



URBAN DESIGN BRIEF 4366 Colonel Talbot Road

S3AEC + StudioS3AEC
Newbold Business Park
221 Consortium Court
London ON N6E 2S8

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Design Goals and Objectives

This project is situated on a brownfield site that is currently vacant and partially serviced. The site is located in the Lambeth community in London Ontario. The proposed project consists of a single storey building purpose built for future various tenants that meet the zoning parameters consistent with AC-2 designation in the City of London Zoning Bylaw Z-1. The site also serves as a gateway to enter a future redevelopment of the former M.B. McEachren public school recently purchased by Lambeth Health Organization Inc.

Site Background

The subject property is owned by Lambeth Health Organization Inc. and was acquired in late 2015 after a lengthy sale offering by the Thames Valley District School Board that saw several offers come forward for the redevelopment of the 2.2 Ha site. The site overall has been subject of an extensive rezoning process with the City of London and is now zoned Residential Urban Reserve to the south, BDC on the lands surrounding the former school and where the subject site of this brief is located a combination of AC-2 to the northern portion with BDC zone serving the school access (gateway). The area of the site that is of focus of this brief is 0.15 Ha fronting Colonel Talbot Road and an adjacent 0.06 Ha portion of BDC zoning.

The site development is subject to the Southwest Area Secondary Plan (SWAP) conducted by the City of London as amended April 29, 2014. This brief will further address the plan in the Municipal Documents section.

Access to the parking adjacent to the building is proposed secondary to a main gateway access directly entering from Colonel Talbot. The gateway is proposed to service future development of the former school site to the south and east. The gateway scope of work will be completed with the subject building as the first phase of this project. An extent of development line has been illustrated in the site plan drawing. A full traffic analysis was prepared by Dillon Consulting in late 2014, as part of the rezoning of the lands and dictated a left turn in, left turn out and right turn in from Colonel Talbot Road for the gateway. The site does not have full municipal servicing. Sanitary sewer solutions will be illustrated later in this brief.

Design Response to City Documents

Southwest Area Secondary Plan (SWAP)

The City of London has undertaken a detailed analysis for the future development of the Lambeth community. The plan is read in conjunction with the City of London Official Plan and contains detailed directives for future development of Lambeth. Select excerpts have been identified for use in the Site Design and Built Form as design directives on balance with the directives of our client.

On “Built Form and Intensity”



- a) Activity Nodes shall be located in buildings and with a scale and design appropriate to the neighbourhood.
- b) Buildings shall be street-oriented on all public rights-of-way in the Central Activity Nodes, with buildings located at or near the property line and front entrances oriented to the street. Buildings shall be set back an adequate distance from the municipal right-of-way to accommodate underground infrastructure, including but not limited to sewers, inspection manholes, water service, hydro, cable, and gas lines, as well as above-ground infrastructure including but not limited to sight lines, trees and junction boxes. Adequate setback shall be provided to allow for future infrastructure maintenance within the right-of-way. Maximum setback requirement may be established in the Zoning by-law.
- c) In areas where higher intensity built form is to be located near single detached dwellings the higher intensity built form is to be designed with massing and articulation that transitions between the lower-rise form and the higher-rise form.
- d) Buildings and structures located at the termination of vistas/view corridors shall incorporate architectural design elements and massing that enhances the terminal view. Garage entrances shall be oriented such that they do not terminate a vista/view corridor.

e) Buildings and structures located adjacent to natural heritage features may incorporate architectural elements and massing that is compatible with the feature, and may be oriented to take advantage of their location adjacent to the natural heritage feature. To minimize private property interfaces with significant natural heritage features, window streets, public parkland and/or public access adjacent to natural heritage features

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The building has been positioned on the site to take full advantage of street wall with minimum setbacks from the future road widening. Primary access to the entire site (gateway) has established a significant queue length in consideration of the future infrastructure. Special attention has been paid to the massing and overall height of the building to ensure it is contextual with neighbouring residential properties

On “A Competitive Place to Work and Invest”

“

Provide for the growth of employment lands opportunities.

- a) Attract modern manufacturing and light industrial uses in logically organized and attractive campus settings.
- b) Protect an ample, highly accessible land base that will provide a long term supply of strategically positioned employment land.
- c) Provide for the extension of public facilities and services to support employment lands.

- d) Maintain and enhance the unique attributes of Lambeth Main Street as a walkable mixed-use area.
- e) Provide opportunities for the extension of existing commercial areas to meet anticipated population growth based needs.

”

The building use as proposed is compatible with the intent of the Southwest Secondary Plan, providing new employment opportunity within the community while maintaining both the scale and unique attributes of Main Street Lambeth South.

On “Public Realm”

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Arterial/Transit Corridors are high capacity roads which serve as both a major entry way into the Planning area and the city as a whole, along with being a route through the Planning Area to other parts of the city. A balance must be achieved between their transportation function, including accommodation for transit, and their ability to provide access to adjacent land uses, and to act as socially vibrant public space. To assist in achieving this balance, these streets will have the highest form of design treatment, including wide sidewalks, special tree and feature planting, paving, lighting and signage details.

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The dual purpose of the site, as gateway to a future redevelopment of the remnant school site, gives opportunity within the public realm to establish an iconic element of community clock on the entry corner. As entry to the Village from the south, within proximity of the main corner of Longwoods Road and Colonel Talbot Road, the clock element will serve functional purpose for those using the site as well as pedestrians and vehicles passing by from the South and ultimately as place mark or landmark from the North for travellers along Colonel Talbot..

On “Main Street Lambeth South”



The intent of this designation is to provide for residential and non-residential uses that are not in a mixed-use format and are generally developed at a smaller scale than within the Main Street Lambeth North designation.

Permitted uses in the Main Street Lambeth South designation on the west side of Colonel Talbot Road shall include primarily those residential uses permitted in the Multi-Family, Medium Density Residential designation of the Official Plan.

A range of small-scale commercial uses and conversion of existing buildings for non-residential small-scale uses is also permitted. Permitted uses in the Main Street Lambeth South designation on the east side of Colonel Talbot Road, shall include permitted uses in the Main Street Commercial Corridor designation of the Official Plan, but shall develop at a smaller scale than the uses in the Main Street Lambeth North designation. The portion of the remnant school block located adjacent to Colonel Talbot Road, may redevelop with non-residential uses. The east (rear) portion of the remnant school block shall redevelop with residential uses as permitted in the “Low Density Residential” designation of the Official Plan and develop at a scale and height that is compatible with the existing residential uses located to the east of the remnant school site

The range of small-scale commercial and office uses permitted for those lands located within the Main Street Lambeth South designation, may include such uses as: (From AC-2 Z-1) and identified in (SWAP)

- a) professional and service offices;
- b) medical/dental offices and emergency care establishments;
- c) personal service establishments;
- d) retail stores;
- e) convenience stores;
- f) studios and galleries;
- g) day care centers;
- h) small-scale restaurants;
- i) specialty food stores; and,
- j) fitness and wellness establishments
- k) Animal Hospitals (added from AC-2)
- l) Duplicating shops (added from AC-2)

”

Consistent with the vision of the City of London for the future redevelopment of the remnant school site, the building will house tenancies that meet the current AC-2 zone use and the vision of the uses consistent with SWAP. The building shell has been designed with direct entry opportunity for each suite now and in the future, with special attention paid to the west façade fronting

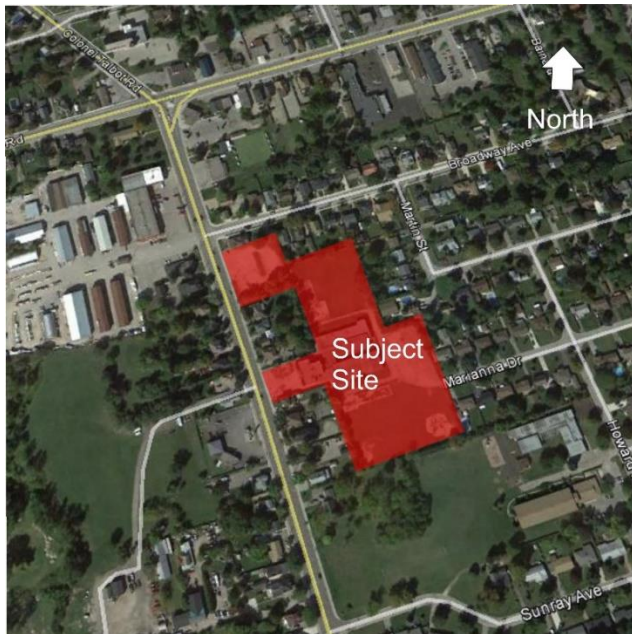
Colonel Talbot Road and the south façade facing the new gateway entry. Opportunity exists for tenant signage in a sophisticated manner, consistent with a quality building that will house their enterprise. All glazed openings in the Colonel Talbot façade are module designed to permit modification for direct entry doors easily.

The resulting re-zoning process in accordance with the vision of the city and SWAP is shown below in Figure 1.0 and consists of three separate zones under one singular ownership.



Spatial Analysis - Design Response in Site Context Plan

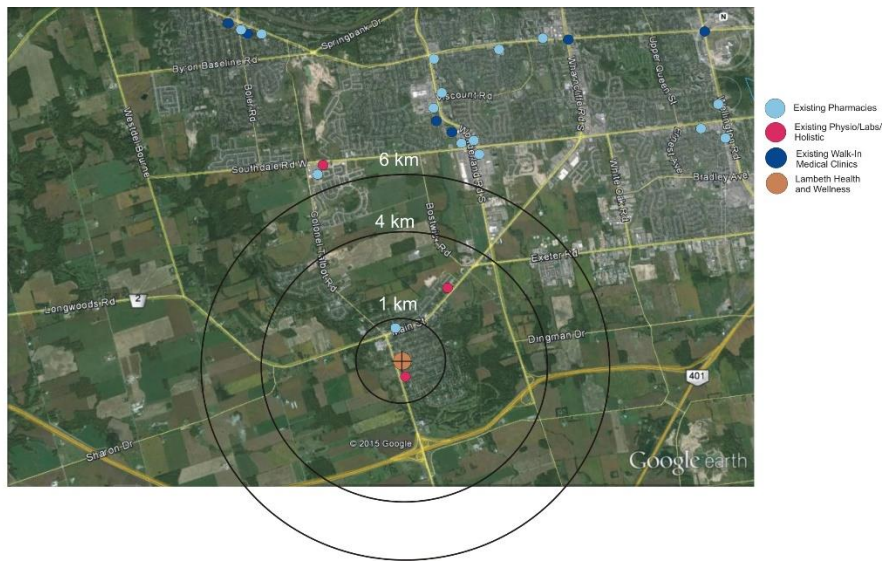
The project site is located in Lambeth, more specifically Main Street Lambeth South as defined by the SWAP. The design has been sensitive to the radii of influence that exists within a 500 m and 1 km radius. In addition it has been sensitive to the intended uses that will compliment future growth in Lambeth. Tenancies that range in size from a smaller 70 sq.m. to a higher 200 sq.m. allow for various enterprises to locate in this project and at this site. The building reflects that scale of enterprise and is consistent with adjacent residential /commercial uses in all directions. The exception being Copps Build-All which is a scale all onto its own for the street. All other uses are compact and small built forms street fronting including the former school which has a small imposition on the streetscape due to its considerable setback. Figure 3.0 below represents an aerial perspective of adjacent uses and mass.



Spatial Analysis - Overall Community Context

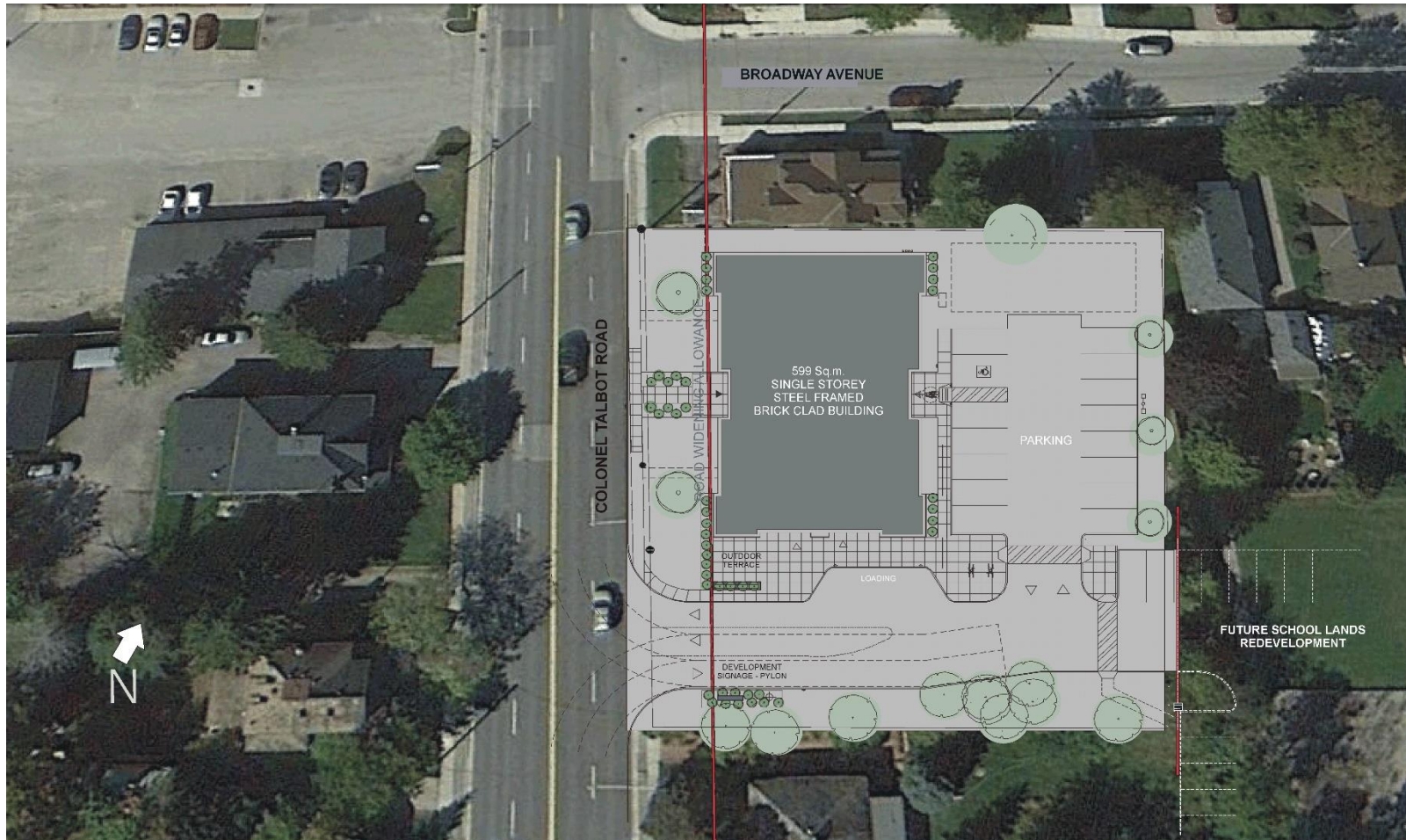
The phase one site subject of this brief offers a unique dual opportunity. As a gateway for future development to the east and south on the former M.B. McEachren lands, creating an *iconic entry point* to access the development plays a critical role in our design response. The building, as a beacon of new commerce opportunity pays homage to the existing context of smaller commercial buildings in the area and generally in Lambeth. The site is almost flat, and offers an easy navigation for pedestrian and vehicular traffic with high visibility from both the North and South directions. The broad width of entry allowance allows for excellent daylight view corridor in and out of the site and aligns for future vehicular and pedestrian access to the east.

The site is currently empty and although some improvements in 1997 by the school board were considered to allow for additional parking serving the school site, the project did not proceed with the exception of a storm water catch basin, and a make-shift parking lot was created at the time for parking overflow and presumably adjacent resident and business use also. Figure 4.0 below represents a basic study on similar uses to bolster the intended uses for the tenancies of the overall site and for servicing the community.



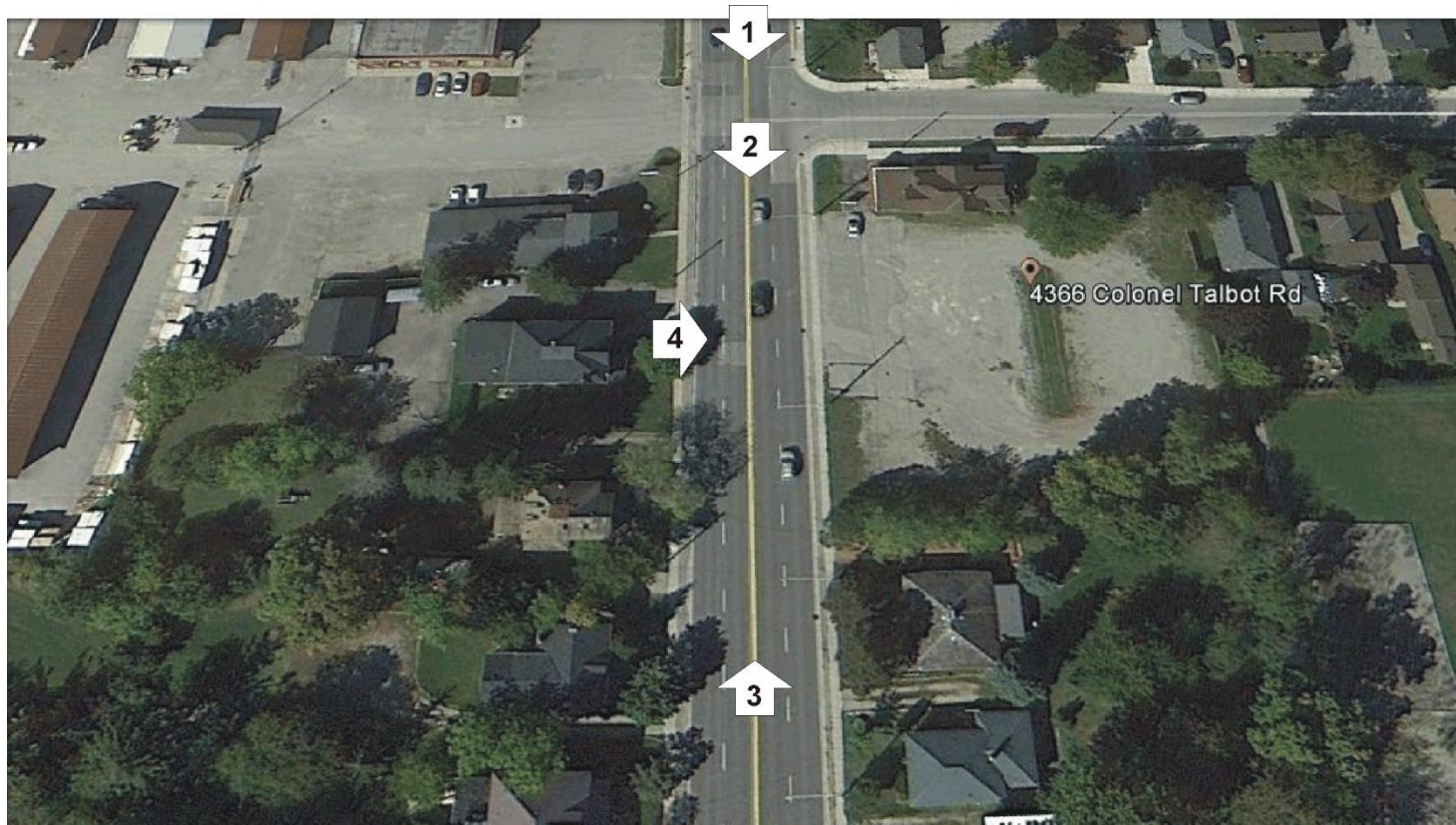
Ground Study and Site Access

Figure 5.0 below identifies the relationship along street between adjacent buildings while identifying the gateway development access point relative to adjacent buildings, roads and pedestrian access. It is noteworthy, the city of London has not identified any future date for servicing and widening of Colonel Talbot, consideration now, relating to the future road widening, has been accounted for.



Site Photos and Key Plan

Key Plan

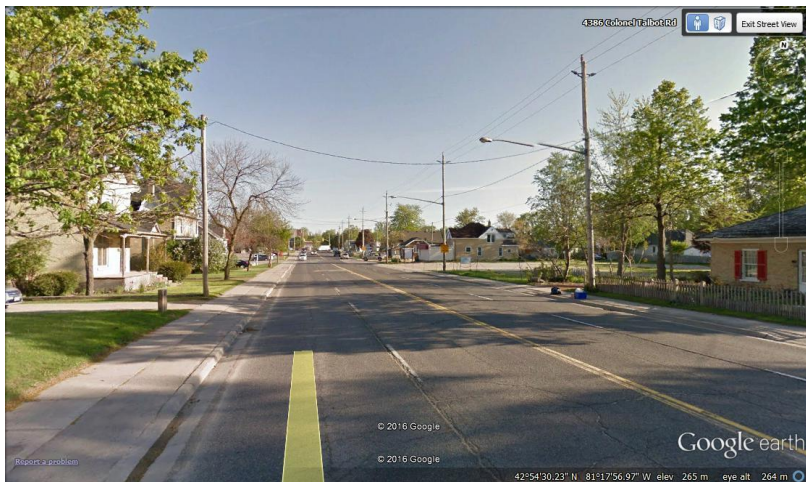




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Site Design

Master Plan for Larger Site – See overall zoning plan. While the redevelopment of the school, either in its existing form as contemplated in the re-zoning, or some adaptive re-use maintaining part of the existing structure is being contemplated, we do know the gateway will serve a new parking lot area to the east and south of this subject building for that redevelopment. We also know that the future parking lot will satisfy the turn-around access for firefighting and replace the hammerhead access proposed in phase one.

Transit Oriented Development – The site exists on a current public transportation route. Route 12 – Wharncliffe.

Views in and Out of Site – The building will be visible along the Colonel Talbot north and south vistas en route. The clock as visual landmark will serve as way point for the future school redevelopment and serve this site for primary access point. The view south is residential, north is commercial/residential, and west is residential with Copps Build All in the field of vision slightly to the north-west. To the rear, the yards of adjacent residential along Broadway will be visible.

Location of Buildings and Orientation - The building is street wall in orientation fronting Colonel Talbot and acting as visual screen to parking in its entirety.

Building Entrances – a central corridor acting as service corridor and washrooms for suites as well as either front or rear access to suites has two entry points, one from Colonel Talbot and one from the parking to the rear. It is an ideal circulation and street presence for the future suites in this compact building.

Vehicle and Pedestrians – the site offers a peninsula for parking, circulation and pedestrian access around 3 sides. The building has been pressed to the northerly edge while still respecting some daylight setback to the existing building to the north. This small setback corridor also presents as services access for the building.

Built Form

Street Wall – the building offers absolute street wall orientation across the site frontage with the exception of the gateway vehicular and pedestrian access.

Base, Middle and Cap – the building offers a stone base to the end corners offering a stable foundation visually for the lighter scale masonry above. The cap, delineated by a cornice as base, continues the use of monolithic brick above for a harmonious and simple elevation street, entry corridor and rear facing. The north elevation has been simplified in materials where adjacent buildings are present. The owner is currently investigating the purchase of the residential converted building to the north, which would lead to an expansion northerly of the building – adding approximately 250 sq.m. offering a new opportunity for façade to the Broadway streetscape. The materials chosen for the north elevation at this time take northerly expansion into consideration.

Entries openings and Canopies – The building openings are dual functioning. In the prescribed state, they currently offer primary glazing to the suites. The main entries are well defined as such, and two additional gateway/terrace facing direct entry door openings are considered at this time as part of the shell contract. All glazed openings as mentioned previously are designed to accept standard entry doors should the tenancies orient differently over time. Sidewalks from Colonel Talbot have been considered for future access. The use of awnings as canopy will be a recurring theme around the building in concert. The two southernmost entries receiving awnings in shell contract as well as the main two entrances, facing east and west.

Character and Presence

The architectural style of the building is contemporary with a purposeful reflection to the past in choice of materials, use of cornice and use of base. The building intentionally borrows from the 1925 school on the site in which it sits. Use of red brick, glass openings of a scale similar to that of the school in rhythm, and strong horizontal lines serve the structure well to lengthen on the site. Articulation in plan pronounces the ends and offers a visual relief by introducing strong base to strengthen the corners and shoulder the central facades. A red brick, with a natural smooth stone and slightly tinted glazing (20 – 30%) in clear aluminum frames are the primary exterior material. A complimentary vertical metal or wood siding for the northerly elevation will be selected where the future expansion is contemplated. Figure 6.0 demonstrates the 1925 façade of the existing M.B. McEachren School fronting Colonel Talbot to the south.



Lighting on the site will be full cut-off to prevent any light pollution to neighbouring sites. Lighting on the building will be wall wash with landscape ground lighting upward wash to the main entry stone façade fronting Colonel Talbot.

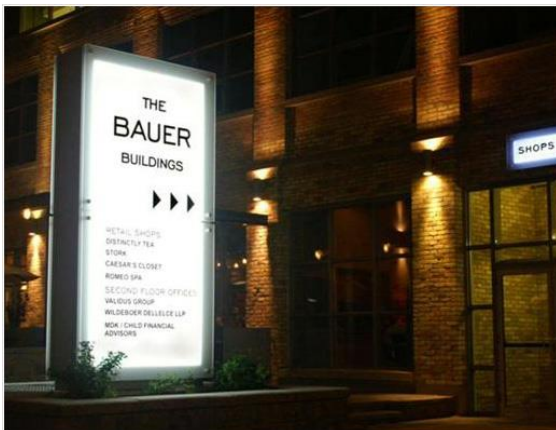
The public realm contemplates clock corner element. Landscaped surround exterior terrace as opportunity for tenant to establish with exterior seating in some form at the gateway. Setbacks from the main driveway have been taken into consideration for this use.

Architectural Elements

The clock, as mentioned will serve as way point or landmark in the community context of the site. Travelling from the 402 south it will serve as place maker for Lambeth over time, and while not of a scale to serve a civic function, will nonetheless over time serve as landmark in a scale appropriate for the context given. The canopies as mentioned previously will be limited to 4 in shell contract, however will be the base building standard should tenants modify openings into suites over time.

Signage

Modest signage will occur over the main entry fronting Colonel Talbot. It is envisioned as a watermark to the awning identifying the centre. Base building signage will be limited to future awning watermarks over entry doors. Signage for the future development and gateway, is envisioned as a larger monument sign, ground based using brick and stone, illuminated that will be contextual in scale, and is demonstrated in Figure 7.0 below and the massing study. The address fronting Colonel Talbot is envisioned as pin mounted “4366” in a contrasting colour to the stone background. (refer to rendering in appendix)



Site Servicing

The requirement for a tile bed is a significant driver of the site layout. In the interest and direction of the owner, the tile bed has been maintained within the zone line of the property, signalling a possible severance in the future that needs to be considered now. We have accommodated that requirement while still maintaining 100 percent of parking required for the building at a 1 space per 40 sq.m. requirement of the zoning bylaw given the anticipated use. The site as defined by phase one, is therefore self-contained by design. The hydro, water and gas servicing is available from Colonel Talbot, as is the storm discharge. The SWM engineering has begun as a requirement of Site Plan Approval, however is not completed for the purposes of this brief. A loading space has been contemplated in the site plan in a lay-by orientation. While we do not necessarily need a loading space considering the uses of the building, it may become a need at a later date and has been contemplated and integrated now.

Heritage and Compatibility

A strong design directive from the owner of the lands, was to respect the school that has been in the community for 90 years, and to ensure any development on the site was contextual. We have, as mentioned, used the school as reference in our design approach. We have also respected adjacent residential scale roof line masses balanced with, and in consideration of interior volumes desired for the tenant spaces and roof lines of the proposed building.