

Urban Design Brief

Westchester Homes

348 Sunningdale Road East

City of London



FRONT ELEVATION



REAR ELEVATION

December 14, 2018



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INTRODUCTION

On behalf of Westchester Homes, Zelinka Priamo Ltd. has prepared this *Urban Design Brief* in support of a Zoning By-Law Amendment to provide design details of a proposed redevelopment on lands known municipally as 348 Sunningdale Road East (the “subject lands”) consisting of townhouse dwellings. This report is intended to be read in conjunction with the *Planning Justification Report* also submitted in support for the Zoning By-Law Amendment application.

This report is made up of two sections, the contents of which are as follows:

Section 1:

- The Subject Property
- Spatial Analysis
- Design Goals and Objectives
- The Proposal and Conceptual Design
- Design Response to City Documents

Section 2:

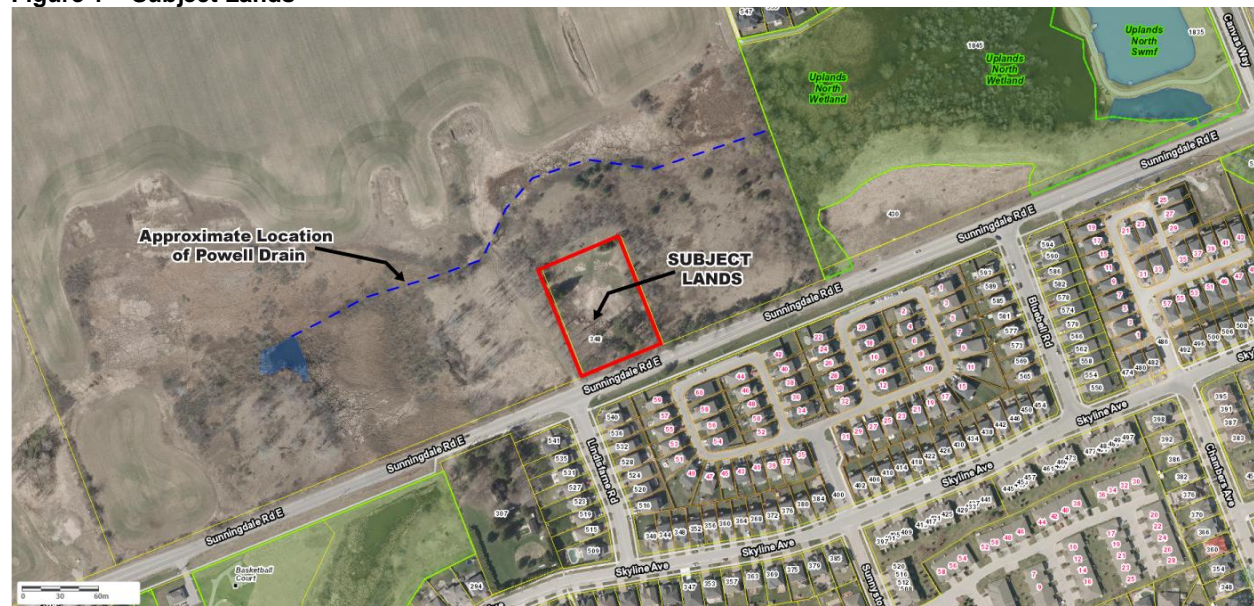
- Compatibility Report
- Public Realm

SECTION 1

THE SUBJECT PROPERTY

The subject lands are located on the north side of Sunningdale Road East, between Lindisfarne Road and Bluebell Road (Figure 1). The single, rectangular-shaped parcel has an area of approximately 0.635 hectares (1.57 ac), a frontage of approximately 68.5 metres (224.7 ft), and a depth of approximately 92.0 metres (301.8 ft). The subject lands were formerly occupied by a single detached dwelling that has since been removed. A number of mature trees line the frontage of the subject lands, consisting primarily of ornamental trees associated with the former residential use.

Figure 1 – Subject Lands



The subject lands abut lands zoned “Urban Reserve” to the north, east and west, with open space and provincially significant wetlands (Powell Drain Wetlands) located beyond. Low density and medium density residential uses are adjacent to the subject lands to the south and southeast across Sunningdale Road East in the form of single detached dwellings, with townhouse dwellings beyond.

The subject lands consist of slopes that fall from the centre of the subject lands in all directions, especially towards the northwest and southwest corners. Vehicular access to the subject lands is provided by a single driveway on the east side of the subject lands via Sunningdale Road East. An Imperial Oil pipeline is located along the frontage of the subject lands; a 20.0m building setback from the centreline of the pipeline is required by the Zoning By-Law.

SPATIAL ANALYSIS

Figure 2 shows the subject lands, notable features, and land uses within 400m and 800m radii. The two radii represent the walking distances of approximately 5 and 10 minutes, respectively. The subject lands are located along an arterial road (Sunningdale Road), with a single lane of traffic in each direction. Public sidewalks are located along the south side of Sunningdale Road East, providing connections to Lindisfarne Road and Heron Haven Park to the south. The area is served by public transit (Route 38). Eastbound and westbound transit stops are located approximately 300m east of the subject lands on Bluebell Road.

Figure 2 – Spatial Analysis (400m and 800m)



The 400m area surrounding the subject lands is comprised of low density residential uses in the form single detached dwellings to the south, northeast and southeast; open space uses in the form of wetlands and wooded areas are located to the north, northeast, and northwest, as well as “Heron Haven Park” to the southwest. Lands beyond to the north, east, and west are planned for future development and are currently cultivated fields.

The housing stock within the low density residential areas is primarily larger single detached dwellings, 1 to 2.5-storeys in height, with attached garages and front yard driveways (Figures 3 and 4). The exterior finish of the buildings are typically neutral-coloured masonry and vinyl siding, with a mix of window styles and treatments. Young street trees line many of the residential streets.

Figure 3 – Low Density Residential Built Form (Skyline Avenue)



Figure 4 – Low Density Residential Built Form (Meadowsweet Trail)



Lands within an 800m radius are comprised of a wider mix of residential uses, including both low density residential and medium density residential in the form of single detached dwellings and townhouse dwellings.

The medium density residential areas are generally comprised of 1 to 2-storey multiple attached dwellings in the form of townhouses, with attached garages and front yard driveways. Similar exterior finishes, generally in the form of masonry and vinyl siding, are used throughout each respective housing development (Figures 5, 6, and 7).

Figure 5 – Medium Density Residential Built Form (Sunnystone Road)



Figure 6 – Low Density Residential Built Form (Chambers Avenue)



Figure 7 – Low Density Residential Built Form (Elderberry Avenue)



DESIGN GOALS AND OBJECTIVES

Given the surrounding built form and land use context, the goal of the proposed development is to redevelop/intensify the underutilized subject lands for residential uses in a manner that is compatible with surrounding built form; will contribute and fulfill the planned function of the area; and, will provide visually attractive residential buildings. As such, the proposed developed is intended to:

- Provide a development that utilizes high-quality materials in a built form compatible with proximate low-density residential dwellings;
- Preserve as many trees on the site as reasonably possible;
- Appropriately integrate the built form into the existing context, specifically in terms of massing, height, and articulation;
- Ensure the maintenance, and enhancement where possible, of privacy between the subject lands and abutting properties;
- Provide for a redevelopment of the subject lands that will be supportive of investments in public transit, and provides convenient access for pedestrians as well as those arriving by car; and,
- Improve and enhance the Sunningdale Road East streetscape.

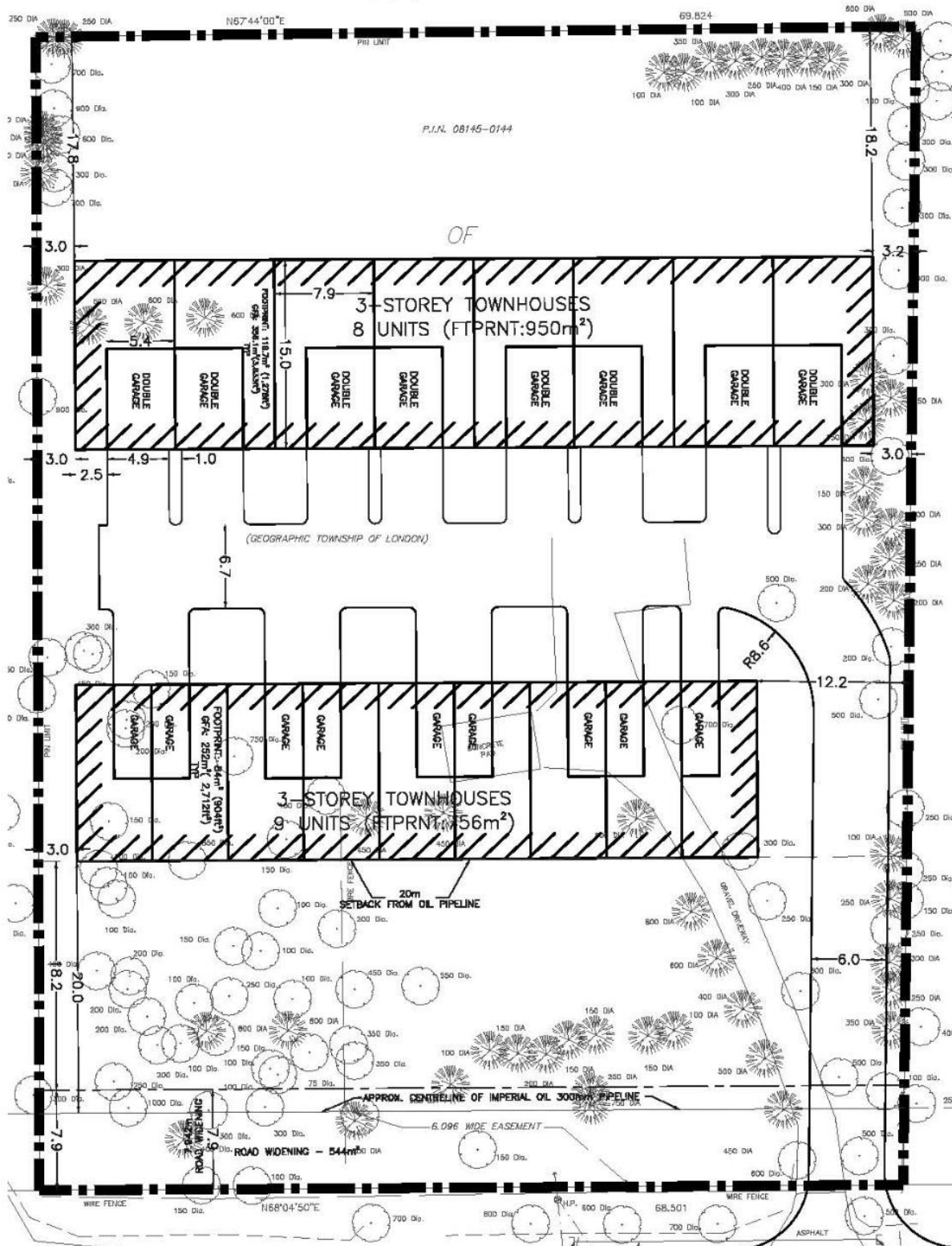
THE PROPOSAL AND CONCEPTUAL DESIGN

Westchester Homes proposes to redevelop the subject lands for a total of seventeen (17) townhouse dwelling units (Figure 8). The proposed site design provides one, 3-storey townhouse block with nine (9) dwelling units on the south side of a mutual driveway and another 3-storey townhouse block with eight (8) dwelling units on the north side of the driveway. An existing oil pipeline with a 6m (20ft) easement in favour of Imperial Oil runs along the front property line of the subject lands. A 20m (65.6ft) setback from the centerline of the oil pipeline is required for any future development. For this reason, the front townhouse block is located 26.1m (85.63 ft) from the current limit of the Sunningdale Road East right-of-way.

Due to the large setback between the oil pipeline and the front townhouse block, it is anticipated that a large amount of trees and vegetation at the front of the property can be retained, providing a significant visual screen from Sunningdale Road East. A Tree Preservation Report and Plan, prepared by Ron Koudys Landscape Architects demonstrates that a significant number of trees will be preserved along the frontage of the development. Given the large

distance between the units and the street, direct pedestrian connections have not been provided.

Figure 8 – Conceptual Site Plan (Excerpt)



Shared vehicular access is provided by a single, 6.0m wide driveway close to the easterly lot line, in a similar location as the current driveway. Each townhouse unit is provided with an individual parking area and attached garage, accessed from the common driveway. Parking areas will not be visible from the public realm due to their location behind the front townhouse block. Units in the front building are provided with a single car garage while units in the rear building are provided with double car garages. The area between the townhouse buildings will be hardscaped with the driveways, patios, and a sidewalk. “Dark Sky” lighting is proposed to illuminate the driveway and parking areas on the subject lands, limiting light cast onto abutting lands.

The buildings are proposed to be approximately 11 metres in height, modestly taller than the predominantly 1- and 2-storey dwellings in the adjacent low density and medium density residential area across Sunningdale Road East to the south. Building entrances are provided on the front elevations of the building (north elevation for front townhouse block; south elevation for rear townhouse block). The rear of each townhouse is proposed to feature a balcony on the third level. The south elevations of the front building, facing Sunningdale Road East, will receive detailed facade treatments to address the street.

Conceptual cladding materials include white and grey brick, white stucco, and black asphalt shingles. Conceptual front, rear, and side elevations are provided in Figures 9, 10, 11, and 12. Each townhouse unit is proposed to have an attached garage at grade, with access to the front entrance from a raised porch. Front elevations are predominantly white brick, with extensive glazing and white stucco pillars. The rear of the townhouse units feature similar exterior finishes, with balconies proposed on the third level and patios at the ground floor. An additional white stucco header above the balconies visually delineate each unit.

Figure 9 – Conceptual Front Elevation, Details(Excerpt)

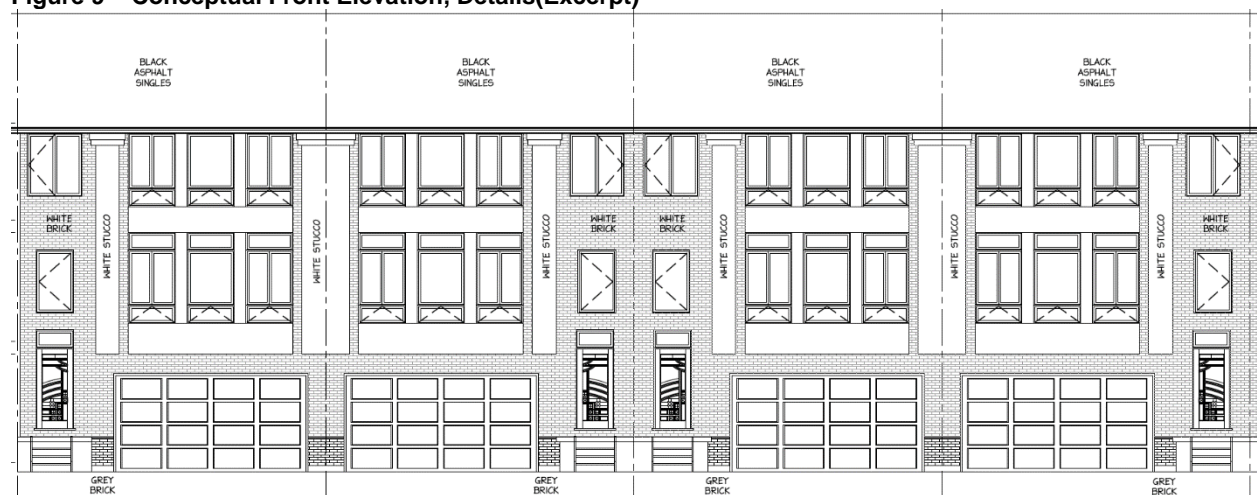
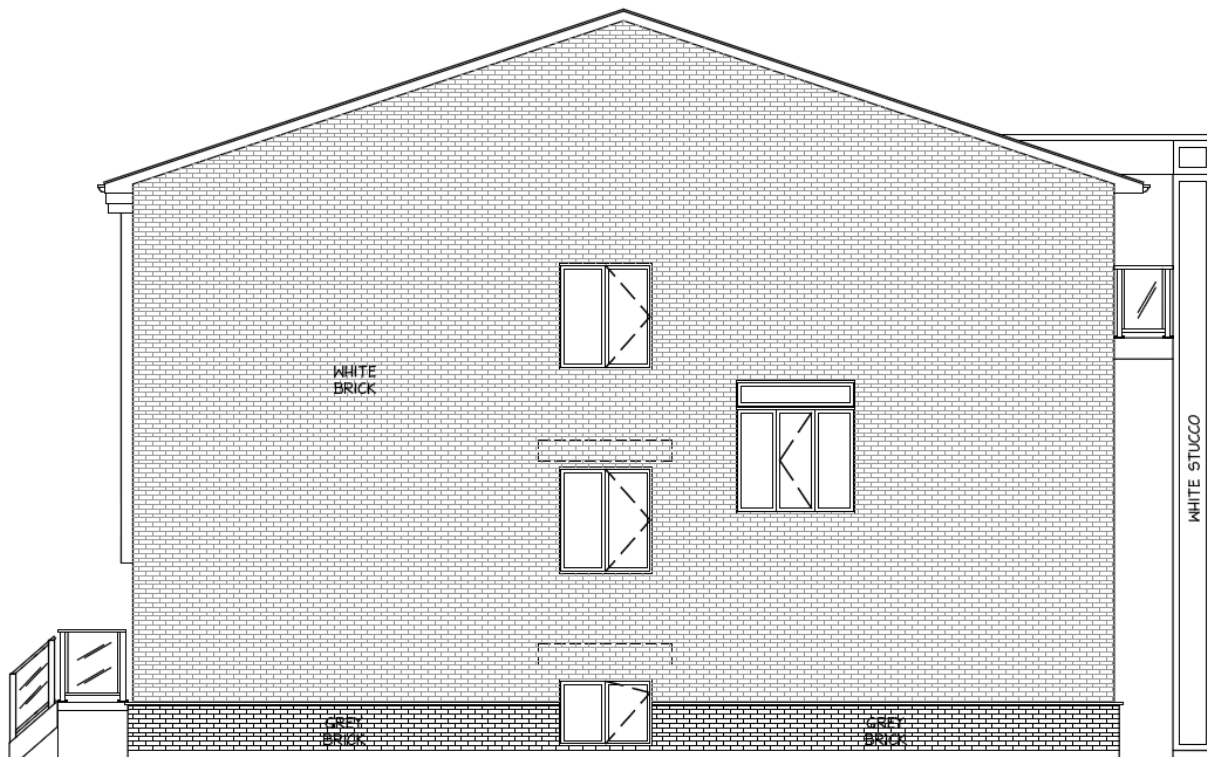


Figure 10 – Conceptual Rear Elevation, Details (Excerpt)



Figure 11 – Conceptual Side Elevation



Windows are proposed on both side elevations of each building. Further detail regarding the architectural treatment is discussed in the “Compatibility Report” section of this *Urban Design Brief*.

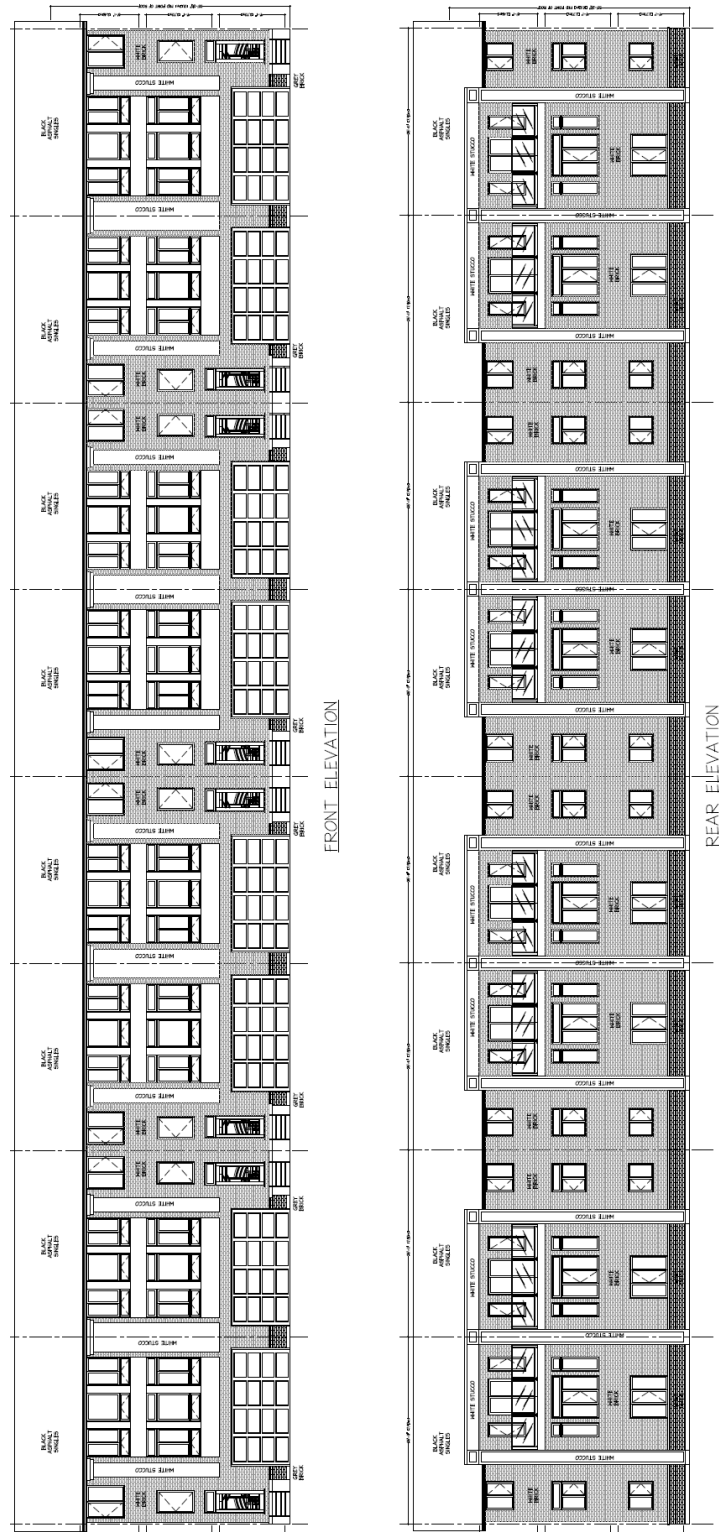


Figure 12 – Conceptual Front and Rear Elevations

Design inspiration for the proposed townhouse dwellings was taken from a number of sources, including a conceptual townhouse design shown below in Figure 13.

Figure 13 – Design Inspiration Concept



DESIGN RESPONSE TO CITY DOCUMENTS

Due to the current transition between Official Plans (the 1989 City of London Official Plan and *The London Plan*), this Urban Design Brief address both documents. The 1989 City of London Official Plan is discussed first, and then a discussion on *The London Plan* policies follow.

1989 City of London Official Plan

The City of London Official Plan includes design principles that are to be applied to new developments. Section 11.1 lists the general design principles that are to be promoted in the preparation of development proposals. The individual principles listed do not always apply to each specific development, and are dependent upon the location and characteristics of the proposal.

The design principles relevant to this proposed development and how they are addressed are outlined as follows:

- **Trees** – As there are many trees on the subject lands, existing trees will be maintained wherever possible. See the associated *Tree Preservation Report* for additional details (Section 11.1.1 ii);
- **High Design Standards** –The proposed development provides a contemporary building design that makes use of modern design practices and high quality materials (Section 11.1.1 iv);

- **Redevelopment** - The proposed development will replace the former single detached dwelling with efficient, well designed housing that adds to the mix and range of housing in this area of the City of London (Section 11.1.1 vi);
- **Pedestrian Traffic Areas** – Pedestrian traffic to and from the proposed development is intended to be connected to the future public sidewalk along Sunningdale Road East. The location of the connection will be refined through the Site Plan Approval process. The area between the buildings is proposed to be hardscaped with patios and a sidewalk; this area will facilitate pedestrian traffic entering/exiting the buildings to/from the sidewalk abutting the parking area (Section 11.1.1 viii);
- **Access to Sunlight** – Access to sunlight is evaluated both in terms of potential effects on existing sunlight exposure to abutting lands and natural light penetration to the proposed development. Appropriate glazing is proposed on all north and south elevations, maximizing the amount of natural light that will enter each unit. There will be no significant shadowing on abutting lands, and no shadowing on proximate residential lands (Section 11.1.1 ix);
- **Landscaping** –Existing trees and vegetation will be retained to the maximum amount feasible. Additional plantings and landscaping will be refined through the Site Plan Approval process (Section 11.1.1 x);
- **Privacy** – There are no privacy concerns, given the physical separation of the subject lands from other residential uses by an arterial road and the large front yard setback. Abutting lands to the east and west consist of vacant open space. (Section 11.1.1 xii);
- **Outdoor Space** – Large yards are provided for the proposed units, providing ample outdoor space (Section 11.1.1 xiii); and,
- **Waste Management** – Although a waste management strategy has not yet been finalized, it is anticipated that waste will be collected by a private collection service and pickup areas will be internal to the site (Section 11.1.1 xix).

The London Plan

The London Plan has been adopted by Council, but is not yet in full force and effect. *The London Plan* sets out urban design policies that are applicable to both the city as a whole, and to specific place types. The subject lands are within the “*Neighbourhoods*” Place Type, and fall under the policies of the *City Design* chapter in *The London Plan*, which set out the general urban design policies that apply to the entire city. The proposed development is consistent with these policies as follows:

City Design

The proposed residential buildings are separate and distinct from the adjacent low density residential area. Although the buildings will be largely screened due to trees and vegetation, the proposed built form provides a well-designed, low-rise built form that enhances the visual aesthetics of the area (*Sections 197, 210*). This form is unique in the immediate area and adds variety to the range of existing building types. The design of the proposed development responds to the larger context of the subject lands and the abutting lands, being predominantly single detached dwellings, through a compatible, and aesthetically pleasing development (*Sections 252, 255, 256, 259, 261, 266, 268, 269, 272*). The building maintains a low-rise form and exhibits architectural features which are compatible with proximate low density residential buildings (*Sections 284, 285, 286, 287, 291, 295, 296*).

SECTION 2

COMPATIBILITY REPORT

Built Form

The low-rise townhouses, being three storeys in height with a sloped roof, are compatible with proximate single detached dwellings.

Building entrances face the common driveway/parking area between the two townhouse blocks. Balconies are proposed on the rear elevation of the front townhouse buildings, which will address the Sunningdale Road East.

Massing and Articulation

The 3-storey massing of the proposed development is typical of new townhome construction and is compatible with proximate uses. Due to existing Imperial Oil easement, the buildings are located close away from the street, and therefore are less apparent when views from the public realm than if a standard setback was used. The height of the proposed development is modestly higher than the single-detached dwellings across Sunningdale Road East to the south; this height relationship is compatible given the separation of the subject lands from adjacent residential uses.

Individual units are articulated through architectural treatment consisting of columns, fenestration, and headers. Individual units are easily distinguishable and break up the massing of the building when viewed from the street. The proposed development provides as much street presence as possible, given the required setback from the oil pipeline.

No shadowing of proximate residential uses will occur due to the subject lands being on the north side of Sunningdale Road East.

Architectural Treatment

The overall style of the proposed development is a contemporary townhouse form with notable vertical elements. This approach allows the buildings to be compatible with the architectural style of the surrounding neighbourhood while providing unique and interesting features, such as white stucco columns. Generally, architectural treatments for the proposed buildings provide for a high quality building design that is visually stimulating and aesthetically pleasing. As noted above, individual units are easily identifiable due to the vertical architectural features to provide a heightened visual interest in the building's presentation to the street and provide a human scale.

The overall design of the building conveys a modern look while being respectful to the more contemporary character of the dwellings to the south.

Summary of Compatibility

The neighborhood character in this area of the City includes a mix of low density residential medium density residential, open space and future development lands. Through high quality urban design and architectural treatments, this development will complement existing and future development within this growing neighbourhood.

PUBLIC REALM

The existing public realm along this section of the north side of Sunningdale Road is made up of primarily the side yards of single detached dwellings that front onto internal roads (Lindisfarne Road and Skyline Avenue). There is no effective activation of the streetscape in this area. Due to the large setback requirement, many mature trees are to be retained, maintaining a naturalized element along this portion of Sunningdale Road East. As a result, the proposed development will be located well back from the street and will not be a significant source of street activation. The public realm is largely maintained with the proposed development.

CONCLUSION

The proposed development consists of two townhouse blocks, with a total of seventeen (17) units, located along the north side of Sunningdale Road East. The built form, scale, and massing of the proposed buildings is compatible with the surrounding neighborhood, which is made up of predominantly low-density residential uses and vacant land. Due to the required 20m setback from the oil pipeline, the first tier of townhouses are located well back from the street, and thereby permit the retention of trees and vegetation at the front of the site. Overall, the proposal introduces attractive, aesthetically pleasing buildings that are appropriate for, and compatible with, with the existing residential context and streetscape.