135 VillageWalk Boulevard
London, ON

Urban Design Brief
Site Plan Approval Application
(2560334 Ontario Limited c/o York Developments)

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Our File: 1094‘W’
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1.1 INTRODUCTION

MHBC has been retained by 2560334 Ontario Limited (c/o York Developments) to assist with a mixed-use, gateway development proposed for lands addressed as 135 Villagewalk Boulevard. The subject lands (Site) measure approximately 5.94 ha in area and are located at the northwest corner of the Sunningdale Road West and Richmond Street intersection.

As discussed in this Urban Design Brief, the proposed mixed-use, pedestrian-oriented development would incorporate 12 buildings; providing a total building area of approximately 15,042.1 m². Collectively, the development would support a broad range of commercial and office activities such as medical/dental clinics, professional offices, financial institutions, restaurants, grocery stores and retail/service commercial uses. The shopping centre would be serviced by a network of shared street accesses and a common surface parking area integrating main drive aisles, pedestrian corridors, walkway connections, bicycle parking areas and landscaping features.

The purpose of this Brief is to illustrate the design approach for the proposed Site Plan. This Brief has been prepared according to the City of London Urban Design Brief Terms of Reference (2009) and provides guidance on how the site should be developed. Further, this Brief is intended to be reviewed in conjunction with other supporting materials.

1.2 SITE DESCRIPTION

The Site is an irregular shape and fronts the northwest corner of the Sunningdale Road West and Richmond Street intersection. The property is bounded by these two roadways and Villagewalk Boulevard to the north which services this Site and the adjacent Upper Richmond Village community. This 5.94 ha (14.68 ac) parcel has 304.9 m of frontage along Sunningdale Road West and a maximum depth of approximately 223.4 m. Further, the Site is generally flat with the highest elevation at the Sunningdale Richmond intersection dropping towards the west and north. There are no prominent environmental features on the Site.

Adjacent to the Site, Richmond Street provides four traffic lanes and a single left-turn lane; Sunningdale Road has two traffic lanes and a single left-turn lane in the centre and Villagewalk Boulevard incorporates two traffic lanes. Richmond and Sunningdale are classified as arterial roads and Villagewalk is classified as a primary collector according to Schedule ‘C’ (Transportation Corridors) of the existing City of London Official Plan. Additionally, as set out in the City’s 2030 Transportation Master Plan, dated January 2013, Sunningdale Road West is to be widened in the future to a four lane cross-section configuration.
1.3 SURROUNDING NEIGHBOURHOOD CONTEXT

The subject lands are located entirely within the City’s Urban Growth Boundary and form part of the Sunningdale North Planning Area. Accordingly, development of these lands is subject to the special policies of the Sunningdale North Area Plan (November 2006). In particular, the Site is located within the Area Plan’s Business District Commercial area, and thus is subject to specific policies defined for that designation.

The Site is proximate to existing and planned residential development associated with the Upper Richmond Village community and other local neighbourhoods.

Surrounding land uses are summarized as follows and are presented on the following figures:

**To the North:** Low density residential (existing and planned), Pebble Creek Park;

**To the East:** Richmond Street corridor; planned medium and high density residential development;

**To the South:** Sunningdale Road corridor; proposed commercial/residential development, high-rise apartment building;

**To the West:** Low- and medium-density residential (existing and planned), office building (under construction), open space; Sunningdale Golf and Country Club.
SITE CONTEXT

View north towards Site from Sunningdale Road West frontage

View east from Site frontage, within the Upper Richmond Village Neighbourhood

View northwest towards Site from Sunningdale Road West/ Richmond Street intersection
SITE CONTEXT

Low- and high-rise residential forms along Sunningdale Road West corridor (west of Site)

Sunningdale Road West/Richmond Street intersection (southeast of project site)

View west towards Site from Richmond Street frontage
1.4 DESIGN GOALS AND OBJECTIVES

The overall goal of this project design is to establish a gateway development that has regard for sustainability principles, is pedestrian-oriented, transit supportive and accessible to the surrounding community.

Several design elements have been integrated into the Site Plan in order to achieve the project vision, including the following key features:

1. Orient buildings to address the Sunningdale Road, Richmond Street and Villagewalk Boulevard corridors to promote prominent views/vistas and to create active street frontages.

2. Provide building designs that, through the combination of massing, orientation, pedestrian entrances, architectural elements, detailing, and material selection, will improve the pedestrian experience along Sunningdale Road West, Richmond Street and Villagewalk Boulevard.

3. Provide enhanced architectural treatments for building designs and landscaping, particularly at entrance features and along the Richmond Street (gateway) frontage;

4. Provide active transportation linkages which are integrated throughout the Site, including connectivity to the surrounding development sites, public transit services and arterial road corridors; and

5. Establish an efficient and interconnected internal street pattern oriented to support safe vehicular and pedestrian circulation.
1.5 DESIGN RESPONSE TO CITY OF LONDON DOCUMENTS

The Site is designated Community Commercial Node in the current City of London Official Plan. These lands are also designated Business District Commercial in the Sunningdale North Area Plan and form part of the Mixed Use Area under that Plan. In addition, the Site is designated Shopping Area and Main Street under the new City of London Official Plan (the London Plan).

To follow is a discussion of the relevant policies from these documents as they relate to the design of the Site.

1.5.1 City of London Official Plan (Current)

The Site is designated Community Commercial Node on Schedule ‘A’ (Land Use) of the current Official Plan. Permitted uses in this designation include:

- All types of retail outlets e.g., department stores, home improvement and furnishings stores;
- supermarkets, financial institutions and services;
- Service-oriented office uses such as real estate, insurance and travel agencies;
- Community facilities, such as libraries or day care centres;
- Professional and medical/dental offices; and commercial and private schools;
- Limited office uses and places of entertainment;
- Multi-family, high density residential uses and community facilities.

Section 3.5.16. provides further policy direction regarding the Sunningdale North Planning Area. With respect to the Mixed Use Area, it is provided that:

“This Mixed-Use Area will allow a range of retail and service-related commercial uses, office uses, institutional uses and medium to high density residential uses. These uses will be mixed horizontally in multiple buildings and/or vertically within single buildings. Such a mix is intended to provide live-work opportunities and pedestrian accessibility to consumer goods and services within the area and the surrounding residential communities. An integrated design for this community, with a clear focal point and quality pedestrian linkages, is intended to support walkability and a strong sense of place for Sunningdale North.” (emphasis added)

Additionally, with respect to the Community Commercial Node portion of the Mixed Use Area, it is provided that, “…a focus of the commercial block will be to support smaller-scale retail uses of a distinct character within a Mainstreet setting. In addition, more traditional building forms will be permitted on this block in prescribed proportions…”

As discussed in Section 2 of this Brief, the proponent is proposing to develop the Site for a mixed-use shopping centre. The Site will feature a broad range of retail/service commercial and office
uses, and will primarily be comprised of smaller-scale retail uses in accordance with the above policies.

Section 4.3.7.6. of the current Official Plan provides Special Policies with respect to the Sunningdale North Planning Area. With respect to the Community Commercial Node designation within this Planning Area, the intent of this area is to, “… support retail uses of a distinctive character within a lifestyle commercial theme, small to medium scale office uses, and stand alone or mixed-use residential development.”

A number of policies are also set out regarding the scale and form of the development site to help promote the mainstreet concept and to avoid the development of a traditional big box retail block. These policies are further reflected in the site-specific Business District Commercial (BDC(25)) Zone applied to this Site. In our opinion, the proposal set out in Section 2 of this Brief demonstrates regard for the policies of the Official Plan and the BDC(25) Zone.

For the purposes of this Brief, the urban design principles set out in Chapter 11 of the current Official Plan have particular relevance to the design approach of this project. Chapter 11 of the Official Plan provides direction for matters relating to the visual character, aesthetics, and compatibility of land use, and to the qualitative aspects of development. Section 11.1.1. itemizes a series of urban design principles that have relevance to this proposal.

The following principles set out in Section 11.1.1. have particular relevance to this proposal and reflect the core design objectives identified in Section 1.4 of this Brief:

iv) Emphasis will be placed on the promotion of a high standard of design for buildings to be constructed in strategic or prominent locations such as within, and at the perimeter of, the Downtown, near the edge of the river valleys, or along the major entryways to the City;

v) A coordinated approach should be taken to the planning and design of streetscape improvements in commercial areas, including the upgrading of building facades, signage, lighting, parking areas and landscaping;

viii) In pedestrian traffic areas, new development should include street-oriented features that provide for the enhancement of the pedestrian environment, such as canopies, awnings, landscaped setbacks and sitting areas.

x) 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.
It is our opinion that the Site Plan and building elevations prepared for this proposal demonstrate that the project complies with and has regard for the policies and principles set out in Sections 3.5.16., 4.3.7.6., and 11.1.1. (refer to Appendices A and B of this Brief, respectively). The merits of the proposal in the context of these principles are also presented in Section 2 of this Brief.

### 1.5.2 Sunningdale North Area Plan

The Sunningdale North Area Plan was prepared for the Sunningdale North Community, which is bounded by Wonderland Road North to the west, Sunningdale Road West to the south, Richmond Street to the east, and the City’s municipal boundary to the north. Generally, the Area Plan serves as a guide for: land use; road networks; infrastructure/servicing; community facilities; recreational amenities; natural heritage preservation; and pedestrian linkages, and lays the foundation for development within the Area in the long-term.

Under the Area Plan, the Site is designated Business District Commercial, and forms part of the Mixed Use Area.

With respect to the Business District Commercial designation, it is provided under Section 4.5 that

“…this centre will provide the opportunity for a range of neighbourhood facilities and services to locate in a central place along with local retail stores and restaurants. A larger scale neighbourhood use, such as a supermarket or pharmacy that will also serve the surrounding communities may be incorporated into the centre. Its form will be compact and well integrated with the surrounding residential neighbourhoods to ensure ease of movement and accessibility. Traditional mainstreet and contemporary lifestyle commercial centres will serve as design influences.”

It is further provided that:

“…the Mixed Use Area as a whole will function as a focal point of activity for the Uplands, Uplands North, Sunningdale and Sunningdale North communities with the objective of creating a community gathering place. The centre will function to provide necessary goods and services to the surrounding neighbourhoods, and to provide a desirable place to congregate and socialize. Public facilities and institutions such as libraries, community centres or churches would help to enhance this function by generating activity. Activities and uses in the centre will be mixed and the area will be characterized by a combination of built form, public spaces, and detailed design. The built environment will be of a high quality and a desirable place to frequent and visit.”

As demonstrated under Section 2 of this Brief, the design of the Site is in keeping with the vision and policies of the Mixed Use Area, as the proposal will accommodate the range and type of uses that will contribute to this Site developing as a focal point for the wider area.
1.5.3 Upper Richmond Village Urban Design Guidelines (2006)

The Upper Richmond Village Urban Design Guidelines are intended to guide the design and future development of Upper Richmond Village by identifying and describing the principle design elements of the community.

Section 5.2 of the guidelines outlines urban design objectives for the Business District Commercial Area (which forms part of Upper Richmond Village). It is stated in this Section that the collective design of the buildings and landscaping within the commercial node should respect the following urban design objectives to:

- Provide an appropriate and attractive northern gateway for the City of London;
- Ensure a high quality of architectural and landscape design providing a distinctive character and sense of place;
- Promote a visual character that is compatible and complementary to adjacent residential neighbourhoods of the surrounding communities;
- Contribute to the creation of a safe and healthy pedestrian environment;
- Encourage quality streetscapes along Main Street, Richmond Street and Sunningdale Road West; and
- Result in a desirable and effective commercial node efficiently meeting the needs of the community.

To achieve these objectives, the layout of the Site Plan was prepared with regard for the urban design policies detailed in Section 5.3 of the Design Guidelines. The following summarizes several key merits of the proposal which demonstrate consideration for relevant Upper Richmond Village design policies.

Building Orientation and Siting

- Buildings are sited close to the streetline along Villagewalk Boulevard, Richmond Street, and Sunningdale Road West and visually address the street; and
- Buildings that are not situated along bounding streetscapes are sited along interior driveways to promote a safe, recognizable outdoor space to enhance easy and safe pedestrian and vehicular site circulation and navigation.

Building Massing and Roofscapes

- Multi-storey buildings have been incorporated along Villagewalk Boulevard which incorporate office uses on upper floors;
- The massing of the buildings creates visual focal points in appropriate locations as viewed from within the site and from the street lines (providing visual interest for both pedestrians and passing motorists); and
- Roofscapes have been designed to provide visual interest which also serve to screen and integrate mechanical equipment from public view.
Façade Design

- All building facades provide visual interest at a pedestrian level through the use of quality materials, changes in planes, overhangs and fenestration;
- Architectural elements have been incorporated to provide visual punctuation and add definition to prevent long, unbroken building elevations;
- The designs of individual building facades are complementary to their neighbours which is achieved through the use of common elements, features, materials, and colours throughout the Site;
- To encourage pedestrian activity on Villagewalk Boulevard, retail/service commercial buildings provide direct pedestrian access from the sidewalk; and
- Buildings that accommodate more than one tenant have been designed with consistent design elements.

Fenestration

- Where feasible, fenestration is provided on elevations facing onto Villagewalk Boulevard, Richmond Street, Sunningdale Road West and interior driveways (to promote a safe, interesting and pedestrian-friendly environment).

Pedestrian Circulation

- Major pedestrian walkways that connect to Villagewalk Boulevard, Richmond Street and Sunningdale Road West have been landscaped with a canopy of trees to form focal points and to visually break up large parking areas;
- All major pedestrian walkways adjacent to the front facades with principal building entrances are sufficiently wide to provide safe, uncluttered access to and from the building; and
- Pedestrian crossings are provided where walkways cross interior driveways. These crossings are identified on the pedestrian circulation plan included in Section 2 of this Brief, as well as the landscape plan prepared by Ron Koudys Landscape Architects (RKLA) included in Appendix ‘C’.

Vehicular Circulation

- Extensive areas of parking are broken up visually with tree planting in landscape islands where practical; and
- Random circulation through large parking areas has been discouraged through the use of traffic islands. Where feasible, traffic islands have been landscaped.
Parking Areas

- Parking areas are separated from high volume drive aisles with landscaped boulevards; and
- Extensive areas of parking have been divided into smaller parking areas through the use of pedestrian connections and landscaping.

1.5.4 City of London Official Plan (New)

Status

City Council adopted a new City of London Official Plan (‘The London Plan’) on June 23, 2016. The London Plan was subsequently approved by the Ministry of Municipal Affairs (MMA), with modifications, on December 30, 2016.

Applicable policies and schedules of the new Official Plan have been appealed to the Ontario Municipal Board and are not in effect. Notwithstanding, the following discussion describes how the proposed Plan aligns with the policy direction of The London Plan as approved by the MMA.

Land Use Permissions

Under the new Official Plan, the Site is designated Shopping Area, and Main Street along the Villagewalk Boulevard frontage on Map 1 (‘Place Types’). Policy 871 defines an overall vision for development in the Shopping Area place type to be achieved by the end of the planning period (2035)

“… Shopping Areas will constitute an important part of London’s complete communities, providing commercial centres with a wide range of retail, service, business, recreational, social, educational, and government uses within easy walking distance for neighbourhoods. …”

Policies 899 and 900 set out specific development permissions applicable to the Site:

“899_ The following policy applies to lands within the Shopping Area Place Type and, where explicitly stated, lands within the adjacent Main Street Place Type, located on the northwest corner of Richmond Street and Sunningdale Road West. These policies are to be read in conjunction with the Urban Design Guidelines for Upper Richmond Village in Sunningdale North under the Our Tools part of this Plan.

900_ Retail uses will not exceed 16,000m² and individual office uses will be 5,000m² or less and will not exceed 10,000m² in total floor space for the entire land area within the Shopping Area Place Type and the adjacent Main Street Place Type.”
Additionally, Policies 903 and 904 define the vision and objectives for Main Streets:

“…in new neighbourhoods, main street areas can be planned to create a strong neighbourhood character and distinct sense of place. …Main Streets are strongly tied to their surrounding communities, but also provide a unique and inviting shopping and leisure experience for all Londoners and out-of-City visitors.”

Given this policy framework, the new Official Plan permits these lands to be developed for a broad range of residential, retail, service and office uses subject to the identified gross floor area ‘caps’. In the Main Street Place Type, buildings are to have a minimum height of either two storeys (or eight metres) and are not to exceed four storeys exclusive of bonusing (which permits up to six storeys). In the Shopping Area Place Type, buildings are to have a minimum of one storey and a maximum height of four storeys exclusive of bonusing (which permits up to six storeys).

City Design

The City Design component of the London Plan (Policies 189 to 306) defines the urban design principles and policies that are intended to guide the character and form of development. The overarching objectives of these policies are outlined in Policy 193:

“In all of the planning and development we do and the initiatives we take as a municipality, we will design for and foster:

1. A well-designed built form throughout the city.
2. Development that is designed to be a good fit and compatible within its context.
3. A high-quality, distinctive and memorable city image.
4. Development that supports a positive pedestrian environment.
5. A built form that is supportive of all types of active mobility and universal accessibility.
6. High-quality public spaces that are safe, accessible, attractive and vibrant.
7. A mix of housing types to support ageing in place and affordability.
8. Sustainably designed development that is resilient to long-term change.
9. Healthy, diverse and vibrant neighbourhoods that promote a sense of place and character.”

Section 2 of this Brief demonstrates that the proposed Site Plan has been designed to achieve these broad objectives, where applicable. Further, the project design is in keeping with the intent of the character, street network, streetscape, public space and site layout policies set out in the City Design section of the new Official Plan. Notwithstanding that this section of the London Plan is under appeal, the design principles provided in the applicable City Design policies are generally consistent with the direction set out in the existing Official Plan, the Sunningdale North Area Plan, the Upper Richmond Village Urban Design Guidelines and the City’s Placemaking Guidelines.
1.5.5 City of London Placemaking Guidelines

The City of London Placemaking Guidelines are intended to promote liveable communities, an identifiable character and a sense of place.

The following summarizes the principal (core) Placemaking Guidelines that provided design direction for this project as presented in Section 2 of this Brief:

Core Placemaking Guidelines

Site Context and Community Elements

- Establish key social, pedestrian and public transit connections between new development and the existing fabric of the city.
- Develop an overall concept plan which clearly identifies the relationship between land uses, built form and natural features of the community.
- Develop the concept plan with specific built form types and requirements in mind while allowing for future flexibility.
- Develop a circulation plan identifying where linkages will be established to support pedestrian, automobile, cycling movements throughout the community.
- Identify key streetscapes and coordinate the conceptual design and location of landscaping and built forms.

Community Boundaries

- Buildings should be located close to the street and should be architecturally articulated to provide an appropriate level of detail that will visually animate the streetscape.
- Where commercial uses are located at entry points to a neighbourhood, parking lots, outside storage spaces, garbage and loading bays should be sited and arranged to reduce their visual impact on the image of the community.

Pedestrian Environments

- Use landscaping strategically to enhance the pedestrian environment.
- Design pedestrian environments that provide a sense of safety and separation from automobile traffic.
- Design roadways so that they calm traffic and keep car speeds to a minimum
- Orient buildings, their massing, architectural elements and habitable areas so that they promote an eyes-on-the-street approach to streetscapes and public spaces.
- Use architectural and landscape design to enhance visually prominent locations.
- Design buildings and spaces to encourage social interaction.
Focal Points, Public Realm and Residential Design

- Utilize paving and landscaping treatments in the design of visual focal points.
- Design convenient pedestrian linkages to focal points and public transit.
- Plan institutional uses so that their building forms complement the streetscape and contribute to the design concept.
- Where appropriate, design for roundabouts with high quality landscaping.
- Employ exterior building materials and colours that are stylistically appropriate.
- Avoid architectural designs that are ubiquitous and non-descript because they do not contribute to a sense of place.
1.6 REGIONAL SPATIAL ANALYSIS

A Regional Analysis was conducted around the subject lands at a 400 and 800 metre radius as illustrated on the following page.

The 400 metre radius identifies a number of land uses (existing and planned) in proximity to the Site. To the north are lands currently planned for low, medium and high density residential purposes and open space. Lands designated for low density residential development in this area are actively developing. Medium and high density residential development is predominately planned east of the Site. Immediately south of the Site are lands planned for a commercial node, with low and medium density residential development. Lands in this area designated for high density residential purposes are largely developed. Medium density residential development and complementary uses are planned, and developing, to the west of the site (including a four storey office building which is under construction).

Within the 800 metre radius, the land uses identified above are generally surrounded by lands designated for low and medium density residential uses and open space. The City of London/Municipality of Middlesex Centre boundary is also situated within the 800 metre radius.

Additionally:

- While there is not currently transit in this area, the subject lands are ideally located to serve future transit should it be extended along Sunningdale Road, Richmond Street and/or Villagewalk Boulevard.

- There are several parks and trails within an 800 m radius of the Site including Pebble Creek Park, Plane Tree Park, the Uplands Trail, Heron Haven Park, Northcrest Park and Weldon Park. Additionally, there are three schools in proximity to the site including: Medway High School, Jack Chambers Public School and St. Catherine of Siena Catholic School.

- The subject lands are also in close proximity to the large Masonville regional-scale commercial node located at the intersection of Richmond Street and Fanshawe Park Road West to the south.
1.7 SITE SPATIAL ANALYSIS

A Local Analysis was conducted to understand the Site’s relationship with the surrounding uses in the immediate area.

Generally, the Site forms part of a mixed-use development area located in the immediate vicinity of the Richmond Street/Sunningdale Road intersection. Collectively, this area is planned for a range of low, medium and high density residential forms, a community-scale commercial node and open space.

Adjacent to the Site, the Richmond Street corridor integrates four traffic lanes, as well as a southbound turn lane. The Sunningdale Road East corridor provides two traffic lanes, as well as a westbound left turn lane at the signalized Richmond Street intersection. Villagewalk Boulevard incorporates two traffic lanes. Sunningdale Road and Richmond Street are classified as ‘arterial’ roads, and Villagewalk Boulevard is classified as a ‘primary collector’ pursuant to Schedule ‘C’ (Transportation Corridors) of the current Official Plan. According to the transportation network classification prescribed in Section 18.2.2. of the current Official Plan, arterial roads are designed to serve high volumes of intra-urban traffic with controlled or limited property access and primary collectors serve light to moderate volumes of inter-neighbourhood traffic at moderate speeds and have limited property access.

An active frontage zone has been identified along the Sunningdale Road West, Richmond Street, and Villagewalk Boulevard corridors. Appropriate pedestrian walkways and landscaping will be provided along these frontages to enhance the streetscape.
2.0

2.1 PROPOSED DESIGN

Appendix ‘A’ to this Brief presents the Site Plan prepared by Strik Baldinelli Moniz (SBM) for the subject lands and Appendix ‘B’ presents building elevations prepared for the Site by Philip Agar Architect Inc. These plans, and other graphics included in this Brief, illustrate the layout, scale and character of the intended development and the design response to the planning policy framework discussed in Section 1.

2.1.1 Core Design Elements

- 12 buildings accommodating a mix of service/retail commercial and office uses, five of which will contain multiple units (total building area is approximately 15,042.1 m²). The building arrangement integrates:
  - Ten (10) one storey buildings (Buildings 1 to 4, 7 to 12)
  - A four storey building (Building 6) incorporating office uses on the upper storeys
  - A two storey building (Building 5) incorporating office uses on the upper storey

- Buildings fronting Villagewalk Boulevard and Richmond Street are oriented to the streetscape to create an active street frontage. Buildings along Sunningdale Road West are setback approximately 20 m from the street corridor to respect an Imperial Oil easement.

- 797 parking spaces, including 25 barrier free spaces internal to the site in a series of parking fields. Parking areas are divided by landscaped islands and integrate loading/service areas and bicycling parking.

- Enhanced building design, landscaping elements.

- An internal driveway arrangement integrating access from Sunningdale Road West, Richmond Street and Villagewalk Boulevard.

- A series of pedestrian walkways throughout the Site with additional access to be provided from the sidewalks along Sunningdale Road West, Richmond Street and Villagewalk Boulevard (to provide direct access to adjacent buildings and internal portions of the Site).

- Street trees along Sunningdale Road West, Richmond Street and Villagewalk Boulevard in
conjunction with internal street trees on islands and along the internal drive aisles.

2.1.2 Site Design

The Site Plan, elevations, and landscape plans presented in this Brief demonstrate that this proposal incorporates a series of elements which collectively promote a high quality form of urban design.

Images which illustrate the design inspiration are provided on the following page and key components of the design are summarized below:

- The proposed buildings are positioned on the Site in a manner that optimizes the development potential of this property, while also supporting an enhanced streetscape and a pedestrian orientation.

- The architectural treatment of the buildings is intended to promote an attractive, modern design that complements the local development context. Additionally, as this site forms part of the Richmond Street gateway, buildings along that frontage integrate components to promote a strong, visual presence.

- Building height and massing is designed to be compatible with surrounding development (existing and planned) including medium density residential to the east and the four storey office building under construction at the northwest corner of the Sunningdale Road West/Vilagewalk Boulevard intersection. In this regard, the design and massing of the four storey office building planned for the northwest corner of that intersection (Building 6) is intended to frame this entrance feature.

- The site layout includes an internal circulation system to support vehicular and pedestrian accessibility from the surrounding streets with access from Sunningdale Road West, Richmond Street, and Vilagewalk Boulevard;

- Enhanced landscaping will be provided in the public realm, including landscaped pedestrian walkways and parking islands.
STRONG PEDESTRIAN CONNECTIONS

HIGH QUALITY, MIXED USE COMMERCIAL DEVELOPMENT

ENHANCED, INTEGRATED LANDSCAPING

MODERN DESIGN
2.1.3 **Built Form, Massing and Articulation**

The massing, orientation and articulation incorporated into the proposal is contemporary in character and designed to create a comfortable and engaging pedestrian environment. The design is also intended to contribute positively to the Sunningdale Road West, Richmond Street and Villagewalk Boulevard streetscapes and to be compatible with, and sensitive to, the existing and planned development context within the Sunningdale North Planning Area.

The elevations presented in Appendix ‘B’ of this Brief illustrate the proposed building massing which has been broken up by a series of projections and recessions, as well as horizontal and vertical elements. Additionally, a significant level of visual articulation is achieved through the use of variations in materials, distinctive (discrete) wall and roofline elements, and fenestrations. Collectively, these elements contribute to a modern, attractive development that will help to enhance the local streetscapes and the Richmond Street gateway.

2.1.4 **Architectural Treatment**

The design incorporates contemporary building façades to provide visual interest at a pedestrian level through the use of quality materials, changes in planes, overhangs, and fenestration. Buildings that accommodate more than one tenant have been designed to have consistent elements. Additionally, roofscapes have been designed to provide visual interest which also serve to screen and integrate mechanical equipment from public view.

2.1.5 **Access and Service Areas**

Three points of vehicular access will be provided to the Site providing ingress/egress from Sunningdale Road West, Richmond Street and Villagewalk Boulevard. Parking will be provided in a series of parking fields located predominately in internal locations. Bicycle parking will be provided in close proximity to building entrances.

Loading and service areas are generally provided between buildings out of view of the public in areas that will not negatively impact vehicular and pedestrian circulation.

The Site is divided by two main pedestrian corridors (spines) running north-south from Torrey Pines Way to Sunningdale Road, and east-west from Royal Oaks Bend to Richmond Street. Enhanced landscape features have been incorporated along these spines through the provision of arbours and trellis features to enhance the pedestrian experience. Secondary spines have also been incorporated off of these main corridors to create a comprehensive pedestrian network throughout the Site. This will enhance pedestrian circulation and safety. Conceptual vehicular and pedestrian circulation plans for this project are provided on the following pages.
VEHICULAR CIRCULATION PLAN

DESIGN CONSIDERATIONS

INTERNAL CIRCULATION PROVIDES VEHICULAR ACCESSIBILITY THROUGHOUT THE SITE

MULTIPLE SITE ENTRANCES ENCOURAGE FUTURE TRANSIT USE

ROAD NETWORK DESIGN ACCOMODATES A SEAMLESS CONNECTION BETWEEN THE SITE AND ABUTTING NEIGHBOURHOOD

Existing Park

VillageWalk Boulevard

RICHMOND STREET

Sunningdale Road West

Circulation Plan based on Landscape Plan (RKL A)
2.1.6 Character and Image

The proposal represents a contemporary response to the site context that is sensitive to the planned character of the surrounding area and will contribute positively to the Sunningdale Road West, Richmond Street and Villagewalk Boulevard corridors. Moreover, in conjunction with development of the surrounding lands for a mix of medium and high density residential uses, this project will help to establish this development area as a prominent, community-oriented gathering place and focal point for the Sunningdale North Planning Area.

2.1.7 Lighting and Signage

A lighting scheme is being prepared for the proposed development. In general, the lighting plan will ensure illumination of entranceways, walkways and driveways by way of contemporary elements. On-site lighting will be designed at a pedestrian scale and will ensure safe movement at night.

Reasonable amounts of outdoor lighting will be used for safety, utility and security. However, glare from exterior luminaries will be reduced and minimized through the use of full cut-off lighting.

Signage has not yet been determined. However, the associated lighting will be refined and backlit.

2.2 PUBLIC REALM

The proposed development has been designed to reflect, and integrate with, the existing development context at the pedestrian level. Most notably, the design elements incorporated into the main level reinforce the public and private realm along the access walkways and driveway. Further, large windows and entrance features help to promote an active street frontage along all facades that front the streetscape.

The combination of materials including high performance cladding and fenestration into each of these façades further animates the public realm along the sidewalks. Pedestrian access is provided from street level via the adjacent sidewalks along all street frontages that surround the Site.

2.3 HEIGHT TRANSITION

Buildings in the southwest corner of the Site, adjacent to the Village Commons will incorporate heights of two and four storeys to create a gateway feature into the Sunningdale North Planning Area and Upper Richmond Village. Heights will transition to one storey in the eastern portion of the Site. This will create visual interest from the Village Commons and will create a visual continuity along Sunningdale Road West, where a four storey office is being constructed.
immediately west of the Site (200 Villagewalk Boulevard).

Collectively, building heights planned for the western portion of Villagewalk Boulevard will also frame the gateway entrance into the Upper Richmond Village neighbourhood. Further, the increased height of Building 1 and the massing of Buildings 10 and 11 will promote a strong presence to help enhance the Richmond Street gateway.

2.4 SUSTAINABILITY TECHNIQUES

The proposed development will be designed and built with consideration for suitable sustainability techniques, materials and systems. In this respect, landscape plans will consider several sustainable design elements, including (1) hard landscape elements and drought resistant landscaping to reduce water consumption and (2) strategic planting of landscaped areas to provide further shading opportunities.

Additionally, those working at or visiting the Site wishing to seek alternative forms of transportation will have options for walking, biking and eventually transit. These options will be encouraged through provision of pedestrian connections to the sidewalk system along Sunningdale Road West, Richmond Street and Villagewalk Boulevard.

2.5 CONCLUSION

The proposed mixed use commercial development described in this Urban Design Brief represents an attractive, modern, contemporary form designed to integrate effectively into the project site and the existing development context. Moreover, the proposal is designed to: complement the Upper Richmond Village development pattern; provide a prominent presence within the Sunningdale Road West and Richmond Street corridors; contribute positively to the Richmond Street gateway; and have regard for the existing planning policy framework.

Collectively, the design elements of the Site Plan demonstrate sensitivity to the local development context and adjacent land uses, and apply contemporary urban design principles. Particular emphasis has been placed on pedestrian circulation and access. This design approach is also in keeping with the policies and design direction set out in the City’s existing and new Official Plans, Sunningdale North Area Plan and Placemaking Guidelines.

In light of these considerations, in our opinion the proposed development plan is appropriate for this location and will contribute positively to the character and built form of the Sunningdale North Planning Area.
APPENDIX A
SITE PLAN
All survey information, existing & proposed measurements are to be confirmed on site by the contractor. The contractor shall immediately notify the architect of all inconsistencies, errors or omissions in this, or other documents, or in their relation in whole or in part. Do not proceed where there is uncertainty. This drawing is an instrument of service & remains the property of the author firm. This drawing & the designs represented in it are protected by copyright & may not be stored electronically, reproduced in whole or part without the author firm’s permission.
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philip agar architect inc
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# MASONRY/MORTAR SPEC.

1. All brick and concrete must be certified by the brick and concrete manufacturers.
2. No brick masonry which does not match the approved specification will be replaced at the contractor's expense.
3. All brick mortar is to be coloured as specified.
4. Firestone flashing at foundation: Colour: 'Sandstone SR'.
5. Anodized aluminum: Finish: Class 1, clear anodized.
6. Boral wainscot cap: H-56mm, 914mm, thickness -76mm.
7. Boral electrical stone box veneer: H-203mm, L-254mm, thickness -45mm.
8. Clay brick: Hanson brick field brick: C/W mortar color #5447 blended synthetic iron oxide buff (1 lb./94 lb. grey cement). Control joints & vertical joints to be caulked to match mortar colour: Builder's beige (Tremco Dymonic). Caulk around hollow metal door frames at exterior. Colour to match mortar: Builder's beige (Tremco Dymonic).
9. Exterior elevation notes:
   - Exterior elevations are to be followed. Exterior finish schedule is to be referred to.
   - Prefinished metal flashing. Refer to exterior finish schedule.
   - Prefinished metal framing. Refer to structural drawings.
   - Exterior finish schedule is to be followed.
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1. The mortar colouring by Rockwood pigments, see finish schedule A5.

2. The specifications of the colouring manufacturer are to be followed.

3. All brick mortar is to be coloured as specified.

4. Any brick masonry which does not match the approved specification will be replaced at the contractor's expense.

5. The contractor shall become familiar with and follow all drawings.

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7. Exposed foundation to be parged & free of imperfections.

8. Drive-thru window with insulated panel. Refer to drive-thru window schedule on sheet A11.

9. Exit only decal by TDL Group Corp.

10. Fiber cement siding. Refer to detail sheets & exterior finish schedule.

11. G.C to provide concrete curb along drive-thru lane. Curb to project 200mm from face of stone wall and length 150mm Metal bollard filled w/ concrete. Paint finish.

12. Pre-finished metal cap flashing on back of drive-thru parapet. Refer to exterior finish schedule.

13. Versetta stone paneling. Refer to exterior finish schedule for colour.


15. Illuminated sign mounted on fiber cement stone. Confirm with TDL Group Corp. for size and sign package. Refer to electrical drawings.

16. Drive-thru window with insulated panel. Refer to drive-thru window schedule on sheet A11.

17. Exit only decal by TDL Group Corp.

18. Fiber cement trim. Refer to detail sheets & exterior finish schedule.

19. Wall pack. Refer to electrical drawings.

20. Goose neck lighting. Refer to electrical drawings.

21. Canamould cornice band. Refer to exterior finish schedule.

22. Firestone flashing. All flashing at windows is to be clear anodized.

23. Boral wainscot cap H-56mm, 914mm, Boral ledge stone - terra rosa (GFRC stone panels).

24. Versetta stone paneling. Refer to exterior finish schedule for colour.

25. Boral electrical stone box veneer.

26. Franklin international caulk #43671.


28. Opt. TYP.

29. North elevation.

30. Symbol legend.

31. Exterior finish schedule.

32. Exterior elevations.

33. North elevation.

34. Exterior elevation notes.

35. Exterior finish schedule.

36. Exposed foundation to be parged & free of imperfections.