Cindy & Robert Sedge
Affordable Housing Apartments
736 Talbot Street, London

Urban Design Brief

January 2013

Carsten Jensen Architect
1175 Hyde Park Road, Suite 122
London, Ontario N6H 5K6
Tel. 250-752-0292

www.carstenjensenarchitect.com
# Table of Contents

## Section 1

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Table of Contents</td>
<td>2</td>
</tr>
<tr>
<td>Design Goals and Objectives</td>
<td>3</td>
</tr>
<tr>
<td>Design Response to City Documents</td>
<td>4</td>
</tr>
<tr>
<td>Spatial Analysis (Design Response Plan)</td>
<td>5</td>
</tr>
<tr>
<td>Spatial Analysis Community Context</td>
<td>6</td>
</tr>
<tr>
<td>Site Photos - Overall Existing Plan</td>
<td>7</td>
</tr>
<tr>
<td>Site - Area Photos</td>
<td>8</td>
</tr>
<tr>
<td>Site - Streetscape Architecture</td>
<td>9</td>
</tr>
<tr>
<td>Figure Ground Study</td>
<td>10</td>
</tr>
</tbody>
</table>

## Section 2

### Conceptual Design Principles

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Design</td>
<td>11</td>
</tr>
<tr>
<td>Built Form</td>
<td>11</td>
</tr>
<tr>
<td>Massing and Articulation</td>
<td>11</td>
</tr>
<tr>
<td>Character and Image</td>
<td>12</td>
</tr>
<tr>
<td>Architectural Treatment</td>
<td>12</td>
</tr>
<tr>
<td>Signage / Servicing</td>
<td>12</td>
</tr>
<tr>
<td>Public Realm</td>
<td>13</td>
</tr>
<tr>
<td>Sustainability</td>
<td>13</td>
</tr>
<tr>
<td>Heritage Initiatives, Compatibility with Heritage</td>
<td>14</td>
</tr>
<tr>
<td>Site Plan</td>
<td>15</td>
</tr>
<tr>
<td>Landscape Plan</td>
<td>16</td>
</tr>
<tr>
<td>Main Floor Plan</td>
<td>17</td>
</tr>
<tr>
<td>Second Floor Plan</td>
<td>18</td>
</tr>
<tr>
<td>Site Massing Studies</td>
<td>19</td>
</tr>
<tr>
<td>North &amp; South Elevation</td>
<td>20</td>
</tr>
<tr>
<td>West &amp; East Elevation</td>
<td>21</td>
</tr>
<tr>
<td>Shadow Study</td>
<td>22</td>
</tr>
</tbody>
</table>
Design Goals and Objectives
This project is a redevelopment of a property that has an existing converted building to create 9 one bedroom apartments and a ground floor office/studio. The target population is singles and couples who require modest quality housing close to services and transportation.

The site is located in Central London at the corner of Talbot and Piccadilly Streets.

The project includes:
- 9 one bedroom units,
- Main floor office/studio, utility rooms, and
- 6 parking stalls

This non-profit apartment has been designed as an urban intensification project on the site of a converted building which now has three apartments. The municipal address is 736 Talbot Street. The property is 0.039 hectares. The property is currently zoned Residential (h-1 R10-3 H36).

The site is bounded by commercial uses on the east, parking lot on the south, vacant land (parking) on the north and Residential on the west.

The existing building will be demolished. The proposed building massing will be a four storey building with a portion of the ground floor area used for covered parking. The design portrays the building as three distinct sections; the base at street level for entrance and access, the middle two floors, and the top floor incorporating the roof line to visually soften and reduce the vertical facade.

There are two entry/exit points to the building. The main street entry is located within the angled facade of the sight triangle at the intersection of Talbot and Piccadilly Streets. The second utility entry/exit is located on the east within the covered parking area. The main front entrance off Talbot Street will serve as the fire fighting entry.

Garbage will be set out at the curb for pick up on garbage days. A bicycle storage room is provided on the main floor with access from the east lobby. Move-in and loading will be from the rear parking on the east side of the building. Public and visitor street parking is available on the south side of the building on Piccadilly Street where 2 hour parking is posted. Additional long term parking is available on the north side of the building in the adjacent lot or on the south side of the building in the gravel lot off Piccadilly Street.

Landscaping will be provided at the main entrance and within the sight triangle. An additional boulevard tree will be provided to match the current planting to the north on Talbot Street.
Design Response to City Documents

London’s Strategic Priorities and Strategies

Affordable Housing
As noted above, the project will include 9 badly needed affordable housing units targeted to singles and couples of modest income. The project will be submitted for funding in the next proposal call for the Investment in Affordable Housing program which is administered by the City of London.

Transportation
The project is located on Talbot Street which is a primary collector street between Oxford Street and downtown London. Oxford Street, an arterial east/west street, is one block to the north has excellent public transit (route #17). Richmond Street, a major north/south arterial road is located two blocks to the east is served by four bus routes, (6, 4, 21 and 13).

Official Plan Policies
This design for this site has been designed in accordance with the Official Plan which shows the property as Multi-Family High Density Residential.

Zoning
This Brief is part of a Zoning By-law Amendment application. The requested zone amendment is to change the zoning from h-1 R10-3 H36 to Business District Commercial. The BDC is consistent with that of the surrounding area to the east, north, and south. The zone designation permits residential uses on the upper floors and commercial on the main floor. Considering the location of the property on a primary collector the rezoning is appropriate.

Other Guideline Documents
A pre-application consultation meeting was held with planning staff. A staff report was circulated following the meeting.
Spatial Analysis (Design Response Plan)

Radius of Influence
The project is situated in the northern part of the Central London district. This design has been considerate of both a 400 and 800 m radius of influence (See Area Plan).

The 400m radius encompasses an eclectic mix of uses that includes single family homes, converted dwellings, multifamily residential, commercial, service and shopping. The site is in good proximity to both east/west and north/south transportation routes. The outer radius of the 400 m realm includes the trail system of the Thames River to the east.

The 800 m radius continues the same eclectic mix of uses on the west and southwest. The north, south and southwest are primarily mature single family home neighbourhoods while the northwest is parkland along the Thames River.
Spatial Analysis Community Context

Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis

This area of Central London has retained its eclectic mixed use built form over the years. It remains a transition zone between the residential subdivisions that straddle the major arterial routes that dominate the landscape and the commercial uses that are located along those transportation corridors.

Many former single family homes along the arterial routes and collectors have been converted to commercial use or to converted apartments.

The main intersection of Oxford and Richmond Streets is two blocks from the subject site. This shopping and service node comprises banking, grocery, restaurants, and an array of personal service establishments. This is also a major transportation node for east-west and north-south public transportation.

The infrastructure on Talbot Street was upgraded in 2012 and provides good servicing adequate for the development. The site provides a good opportunity for intensification with the addition of both the affordable housing apartments and the commercial ground floor use.

The strength of this property is its location and pedestrian orientation to transportation, shopping, and the natural beauty of the Thames River. The redevelopment conversion will enhance the streetscape and maximize the use of the site.

The challenge of the site will be to create a strong residential environment in a setting that is in a transition zone between residential and commercial uses.

Topography

The site is virtually flat with a slight natural slope from east to west.
Site Photos – Overall Existing Plan
Site Area Photos

- Talbot Street looking south
- East from subject on Piccadilly Street
- Ann Street looking east
- Talbot Street looking north
- Subject from Piccadilly Street looking east
- Subject from Ann Street looking north
- West from subject on Piccadilly Street
- Subject from Piccadilly Street looking west
Site Area – Streetscape Architecture

Talbot Street streetscape east side (north of the subject site)

Talbot Street streetscape west side (north of the subject site)

Ann Street streetscape south side (north of the subject site)

Ann Street streetscape north side (north of the subject site)
Figure Ground Study

View Corridors and Vistas
Modest view corridors extend northerly and west to the Thames River.

Surrounding neighbourhood character and land use composition, analysis of area urban pattern and immediate area figure ground study
See Attached Figure ground study. The neighbourhood is an eclectic mix of single family homes, multi-family high and low rise apartment buildings and a variety of commercial uses. The site is within the transition zone from residential to commercial and service uses.

Accessibility and Connectivity Patterns for automobile, cycling, pedestrian, transit
See attached site plan. The site fronts on Talbot Street. Sidewalks are on both sides of the street. There are nearby bus routes, (Oxford route 17 and Richmond routes 6, 4, 21, 13). The site is also located near the walking and biking trails that follow the Thames River trail system. The location is very pedestrian oriented with everyday services such as grocery and banking within 2 blocks walking distance.

Area Landscaping
See area photos. The main landscape features of the area are the large mature boulevard trees that are located along Talbot Street to the south.

Opportunities for tree preservation
There are no trees of note on the property. It may be possible to preserve those trees within the required road widening. However it may be more advantageous to redo this landscaping with more appropriate lower height vegetation within the sight triangle and new trees along the front of the building.

Edges, Paths, Active Frontage Zone, Zone of Sensitivity, (Site and neighbouring properties), Gateways, Landmarks, Nodes
See site plan. The proposed building is located within a transition zone between residential and commercial uses. It is buffered on the north and south by open space. The lots to the east are commercial uses. The proposed multi-family use is consistent with other apartment buildings nearby and the ground floor commercial use is consistent with the adjacent developments to the east.
Conceptual Design Principles

Site Design

Transit Oriented Development
The site is located within 1 block of the Oxford Street bus route 17 and within 2 blocks of Richmond Street municipal bus routes 6, 4, 21 and 13.

Master Plan for Large Site
How Design Relates to Site and Surrounding Area
See Area Plan.

Views In and Out of Site
The building will be visible from Talbot, Piccadilly and Ann Streets. Parking for the site will be on the east side of the building and will be partially screened with three spaces within the building line. Additional street parking and public and private parking is located near the building. The view out to the north is urban commercial streetscape and the views to the south and west is urban residential streetscape of a mix of single family homes and high rise apartments.

Location of Buildings, Orientation to street edge and sidewalks
See site plan. The building fronts onto a street with existing sidewalks. The main egress and access to the building will be at the corner of Talbot and Piccadilly Streets. Both streets will have sidewalks.

Location of building entrances
See site plan. The main egress and access to the building will be at the corner of Talbot and Piccadilly Streets. Both streets will have sidewalks. A secondary and service entrance is located at the east side of the building. This is where the parking for the apartments will be located and where the loading area and exit is located.

Vehicular and Pedestrian Circulation
See site plan and above.

Built Form

Building relationship to street.
See above and site plan.

Street Wall, treatment at grade
The base of the building is detailed in split face block on all elevations. At Talbot Street and at the corner there is a landscaped setback from the street. On the north facade, the middle of the building fronts directly onto Piccadilly Street. The balance of that facade partially screens the parking with a low block wall and a full height perforated wall. The south wall is effectively on the property line, but the split faced block is nonetheless carried around this facade for consistency of base expression. The east facade is elevated on pilotis at the grade level.

Roof and cornice treatment
See elevations. The top floor is inset into a mansard roof, articulated with gabled dormers. The mansard and gabled roofs step back slightly from the wall plane.

Location of entries and other openings
See site plan and elevations. The main apartment entry is on Piccadilly, with the entry to the commercial space located off the landscaped corner at Talbot and Piccadilly.

Relationship to street corner, natural features
The building has been designed to respect and incorporate the sight line for persons entering and exiting Piccadilly Street.

Massing and Articulation

Rhythm of at grade openings
The long base elevation at Piccadilly Street is broken up by the parking screening, the indentation at the apartment entry, the display windows, and the setback to the commercial entry. The four screen penetrations restate the four vision panels at the commercial space at different scale.

Setbacks
The building respects all mandated setback requirements. The massing is articulated by the projecting, narrower, almost tower-like element fronting Talbot Street, as well as by the cut corners at the vision triangle. There is no setback requirement on the south.

Transition to neighbouring buildings
See site photographs and elevations. The building scale intermediates between the much larger apartment buildings to the north-west and the one- and two-storey buildings of the neighbourhood. The Victorian composition and detailing is consistent with the remaining Victorian mansions in the area, and the detail quality exceeds that of most of the neighbouring buildings.

Shadow impact
See site plan, shadow study. Shadow impact is negligible (see studies) because most shadows are cast on road allowances rather than adjacent buildings.

Scale
See site plan, shadow study. The building is of an intermediate scale, somewhere between the remaining one- and two-storey buildings of the neighbourhood and the much larger apartment buildings to the north-west. Its scale is not dissimilar to that of the few remaining grand Victorian mansions in the area.
Conceptual Design Principles

Character & Image
The broad intention is to create a traditional base, shaft, and capital expression, typical of Victorian and, more generally, Beaux Arts architecture. The detailing is informed by Victorian conventions, with a solid masonry base, surmounted by two storeys of brick wall with punched windows and string courses, and capped by a mansard roof inset with gabled dormers.

Response to existing street character
The existing street character is unfortunately heterodox, verging on the chaotic. The design proposes to reinforce some of the remnant architectural character to be found in the few remaining grand Victorian homes which used to visually dominate the area.

Role in context of neighbourhood
See above and area plan.

Visual components
See above.

Architectural Treatment

Style
The building massing and style is reminiscent of the downtown streetscape of Talbot Street to the south.

Details
The main floor base provides a distinctive face to the corner property. The frontage is mainly to Talbot but extends to Piccadilly Street as well. The middle section of the building is clearly residential with picket French balcony detail. The colouration is reminiscent of the yellow brick that dominates much of the original housing on Talbot Street to the south. This top floor has been designed with parapet gable windows within a steep mansard roofline.

Materials
The main floor exterior material will be split block. The middle portion of the building will be brick cladding. The top floor mansard and gable detail will be asphalt shingle.

Colours
The main floor will be a light brown colour. The middle section will be yellow brick. The upper level will be a brown colour slightly darker than the base. The trim and window frames will be sandalwood.

Lighting
All exterior lighting will have cut off to prevent over lighting and glare. The main entrance will have soffit lighting.

Signage
Modest identifying signage will be applied to the west face at ground level.

Servicing

Site access, on site circulation, accessibility issues
See area plan. Each entrance is accessible. See above.

Transit
See above comments to Transit Oriented Development.

Shared service
There are no shared services.

Parking
6 parking stalls are located at the east parking lot with 3 of the spaces covered.

Drop-off
There is a drop off area identified for drop off and for loading at the east side of the building off Piccadilly Street. Both the parking lot at the rear and entrance at the front are connected to sidewalks.

Service, Garbage and Loading & Utilities
The main and secondary entries will offer shared access to loading and unloading for the apartments. All mechanical spaces are located internal to the units and their louvers used compositionally as part of the design.
Public Realm

Public Spaces, Courtyard
See Site Plan.

Continuity of streetscape
See Site Plan.

Active Pedestrian Zone
See above.

Benches, Courtyards
No courtyards are provided.

Circulation Linkages
See site plan.

Integration to Transit
See site plan.

Landscape Design at Street edge
Street trees, Lighting, Signage
See site plan.

Sustainability

LEED Intent
While this is not a LEED project significant efforts will be made to reduce both energy and water requirements. The building is designed to allow the installation of solar panels.

Contribution to area sustainability
Responsible site design will include tree and landscape planting at the front of the building. The redevelopment of the site with additional residential and commercial use contributes to the area sustainability and enhancement.

Reduction of Carbon Emissions
See above and below.

Energy conservation strategies
An energy efficient boiler and heating system along with energy efficient lighting will greatly reduce the energy consumption.

Water consumption minimized
Low flow toilets and shower heads will be used.

Building orientation
The focus of the building orientation will be the corner treatment at Talbot and Piccadilly Streets.

Sustainable Landscape design
Plant selection will feature regional plants in the landscaped areas.
Heritage Initiatives,
Compatibility with Heritage

Compatibility
An effort has been made to reflect the scale of the area, the continuity of the streetscape to the south, and the built heritage of Talbot Street.

Details, materials, architectural pattern, scale and rhythm, and landscape
See above.
Section 2

Proposed Site Plan

1. SITE / MAIN FLOOR PLAN

LEGEN

ACTIVE FRONTAGE ZONE
ZONE OF SENSITIVITY
SITE ENTRY AND EXIT
BUILDING MAIN ENTRANCE
BUILDING SERVICE ENTRANCE
TRANSIT ROUTE
PEDESTRIAN PATH
BIKE STORAGE
VIEW CORRIDOR

CARSTEN JENSEN ARCHITECT

Cindy & Robert Sedge  ■  736 Talbot Street  ■  Urban Design Brief
Landscape Plan

SITE / MAIN FLOOR PLAN

CARSTEN JENSEN
ARCHITECT

Cindy & Robert Sedge  736 Talbot Street  Urban Design Brief
Second, Third & Fourth Floor Plan

2 2nd, 3rd FLOOR PLANS

3 4th FLOOR PLAN

Section 2
Site Massing Study
East & West Elevations

West

East
Section 2

North & South Elevations

North

South

Cindy & Robert Sedge  736 Talbot Street  Urban Design Brief
Section 2

Shadow Study

January 9:00 a.m

January 12:00 p.m.

January 3:00 p.m.

June 9:00 a.m

June 12:00 p.m.

June 3:00 p.m.