URBAN DESIGN BRIEF

PROPOSED TOWNHOUSE DEVELOPMENT

2070 SHORE ROAD, LONDON ON

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SECTION 1 - LAND USE PLANNING CONTEXT

1.1 Subject Lands

The subject lands are municipally addressed as 2070 Shore Road and are located at the northeast corner of the Shore Road and Westdel Bourne intersection in the Riverbend Community area of the City of London. The subject lands have an approximate lot frontage of 200.0m (656.2ft) and area of 29,717.3 m² (7.3ac) respectively.

Further, the subject lands are designated Low Density Residential in the City of London Official Plan. The lands are presently zoned both Residential R5-2 and R6-4. The R5 Zone generally provides for and regulates medium density residential development in the form of cluster townhouses. Alternatively, the R6 Zone variations provide for and regulate medium density development in various forms of cluster housing from single detached dwellings to townhouses and apartments.

Specific permitted uses of the R5-2 Zone include townhouses and stacked townhouses. Specific permitted uses of the R6-4 Zone are single detached dwellings, semi-detached dwellings, and duplex dwellings. The normal maximum permitted residential density for both zones is 30 units per hectare (uph). The proposed development would also have a density of 30uph and would utilize the existing R5-2 Zoning. All R5-2 zoning provisions can be met by the proposal.

The subject lands are presently vacant and have not been previously developed. However, there is capacity for municipal servicing of these lands. The lands to the direct north have been developed into a cluster condominium development of one-storey townhouses. To the west across Westdel Bourne are a number of large single detached residential dwellings on large residential lots. To the immediate east of the subject lands is Riverbend Park. Further east, beyond the park are vacant lands planned to be developed into a cluster residential development. Given the nature of the proposal and surrounding residential land uses, no land use compatibility issues are foreseen.

1.2 Proposed Development

The proposed development is planned to be an 89 unit cluster residential townhouse development. The proposal is in conformity with the City of London Official Plan and respects the intent of the City of London Zoning By-law. The townhouse blocks would typically contain 4 units, but would range in size from 3 to 6 units. All blocks would have a 2 storey building height. Each unit would have a single car garage and a parking space in the front. In total there would be 202 parking spaces (which is greater than the minimum required 148 spaces). Of the 202 parking spaces, 24 street parking spaces would be assigned for visitor parking (SEE SITE PLAN). Vehicular access to the site would be provided from Shore Road. There would be 2 accesses from Shore Road for ingress and egress. Also, there would be a central amenity area which would be generously landscaped with a mix of coniferous and deciduous trees. In addition, there would be entrance signage features at the said access points. Likewise, an armour stone corner feature would be created in the southwestern corner of the site facing the Shore Road and Westdel Bourne intersection (SEE LANDSCAPE PLAN). It should be noted that a public sidewalk would be created along the Shore Road frontage of the subject lands. This will help to connect...
the proposed development to the larger community and help encourage walkability and healthy neighbourhoods.

1.3 Design Goals & Objectives

The primary design objectives of the proposed development are to create a multi-unit residential development that:

- is in keeping with the urban design guidelines of the City of London Official Plan;
- visually enhances the streetscapes along Shore Road and Westdel Bourne;
- is sympathetic to and agreeable with the architecture of surrounding residential development;
- contributes to the residential vitality of the local community; and
- utilizes landscaping features to enhance the visual amenity of the site and provide appropriate screening.

1.4 Design Response to City Documents

The design policies relevant to the proposed development are taken from the City of London Official Plan. Design related policies that are relevant to the proposed development are outlined below.

1.4.1 City of London Official Plan – Urban Design Guidelines

1) 11.1.1 v) Architectural Continuity:

The massing and conceptual design of new development should provide for continuity and harmony in architectural style with adjacent uses....

The massing of the proposed townhouse blocks, as well as the materials which are being applied (primarily brick, siding, and asphalt shingles) would be in keeping with neighbouring residential dwellings to the north and west of the subject lands. Although, there is presently limited development to the east and south of the subject lands, the proposal would be designed to ensure compatibility and architectural continuity with present and future adjacent land uses.

2) 11.1.1 x) Landscaping:

Landscaping should be used to conserve energy and water, enhance the appearance of building setback and yard areas, contribute to the blending of new and existing development and screen parking, loading, garbage and service facilities from adjacent properties and streets.

As shown in the landscaping plan for the site, landscaping features would be applied throughout the site to enhance amenity areas, building areas, and setbacks facing Shore Road and Westdel Bourne. Further, landscaping would be applied to increase privacy and screen parking.
3) 11.1.1 xi) **Building Positioning:**

Where a proposed development consists of a grouping of buildings, the buildings should be positioned to define usable and secure open space areas on the site and to afford a reasonable measure of privacy to individual dwelling units.

The layout of the proposed townhouse blocks would provide adequate privacy for residents, while delineating usable open space and maximizing the land use efficiency of the site.

4) 11.1.1 xiii) **Parking and Loading Facilities:**

Parking and loading facilities and driveways should be located and designed to facilitate maneuverability on site, between adjacent sites where appropriate, and to reduce the traffic flow disruption resulting from turning movements to and from the property.

The road layout of the site has been designed to ensure fire route access to all buildings, and minimum traffic disruption getting to and from the site. Further, adequate parking has been provided for all residents and visitors. In addition, the narrower, but standard 6.1m, width of the site's internal road layout acts as a traffic calming measure.

5) 11.1.1 xv) **Outdoor Space:**

For multiple forms of low-rise residential development, such as row housing, each unit should be provided with adequate and clearly defined outdoor living space.

Clearly defined outdoor living space would be provided for each unit. Privacy fences can be installed between units and each unit can have its own above grade wooden deck which will add to the outdoor amenity space of each household.

6) 11.1.1 xviii) **Noise Attenuation:**

Where residential development is affected by adverse noise conditions, the use of urban design features such as building orientation, location of outdoor open space relative to the noise sources and noise attenuation measures will be encouraged subject to policy 19.9.5., 19.9.6. and 19.9.7. of this Plan.

Outdoor living areas have been oriented and located away from possible noise generators wherever feasible. As recommended in the related noise study done by dBA Environmental Services Inc., all buildings will follow Ontario Building Code (OBC) standards and use a forced air heating system. The window street and landscaped strip along the west edge of the property will help buffer the site from noise generated from Westdel Bourne road traffic.
1.4.2 City of London Official Plan - Residential Policies

With respect to the City's residential policies, the proposed development supports a number of the general residential policies of the Official Plan including:

1) Section 3.1.1 ii)

Support the provision of a choice of dwelling types according to location, size, affordability, tenure, design, and accessibility so that a broad range of housing requirements are satisfied.

2) Section 3.1.1 iii)

Support the distribution of a choice of dwelling types by designating lands for a range of densities and structural types throughout the City.

3) Section 3.1.1 v)

Direct the expansion of residential development into appropriate areas according to availability of municipal services, soil conditions, topographic features, environmental constraints; and in a form which can be integrated with established land use patterns.

4) Section 3.1.1 vii)

Minimize the potential for land use compatibility problems which may result from an inappropriate mix of: low, medium and high density housing; higher intensity residential uses with other residential housing or residential and non-residential uses.

5) Section 3.1.1 viii)

Support the provision of services and amenities that enhance the quality of the residential environment.

6) Section 3.1.1 x)

Promote residential development that makes efficient use of land and services.

7) Section 3.1.3 i)

Support the development of multi-family, medium density residential uses at locations which enhance the character and amenity of a residential area, and where there is safe and convenient access to public transit, shopping, public open space, recreation facilities and other urban amenities.

8) Section 3.1.3 ii)

Encourage the development of well-designed and visually attractive forms of multi-family, medium density housing.

Based on the above mentioned planning analysis, it is evident that the proposal capitalizes on the existing services and amenities of the local area and would create a development that is land and resource efficient, while being architecturally harmonious with
present and future surrounding residential development. There are no significant identifiable land use planning weaknesses or threats that limit the potential of the proposed development to contribute to the residential vitality of the Riverbend Community area.

1.5 Spatial Analysis

The site is located in a recently developing area of the City. While there is presently limited development surrounding the subject lands, the proposal is in keeping with the City of London Zoning By-law, and is in conformity with the City of London Official Plan. Further, the proposal has directly followed the City's preference of establishing multi-unit housing in this specific area. Such a development is respectful of surrounding existing residential land uses, and planned future land uses which will be developed in accordance with the Land Use Schedule of the City of London Official Plan. A map showing the subject lands and surrounding land uses within a 400m and 800m radius is provided below (Figure A). Street view images of the subject lands and surrounding land uses are also provided in this section. In addition, the Official Plan land use schedule map of the area and the Zoning By-law map of the subject lands are included in the Appendix.
Urban Design Brief: Proposed 89 unit Cluster Townhouse Development, 2070 Shore Road (City of London ON)

Figure A: Map of Subject & Surrounding Lands (Google Maps, 2013)
Urban Design Brief: Proposed 89 unit Cluster Townhouse Development, 2070 Shore Road (City of London ON)
1.5.1 Community Context - 400m & 800m

As was mentioned earlier, the subject lands are surrounded by primarily residential lands, and lands that are presently vacant but that will be developed for residential uses. The Riverbend Park lands are the only lands in immediate proximity to the subject lands that will not be developed for future residential purposes. As is illustrated in Figure A, existing and future lands for residential development largely make up the surrounding lands within a 400m radius. Since the subject lands are in close proximity to the westerly boundary of the City’s urban growth limit, lands farther out include residential subdivisions, golf courses, sections of the Thames River and woodlands.

Street view images of the site and surrounding land uses are provided next. A brief outline of each image is as follows:

Figure 1 – Westdel Bourne north to south vista

Figure 2 – lands northwest of subject lands (view from Westdel Bourne)

Figure 3 – lands north of subject lands (view from Westdel Bourne)

Figure 4 – lands west of subject lands (view from subject lands)

Figure 5 – subject lands (view from Westdel Bourne)

Figure 6 – Shore Road east to west vista

Figure 7 – Shore Road west to east vista

Figure 8 – subject lands (view from Shore Road)

Figure 9 – lands south of subject lands (view from Shore Road)

Figure 10 – adjacent lands to be developed for future multi-unit housing (view from Westdel Bourne)

Figure 11 – lands south of subject lands (view from Westdel Bourne)

Figure 12 – Westdel Bourne south to north vista
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SECTION 2 - DESIGN PRINCIPLES & DESIGN RESPONSES

2.1 Conceptual Design

In addition to the design objectives stated earlier, the design of the proposed cluster townhouse development is intended to:

- provide attractive and affordable housing that supports the residential vitality of the area;
- create residential densities that efficiently use land, resources, and infrastructure;
- promote healthy neighbourhoods and walkability through the provision of sidewalks and connections to the larger community; and
- encourage the desirable growth of the local area.

Further to the above mentioned objectives, general design principles that were regarded for the proposed development include:

- Orienting buildings to the street to define the public space of the streets and achieve a more urban character;
- Creating consistent street edges which give visual prominence to the windows, doorways and residential activities;
- Avoiding reverse lotting, and ensuring garages and blank walls do not dominate the streetscape;
- Providing sidewalks and pedestrian connections where feasible to do so;
- Ensuring landscape design is complimentary and unifies other urban design objectives including building form, pedestrian and vehicular access points, parking location and signage; and
- Locating utilities underground wherever feasible to minimize streetscape clutter

The proposed residential development will create a quality and visually appealing residential environment for residents of the townhouse complex. The choice and colour of materials used are similar to surrounding dwellings which have seen a strong market uptake and are appropriate for the building types proposed as well as the scale of the development. Additional building material details can be seen in the architectural elevations provided in the appendix.

Also, the massing and scale of the proposed development remains at a comfortable 2-storey "human" scale which is compatible with the surrounding low density residential land uses. The proposed development recognizes the importance of the public realm and in turn will ensure a consistent and visually pleasing street wall for pedestrians through the use of appropriate buildings setbacks, functional and aesthetic landscaping, avoiding garage projections, and utilizing suitable detailed design elements (particularly for end/ corner units).

The overall layout of the site will successfully integrate the site with surrounding land uses, while ensuring vehicular access to the site is integrated with the overall built form. As the area matures, it is
expected that the proposed cluster townhouse development will 
become increasingly integrated in the larger community as the area 
attains more urban qualities.

2.2 Public Realm

As mentioned above, the public realm of the site will be of a high 
quality for residents. The application of a public sidewalk, landscape 
features such as an armour stone corner feature, and entrance 
feature signage as well as a large central amenity area will 
contribute appreciably to the public realm of Shore Road. In 
addition, the use of a window road, decorative fencing, and 
generous landscaping along the west edge of the property will also 
contribute substantially to the public realm of Westdel Bourne. The 
design of the planned development would maintain both a 
visual and physical connection to the larger community. Further, the 
vistas created by the road network of the site help ensure passing 
pedestrians and residents can enjoy a significant amount of visual 
amenity.

2.3 Sustainability

A number of environmental and sustainability measures are being 
considered for the proposed development. The most feasible 
measures being considered include:

- water efficient landscaping;
- reduce energy requirements through efficient building systems;
- use high-efficiency glazing;
- utilize recycled content in building materials (re-claimed brick, 
etc.);
- use regional materials and services;
- use low V.O.C. emitting materials;
- utilize natural ventilation;
- incorporate passive design elements to decrease heating and 
cooling requirements.

The use of a number of the aforementioned sustainability measures 
in conjunction with the implementation of the City’s urban design 
and site plan standards for the proposed development will create 
attractive and affordable housing that is functionally, aesthetically, 
and environmentally of the highest quality.
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