighbourhood connectors and civic boulevard. As such, the design goals for the development of the subject lands are as follows:

- Provide a form of development that is generally compatible with existing townhouse dwellings located along the Savoy St frontages as well as the single-family residential lands to the west;
- Ensure that any development of the subject lands does unduly compromise future development scenarios on adjacent lands (i.e., Bostwick Realignment);
- Ensure that development has limited impact to the surrounding woodlot;
- Make efficient use of the subject lands for a mix of uses that reflects market demand and is complementary to existing and planned development in the surrounding area;
- Provide a form of development that makes efficient use of available and planned municipal services, infrastructure, and transportation facilities; and,
- Provide a plan and zoning framework that encourages built form to be oriented and scaled to enhance the public realm and streetscapes of all abutting municipal roads, including roads proposed as part of a development scheme for the subject lands.

## **Part 2.0**

### 2.1 Proposed Developments

Medium-density residential is proposed on the subject lands through a variety of housing forms. The number of connections to future development to the north and south is sufficient for the size of the proposed development. The proposed development allows for the extension of Hayward Ave and Savoy Street. Pedestrian sidewalks are proposed within the proposed subdivision, along Savoy Street extension.

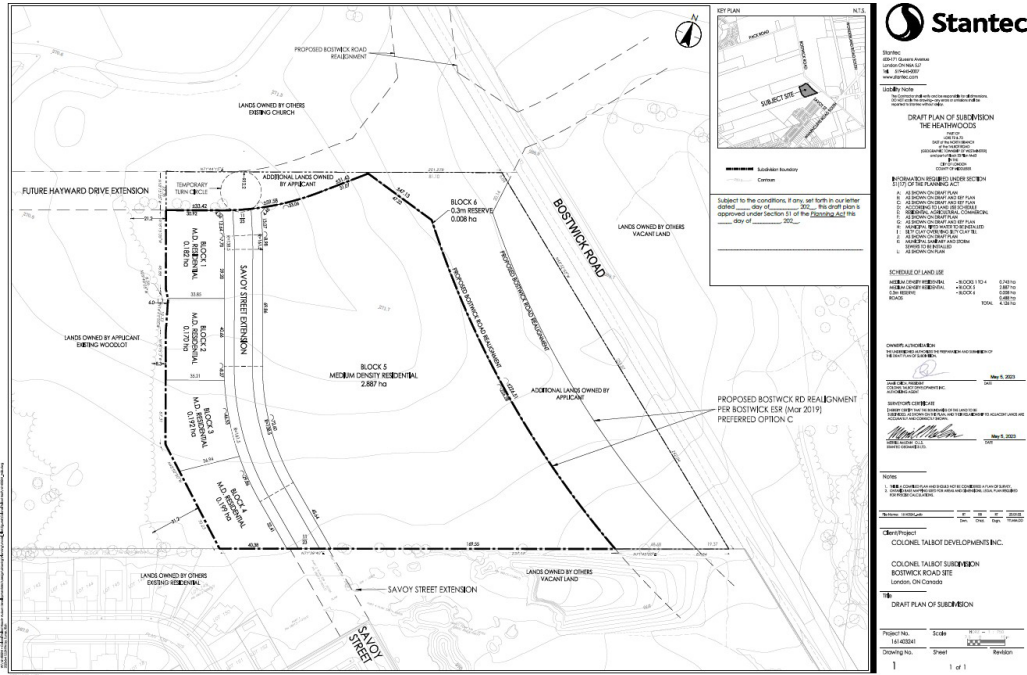


Figure 5: Proposed Draft Plan of the Subdivision

The proposed Draft Plan of Subdivision blocks have been sized to accommodate required setbacks along the property lines and will be of an appropriate size in relation to established developments in the area.

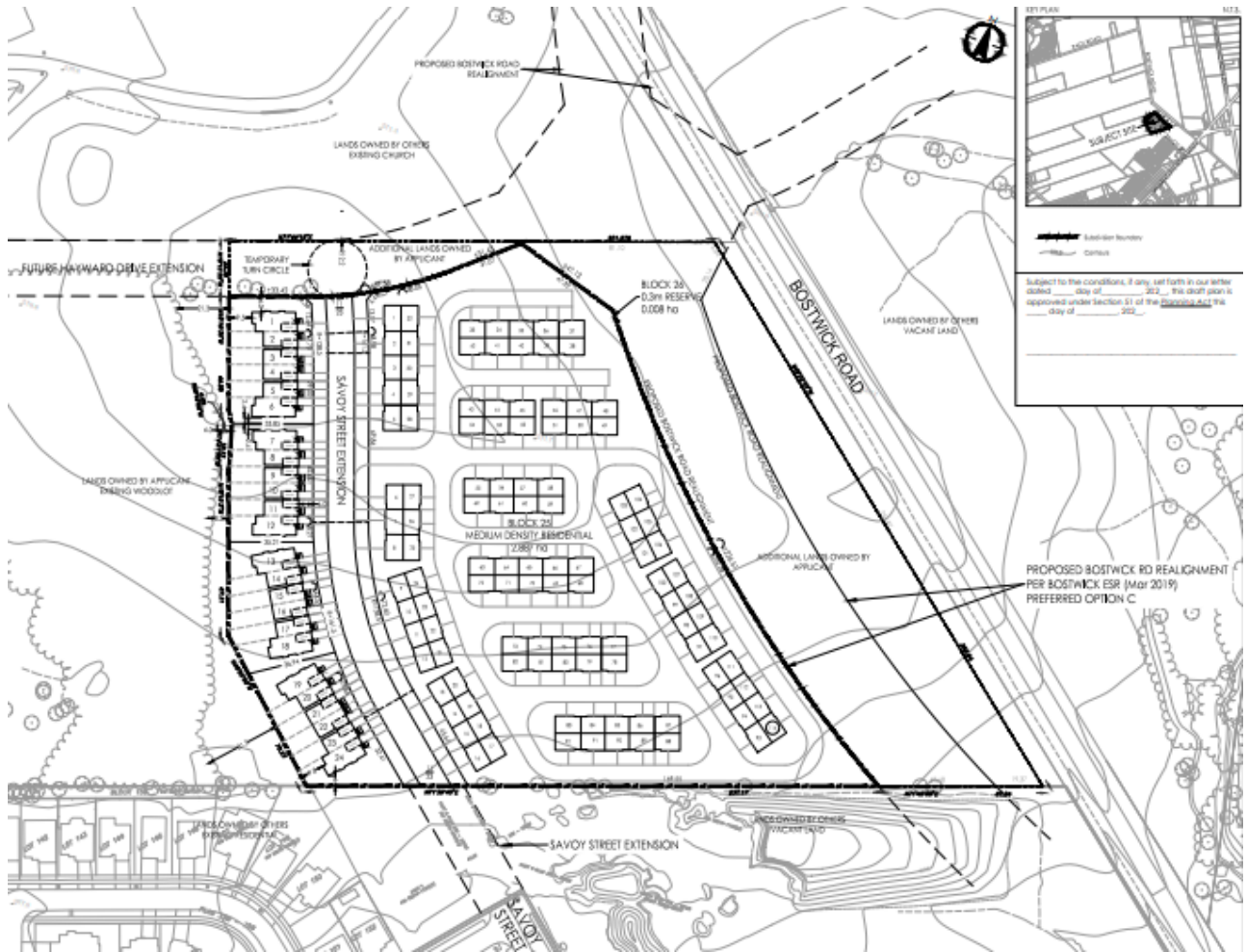
**Block 1-4 (Medium-Density, Street Townhouse Dwelling)**

The proposed area will be developed for street townhouse dwellings. Proposed houses will be located along the extension of a Neighbourhood Collector (Savoy Street), which will serve as primary access to the proposed subdivision.

**Block 5 (Medium-Density)**

This area applies to medium-density areas located west of Savoy Street Extension. It can be accessed directly from Savoy Street.

Figure below shows our conceptual plan for these blocks. Block 1-4 will yield to 24 street townhouses and block 5 is proposed to have 114 units.



## Site Design

The proposed development contains a street-oriented townhouses along west of Savoy extension. It also proposes stacked townhouses/apartments along the east as an intervening land use.

The proposed development consists of townhouse dwellings that directly face a street. This residential development is characterized by a linear arrangement of individual units, usually two to three stories tall, sharing common side walls. These townhouses are situated in a row, creating a cohesive streetscape. The front facades directly face the street, with individual entrances and small front yards or stoops.

The architectural design of street townhouses aims to blend harmoniously with the surrounding neighborhood and maintain a consistent visual character along the street. The materials, styles, and detailing of the townhouse facades are carefully considered to ensure compatibility and enhance the overall aesthetic appeal. Common design features may include a mix of materials such as brick, stone, or siding, decorative elements like cornices or moldings, and varied window styles.

Street townhouses will have a uniform setback from the street, creating a consistent building line that contributes to a cohesive and attractive streetscape. The buildings are designed to provide a balance between privacy for individual units and a sense of connection to the street and neighborhood.

## Built Form

The proposed development will be of a primarily low-rise building form, with townhouses making up the majority of the neighbourhood. These buildings will range from two to three storeys in height, providing an appropriate built form for this suburban location.

Medium-density forms, ranging from 12m to 20m in height, will be located east of Savoy St adjacent to the proposed Bostwick Road realignment.

Built forms will be scaled to minimize impacts on existing residential dwellings located south of the subject lands. The development also provides for the retention of landscape buffering adjacent to these parcels. Overall, the proposed development is reflective of contemporary best practices and the proposed built form is designed to ensure the proposed development is a 'good fit' within its emerging land use context.

#### Massing & Articulation

The massing and articulation of development in the proposed subdivision will be generally consistent with existing and planned development in the area. In general, definition will be provided at building corners, entrances, amenity areas, and other significant features where applicable. Low-density development will be designed to provide visual continuity and to support strong relationships between buildings and the public realm while maintaining privacy. Medium-density forms will generally be massed and articulated to reduce perceptions of mass and to maintain the low-density, suburban character of the area.

#### Character & Image

The proposed subdivision will introduce appropriately scaled and well-designed forms of development adjacent to a significant intersection. The proposed development incorporates placemaking design principles identified in the City of London Placemaking Guidelines, evident in the proposed mix of housing forms, typologies, and densities; convenient pedestrian access within the community boundary; centralized and well-defined public open spaces; and "Neighbourhood Connector" streets that will function as gateways. Each of these features will support a strong neighbourhood identity and sense of place, as set out in the City's Placemaking Guidelines.

The proposed development exhibits a distinct suburban character while minimizing the impact of vehicular circulation and parking areas on the public realm. Wherever possible, vehicular parking will be located at the interior of development blocks, screened from the public realm and adjacent parcels. The visual impact of garages and driveways will also be minimized through the application of appropriate design standards. Overall, the proposed development will have a character and image that is desirable and appropriate for its suburban context.

#### Architectural Treatment

In general, the proposed architectural treatment will be of a contemporary and modern suburban style, featuring a variety of high-quality material treatments, including but not limited to multiple types of brick and masonry, architectural paneling and siding, glazing, and accent materials. Materials may be used strategically to reinforce massing and articulation, provide visual interest, and to delineate openings, entrances, and other important features. Brick and masonry would typically be applied along lower storeys to establish a strong relationship between buildings and the public street. Lighter materials, such as siding and architectural panels, may be used on upper storeys in order to reduce perceptions of mass. Overall, this material and architectural strategy will contribute to a strong suburban character and image.

#### Lighting & Signage

Detailed lighting and signage plans for the subdivision will be developed during the approval process, as a condition of final approval. Generally, these elements will be designed to provide adequate illumination for both vehicle lanes and pedestrian sidewalks.

Lighting and signage plans for individual blocks will be prepared at the Site Plan Approval phase, where applicable.

## **2.2 Design in Response to the London Plan**

The London Plan has been adopted by Council and approved by the Province, but is only partially in effect due to several unresolved appeals to the Local Planning Appeals Tribunal. The London Plan sets out urban design policies that are applicable to both the city as a whole, and to specific place types. Policies for the “Neighbourhood” Place Type, including those relating to residential intensification, will be considered. General design policies contained in the City Design section of the plan will also be reviewed:

191\_ The proposed development is in line with the policy's objective of creating pedestrian and transit-oriented environments that facilitate the integration of mobility and land use. It contributes to our vision of offering a high quality of life in London while enabling the development of neighborhoods, places, and spaces that are more efficient and safer for everyone.

193\_ The proposed development is aligned with the City's goals and initiatives, as it incorporates a well-designed built form throughout the City. The development is carefully designed to be compatible and harmonious with its surrounding lands. The proposed design supports a positive pedestrian environment and will offer connectivity. The built form promotes active mobility and universal accessibility. The proposed development contains a mix of housing types to support ageing in place and ensure affordability. It also incorporates sustainable practices and is resilient to long-term changes and fosters healthy, diverse, and vibrant neighborhoods that promote a strong sense of place and character.

197\_ The proposed subdivision is designed to provide a desirable suburban character that is consistent with existing development in the area as well as the policies of the “Neighbourhoods” Place Type. Contemplated building forms, lotting patterns, and architectural treatment will support a gateway function along entrances to the subdivision.

211, 212, 218\_ The proposed street network is of a modified grid pattern, minimizing dead ends and other barriers to mobility and providing road extensions that connect to adjacent parcels. All streets will be designed to support pedestrian activity, with sidewalks, street trees, curb extensions, and other pedestrian facilities within the right-of-way.

221\_ The proposed development will make a positive contribution to Savoy St streetscapes, with high-quality, street-oriented forms located along street frontages. Along proposed internal roads, development will be of a modern and contemporary form, supporting well-defined streetscapes and limiting the visual impact of garage and driveway areas wherever possible. Landscaping will be used to support a cohesive appearance and distinct low-density, suburban character in accordance with the requested “Neighbourhood” Place Type.

225\_ Internal “Neighbourhood Connector” and “Local” streets will be designed with minimal widths and traffic-calming measures where appropriate, including curb extensions and on-street parking.

228\_ Lots, buildings, and rights-of-way will be scaled and sized to encourage passive surveillance of the public realm. Buildings will be located close to the street, with entrances and windows facing the sidewalk

252\_ The proposed development is designed in response to the existing character and planned function of the surrounding area, generally reflecting the form and material palette of the residential subdivision located immediately south of the subject lands.

253\_ The proposal will limit adverse impacts on adjacent properties by providing adequate setbacks, maintaining existing landscape buffers wherever possible, and providing screening along property lines, where appropriate, abutting existing residential development.

268\_ Proposed medium-density development blocks will be designed with direct, comfortable, safe, and accessible pedestrian pathways, connecting principal entrances to the public sidewalk. Lower-density housing typologies will be designed with well-defined entrances clearly visible and accessible from the street.

287\_ Buildings will be scaled in accordance with the standard regulations of the requested zones.

290\_ Where space permits, buildings at corner sites will provide massing and architectural detailing that reflect the prominence of each location.

291\_ For the proposed medium-density development blocks, principal building entrances will be oriented toward public spaces, including rights-of-way and internal pedestrian areas. Entrances and other active ground floor uses will be located to enhance and reinforce the public realm wherever possible. Collectively, these features will establish strong active frontages and provide for convenient pedestrian access.

298\_ The planned zoning structure provides for sensible height transitions wherever possible. These transitions will be supported by appropriate massing, articulation, and material application.

917\_ Buildings will have a street-oriented function and appearance and will be designed to minimize the impact of vehicular circulation and parking areas on the public realm. Wherever possible, vehicular parking will be located at the interior of development blocks, giving priority to active modes of transportation.

## **Conclusion**

The form of development described in this Urban Design Brief will support a distinct neighbourhood character, well-designed streetscapes, and a desirable blend of densities and housing typologies. The proposed development will implement contemporary best practices in residential design while supporting an efficient use of land and providing appropriate transitions to adjacent uses. The proposed building types and architectural treatment are compatible with the evolving built context of the area. Overall, the proposal seeks to leverage the most unique and important features of the site while introducing high-quality built forms, achieving a character and image that is authentic, desirable, and appropriate.