

URBAN DESIGN BRIEF

4040 Colonel Talbot Road

August 2024

Submitted by Sifton Properties Limited

In association with Stantec

sifton

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1.0 INTRODUCTION

This Urban Design Brief is submitted by Sifton Properties Limited as part of the requirements for a complete application for a proposed Official Plan and Zoning By-law Amendment application for a property located at 4040 Colonel Talbot Road. The property is located in the Southwest Planning Area. The legal description is Part Lot 72, East of Talbot Road Concession, Geographic Township of Westminster in the City of London.

The subject lands are 0.8 hectares in size. The concept plan consists of two buildings of 24-unit stacked townhouse units and two, two-storey semi-detached dwellings. A copy of the proposed concept plan is provided at the end of this report in Appendix A.

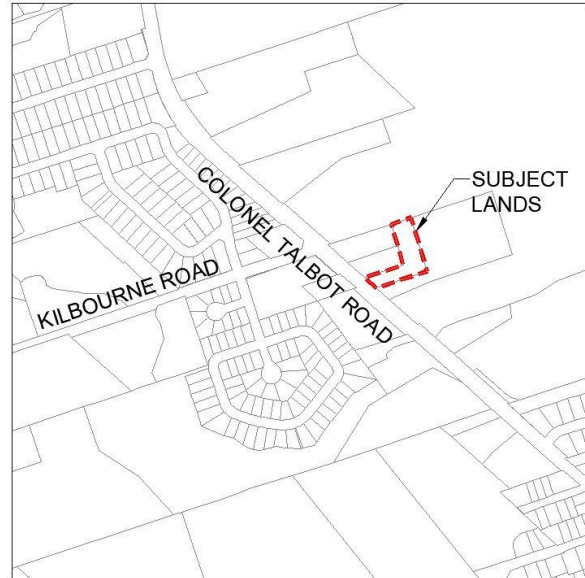


Figure 1 - Key Map of Subject Site

An Official Plan Amendment (OPA) application is being submitted to permit an increased density for the subject lands. Currently, the majority of the site is designated for medium density residential, which permits 75 units per hectare. This proposal is requesting that the density be increased to allow for 100 units per hectare.

A Zoning By-law Amendment (ZBA) application is being filed to change the zoning from Urban Reserve to a residential zoning with special provisions.

Key contacts for these applications are Devon Posthumus and Phil Masschelein from Sifton Properties Limited.

2.0 SECTION 2

2.1 DESIGN RESPONSE TO CITY COMMENTS

2.1.1 THE LONDON PLAN

The proposed development has regard for the policies of the approved London Plan regarding city building and development within the 'Neighbourhood' Place Types. The proposed plan will provide a mix of medium-density housing types for people in various life stages and income levels (Policies 193_).

Policy 194_ of the London Plan notes that to achieve design objectives, all planning and development applications shall conform with the following City Design policies relating to: Character, Site Layout and Buildings.

Character – The proposed development provides for a sense of place and consistency with that of the Southwest Area Secondary, articulating the vision for the area, through the inclusion of medium density residential. The built form will be designed to fit within the existing neighbourhood’s character.

Site Layout – As previously noted, the proposed site layout is consistent with that of the surrounding area, articulating the vision for the area, through the creation of medium density residential.

Buildings – The proposed development is consistent with the vision of the Southwest Area Secondary Plan and design guidelines. The buildings are oriented to the neighbouring street network with parking located interior to the site. The building heights are in line with neighboring street widths to provide for a sense of enclosure. The proposed built form provides for an interesting, and architecturally pleasing façade through use of a variety of building materials, as well as providing for windows and balconies to avoid large expanses of blank walls along the street edge.

Map 3 (Street Classifications) of the London OP recognizes this portion of Colonel Talbot as a Civic Boulevard. As per table 10 and table 11 of the OP, the uses and heights being proposed by this application are permitted.

2.1.2 SOUTHWEST AREA PLAN

The subject lands are located within the Southwest Planning Area. This property lies within the ‘Lambeth Residential Neighbourhood’, and is shown as Low Density Residential and Medium Density Residential.

Policies in Section 20.5.7.i) of the SWAP state that new residential development north of Longwoods Road will be of an intensity that is generally higher than achieved in other areas of the city. New development is to be a mix of low to mid-rise housing forms, including low rise apartments.

Section 20.5.7.2i) establishes that, along the east side of Colonel Talbot Road, intended uses are for a mix of multiple-family residential types and forms at slightly higher intensities than is found in more recent suburban neighbourhoods.

Policies in Section 20.5.7.3iii) states that residential density exceeding 75 units per hectare (up to 100 units per hectare) may be considered.

2.1.3 CITY OF LONDON ZONING BY-LAW

The entirety of the site is currently zoned Urban Reserve (UR3), which is typically applied to areas which have not completed the Secondary Plan process but which are intended for residential development over the long term. As the Secondary Plan process has been completed, it is appropriate for the UR3 zone to be replaced with development specific zones in accordance with the Official Plan.

A zoning by-law amendment is being submitted to accommodate the proposed residential uses. Proposed zoning for the site is R8-4 (), which would permit a range of housing forms. Special provisions are also being proposed to allow for reduced setbacks and higher density.

2.3 SPATIAL ANALYSIS

The subject site is located in the southwest area of the City of London. It is presently being used for residential purpose. The site topography is relatively flat, which a gentle slope from north to south. Elevations on the site range from approximately 261 metres in the northwest corner to 257 metres in the southeast corner.

Adjacent land uses are as follows:

- North – vacant / future residential development;
- East – vacant / future residential development;
- South – residential;
- West – residential.

The following aerial photo provides an illustration of the site and immediate area.



Figure 2 – Aerial View of Subject Site

Figures 3 and 4 on the following pages illustrate the major site opportunities and constraints in the immediate area and within the larger surrounding context.

Access to the proposed buildings will be from internal private road connecting to Colonel Talbot Road.

Currently, there are no existing sidewalks along either side of Colonel Talbot Road. Although, with the development taking place on the surrounding lands, it is anticipated that sidewalk will be extended to this site. A proposed sidewalk internal to the site is shown on the plans.



Figure 3 – Spatial Analysis (Regional 400-800 m)

Following are a number of photos of the site and its surroundings.



View to east, looking at existing residence



View to south looking at adjacent property



View from intersection of Colonel Talbot Road and Kilbourne Road



View to south along Colonel Talbot Road

3.0 SECTION 3

3.1 CONCEPTUAL DESIGN

3.1.1 SITE DESIGN

The proposed development is intended to create a functional, efficient design that respects the surrounding context.

The majority of the proposed development would occur in the rear portion of the site, with the semi-detached buildings located closer to Colonel Talbot Road. A series of landscaping is proposed flanking all proposed buildings as well as within the parking lot to enhance the area, as well as a sidewalk connection that extends from Colonel Talbot.

Parking is located through surface parking lots. As previously noted, access to the site will be provided from a private roadway extending from Colonel Talbot.

3.1.2 BUILT FORM AND ARCHITECTURAL TREATMENT

The proposed buildings will range from 2-4 storeys in height, with the larger buildings located to the rear of the site. The stacked townhouse design will only require surface parking to meet the needs of this site.

While building materials and design elements have not been finalized, it is anticipated there will be variation in colour, material and texture to provide interest and functionality along the streetscape and to be complementary to the adjacent proposed buildings. Details regarding building materials will be provided as part of the future site plan approvals process for this development. The materials envisioned include a combination of glass, brick veneer, wood-look

metal siding and metal panels. Entrances to the proposed buildings are provided internal to the site and accessible through the proposed internal sidewalk system.

Setbacks for the proposed buildings to Colonel Talbot Road are proposed at 2.7m to allow for the buildings to be located closer to the neighboring street network, to create a sense of place and enhance the pedestrian streetscape environment.

3.1.3 MASSING AND ARTICULATION

As previously noted, the buildings will range from 2 to 4 storeys in height, providing an appropriate human-scale to create a strong street edge while offering a transition from existing and future medium and low-density development. The proposed orientation of the buildings will minimize shadow impacts to adjacent streets, as well as existing and future development.

As noted in Section 3.1.2, building articulation is proposed through variation in materials, interplay of vertical and horizontal elements, offsetting balcony projections and recesses, window variation and contrast between the highly glazed facades at grade and the more solid residential masonry language above. These architectural features assist in breaking up the massing of the building, contributing to a pedestrian friendly, human scale streetscape environment.

3.1.4 CHARACTER AND IMAGE

The proposed buildings are intended to demonstrate a contemporary aesthetic, designed to be attractive from all elevations with equal consideration given to the building's visibility from the internal private roads and sidewalk connections. The proposed buildings provide for a sense of place. Sidewalk connections to the internal site from the neighboring street network as well as the addition of landscaping such as street trees, and plantings internal to the site will provide for a pedestrian friendly environment and further enhance the aesthetic of the development.

3.1.5 LIGHTING

Lighting for the site will be in accordance with site plan requirements, to be determined a part of a future site plan submission. Lighting for the buildings will be designed to complement the building style and details as well as contribute to safety and visibility. Lighting intrusion on surrounding uses can be minimized through the use of appropriate fixtures and lighting angles.

3.1.6 SIGNAGE

Building signage has not yet been determined, however, will be integrated with the building and landscape design in an aesthetically pleasing manner, as well as to complement existing neighbourhood.

3.1.7 SERVICING

No issues are anticipated with respect to servicing for the proposed buildings. Existing services and infrastructure are located in Colonel Talbot Road. A 200mm diameter sanitary sewer exists on Colonel Talbot. Further, a 300mm diameter watermain exists on Colonel Talbot Boulevard. A servicing brief will form part of a future site plan submission.

As previously noted, access to the site will be provided by internal private roads connecting to Colonel Talbot Road. A parking ratio of 1 parking space/unit has been utilized, understanding that there is currently no public transit available to the community. Parking spaces have been provided through a surface parking. In addition, accessible parking and visitor parking spaces have been provided in accordance with applicable sections of the zoning by-law. Bicycle parking is also being proposed. A pedestrian corridor will lead from Colonel Talbot Road internal to the site. Final determination of total number of surface parking spaces will be identified through consultation at the site plan submission stage.

Waste collection bins will be located in an appropriate manner for private pick up.

3.2 PUBLIC REALM

3.2.1 PEDESTRIAN CIRCULATION

There are public sidewalks proposed internal to the site, which will connect to any future sidewalks that may be constructed along Colonel Talbot Road. Internal sidewalk connections will provide for pedestrian access across the site. The proposed internal sidewalks could also connect into the development taking place on the adjacent site to the north.

All primary building entrances for are located internal to the site, with secondary entrances for Building D oriented to Colonel Talbot Road.

3.2.2 INTEGRATION WITH TRANSIT

The site is bounded by a civic boulevard (Colonel Talbot Road). At present, there is no public transit available to the site. However, it is assumed that services will be extended to this section of Colonel Talbot in the future, especially with the development currently taking place on adjacent lands.

Within close proximity to this site are dedicated cycling and walking routes, as shown on Map 4 of the London Plan. Bicycle parking spaces are proposed to be provided either out front of each building, or internal in the case of an apartment, to encourage cycling as a mode of transportation.

3.2.3 LANDSCAPE DESIGN

Landscaping features including plantings such as shrubbery and trees, both along the public street network and internal to the development, will be provided.

A preliminary landscape plan is provided in Appendix B at the end of this report.

3.2.4 STREETScape IMPROVEMENTS

As indicated above, it is anticipated that street trees will be planted in the boulevards, as well as within the landscaped areas fronting surrounding street network. As the development builds out, decorative lighting and other landscape enhancements will be implemented.

3.3 SUSTAINABILITY FEATURES

There is an emphasis on compact form, and high standards of site and architectural design. Buildings will be constructed in accordance with the Ontario Building Code. In addition, proximity to parks, natural open spaces and the Lambeth Community Centre within 1 km will offer residents with a variety of options to lead active lives and use alternative modes of transportation.

4.0 SUMMARY

The development proposal for 4040 Colonel Talbot Road will create a superior form of housing that is new to this area of the City. Medium density residential is promoted by the various City policies associated with this area. Further, the proposed development is compatible with the surrounding area and complements the proposed medium density development to the north. At the detailed design stage, attention will be focused on defining specific building materials/colors and façade articulation that provides continuity but with some variation to establish an identifiable sense of place for each site and building.

Report prepared by:



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5.0 BIBLIOGRAPHY AND ATTACHMENTS

Attachments

- Appendix A - Site Plan
- Appendix B – Landscape Plan
- Appendix C – Elevations

Existing Background Studies and Documents (not attached)

- The London Plan
- City of London Zoning By-law
- Old Victoria Community Plan Urban Design Guidelines

APPENDIX A – SITE PLAN

SIFTON PROPERTIES LIMITED

4040 COLONEL TALBOT ROAD

URBAN DESIGN BRIEF

APPENDIX B – LANDSCAPE PLAN

APPENDIX C – ELEVATIONS