HEADON COMMUNITY

Upper Middle Road & Cleaver Avenue

Design Guidelines

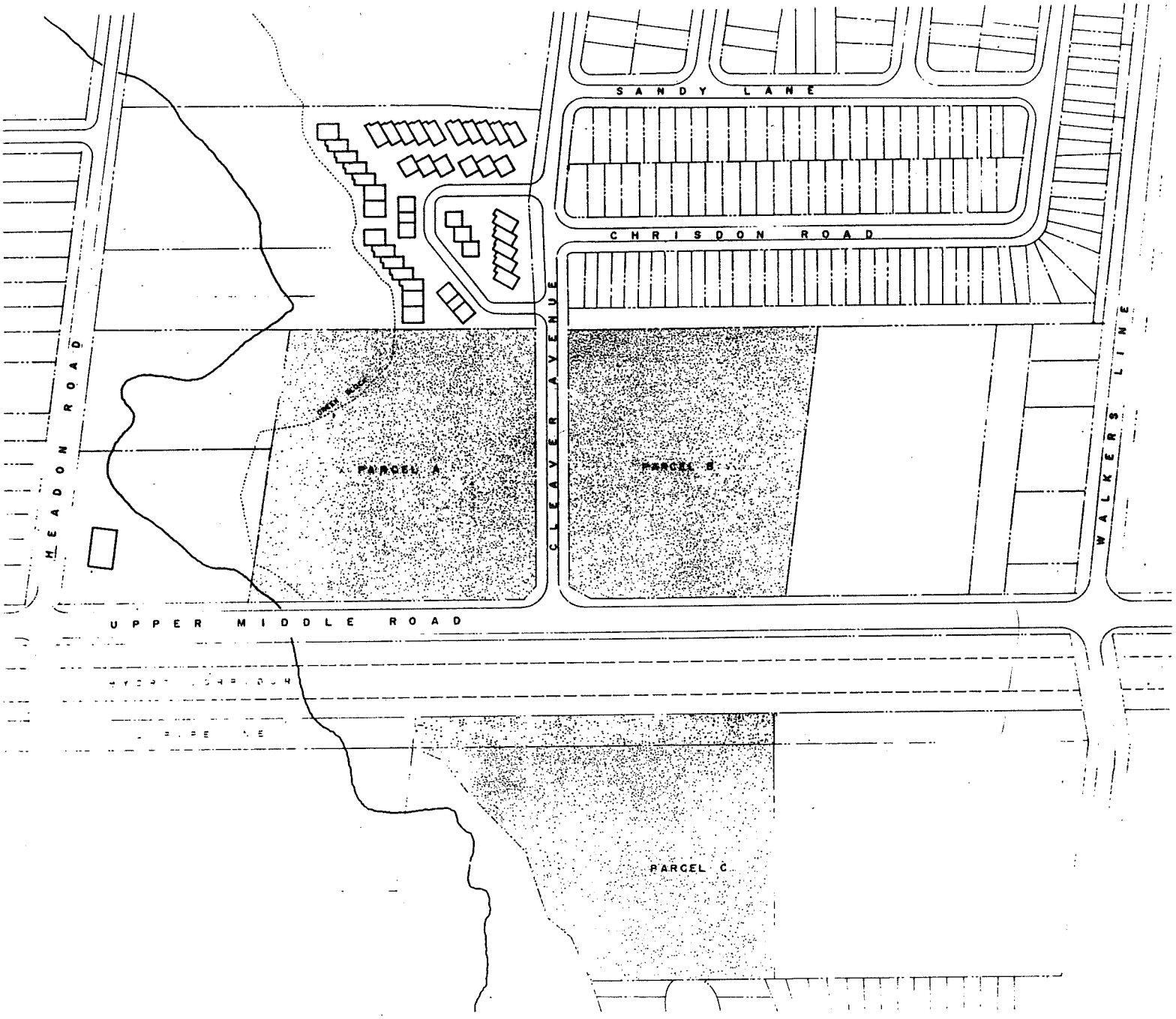
Garwood-Jones & van Nostrand Architects
Jan 1990

DESIGN GUIDELINES FOR UPPER MIDDLE ROAD AND CLEAVER AVENUE

1.0 INTRODUCTION

In recent months applications have been submitted to the Planning Department to develop several parcels on either side of Upper Middle Road between Walker's Line and Headon Road. Garwood-Jones + van Nostrand Architects has been retained by the City to review these applications and develop a set of urban design principles that will facilitate coherent development in this area.

The focus of this report is the northwest corner of Upper Middle Road and Cleaver Avenue (see Parcel A, Figure 1). Design guidelines developed for this parcel are then applied to the northeast corner of Upper Middle Road and Cleaver and the lands immediately south of Upper Middle Road (see Parcels B and C, Figure 1). The intent of these guidelines is to ensure that, while they may be developed separately, each parcel contributes to a larger, coherent pattern of community development.



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Site Plan

Gammond James & van Haastrecht Architects

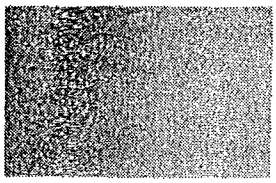
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2.0 BACKGROUND

The subject area is surrounded by a mix of land use designations. Lands to the immediate east are designated as Greenway and Residential-Low Density. Residential-Medium Density parcels are located north of the subject land and beyond this, Residential-Low Density. The parcels flanking Upper Middle Road and Walkers Line have commercial designations.

Parcels A, B and C form a high density residential area mediating between low density residential to the west, north and south, and the commercial intersection to the east.

Lands lying east of Walker's Line, on the south side of Upper Middle Road, are currently under study by Baird Sampson Architects. The design guidelines outlined herein are intended to complement and re-inforce the principles developed by Baird Sampson in their Tansley District Centre study.



3.0 RECOMMENDATIONS

Upper Middle Road west of Headon has, for the most part been developed as a typical suburban arterial road. Based on the assumption that through traffic is incompatible with residential development, reverse lotting has been utilized extensively. This pattern of sub-division attempts to ensure that these arterials will continue to serve as major collector roads. However, as such they also serve as barriers to coherent urban development. Reverse lotting tends to create individual, inward looking suburban developments which are effectively isolated from each other by the larger pattern of arterials.

In order for the arterials to serve as positive public spaces capable of accommodating gradual urbanization it is essential that they be "domesticated". They should be considered as main streets within the overall pattern of suburban development and be developed as such.

With this premise in mind, the proposed design guidelines outlined herein are based on the following principles:

1. Development along Upper Middle Road should reinforce and contribute to its qualities as a public street. Buildings should be deployed to define a consistent edge condition where ever possible.

2. Development should define the intersection of Cleaver Road and mark it as a major entrance to the neighborhoods beyond.

3. Development should encourage improved access to the Tuck Creek valley lands.

4. Boulevard planting along Upper Middle Road and Cleaver Road should be co-ordinated between sites and, ideally, form part of a larger tree-planting strategy for these roads. This planting should contribute to the clear definition of the street edge.

5. An eight storey limit is considered preferable on these sites because a six storey height limit translates to a substantially greater building footprint on the site. In fact, Option 3, in keeping with Baird Sampson's recommendation that certain intersections be marked by higher buildings, suggests that a point tower could be feasible in this location.

6. All other Conditions set forth by the Planning Department for the re-zoning of the property in question would still pertain.

4.0 PROPOSED DESIGN GUIDELINES

1. Existing Planting

Determine to the satisfaction of the City Arborist the feasibility of retaining the existing grove of coniferous trees at the northwest corner of Upper Middle Road and Cleaver Avenue. This mature stand of trees could serve as a major feature for development of the parcel while at the same time helping to define the corner of this intersection.

2. Required Street Setbacks And Landscape Strips

Building Setback lines on Upper Middle Road and Cleaver Avenue should be treated as build-to lines. It is recommended that the build-to requirements be approximately 50%, exclusive of set-backs on all three sites. Within the limits of this line it is further recommended that the majority of the building face meet or appear to meet the build-to line. These requirements ensure that buildings sufficiently define the street edge while allowing for modulation of the facade to provide amenity and architectural interest.

If existing planting referred to in Guideline 1 above is not retained, a build-to minimum of 20 metres (solid black line) is recommended for both corners of Cleaver Avenue.

A required 6 metre landscape strip adjacent to all property lines is recommended. Landscape strips adjacent to streets should be co-ordinated between sites and developed in conjunction with the City Arborist to integrate with boulevard planting.

Service roads should be minimized and parking should be prohibited within setback areas.

3. Unit Orientation

End-units in buildings should be oriented to avoid blank end-walls of buildings, and to provide an attractive appearance.

4. Parking

All required tenant parking should be located below grade in order to maximize landscaped open space on the sites.

Visitor parking at grade should be located in the middle of the site. It should be layed out so that buildings screen parking from adjacent streets. Adequate planting in parking lots should be provided to break up the expanse of asphalt.

5. Access

Vehicular access to each parcel on Cleaver Avenue should be aligned. Access to the parcel on the south side of Upper Middle Road should align with that of Cleaver Avenue.

A single secondary driveway to Parcels A and B from Upper Middle Road can be entertained to help reduce traffic volumes on Cleaver Avenue. Such secondary driveways to Upper Middle Road will be restricted to right in/right out movements only and must be set back a significant distance from Cleaver Avenue.

6. Rear Yard Setback

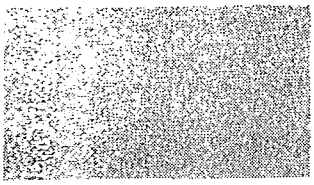
It is essential that the sites in question be developed in a manner that is sensitive to, and compatible with adjacent residential uses.

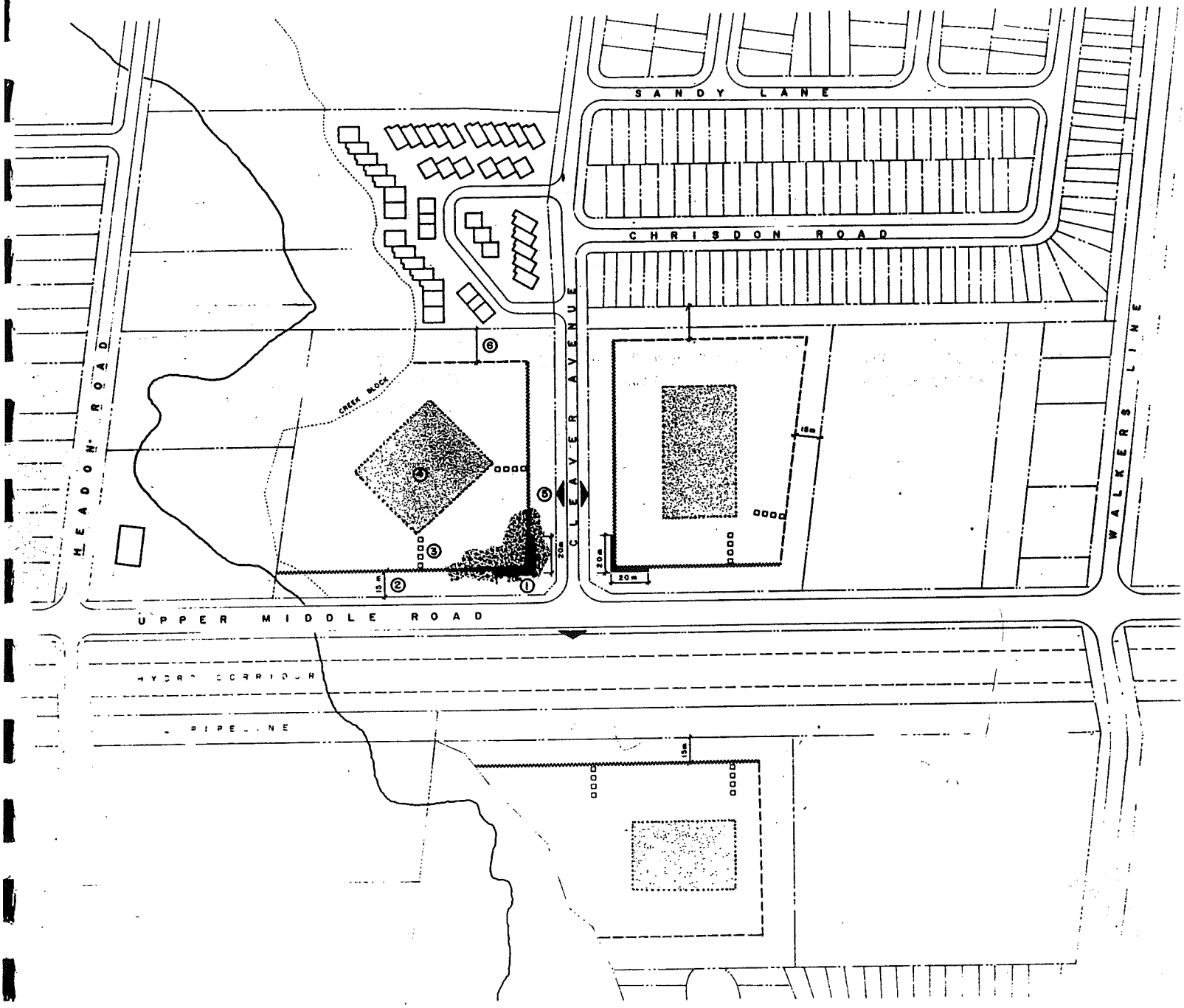
A significant set-back is recommended where apartment buildings abut residential backyards. On properties north of Upper Middle Road shadow studies should be carried out by the owner to determine the impact of development on abutting properties.

7. Ancillary Buildings

Ancillary buildings such as recreational facilities should be located internally. For Parcel A it is recommended that these be located adjacent to the creek block. For Parcel B these could act as a buffer between apartment buildings and commercial properties to the east.

Active outdoor recreation facilities (e.g. artificially lit tennis courts and swimming pools) should be strategically sited to minimize impact on adjacent residential uses, and future apartment occupants.





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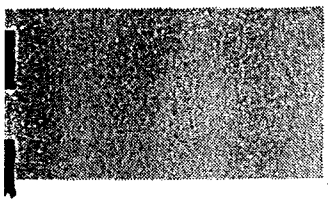
Gartwood-Jones & van Nostrand Architects May 1988

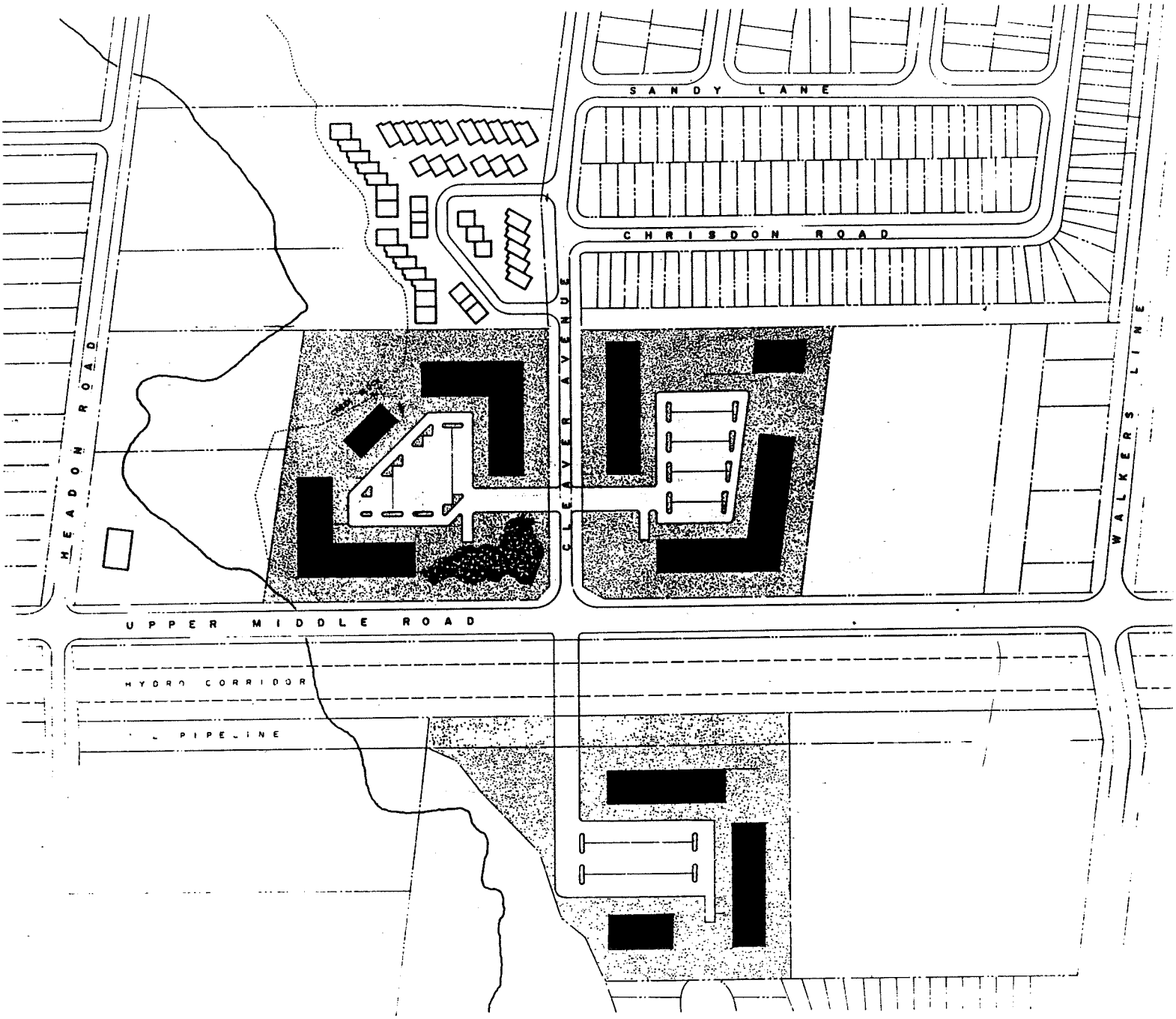
5.0 PROPOSED SITE PLAN OPTIONS

Site Plan Option 1

Two L-shaped buildings are proposed in order to more clearly define both Upper Middle Road and Cleaver Avenue. The stand of existing coniferous trees would complete the corner and serve as a focus for the development. Recreational facilities are located to take advantage of views into the creek valley.

It is recommended that the southeast corner of Parcel B be planted with specimen trees to provide a symmetrical corner condition at Cleaver Avenue. This would be the preferred option.



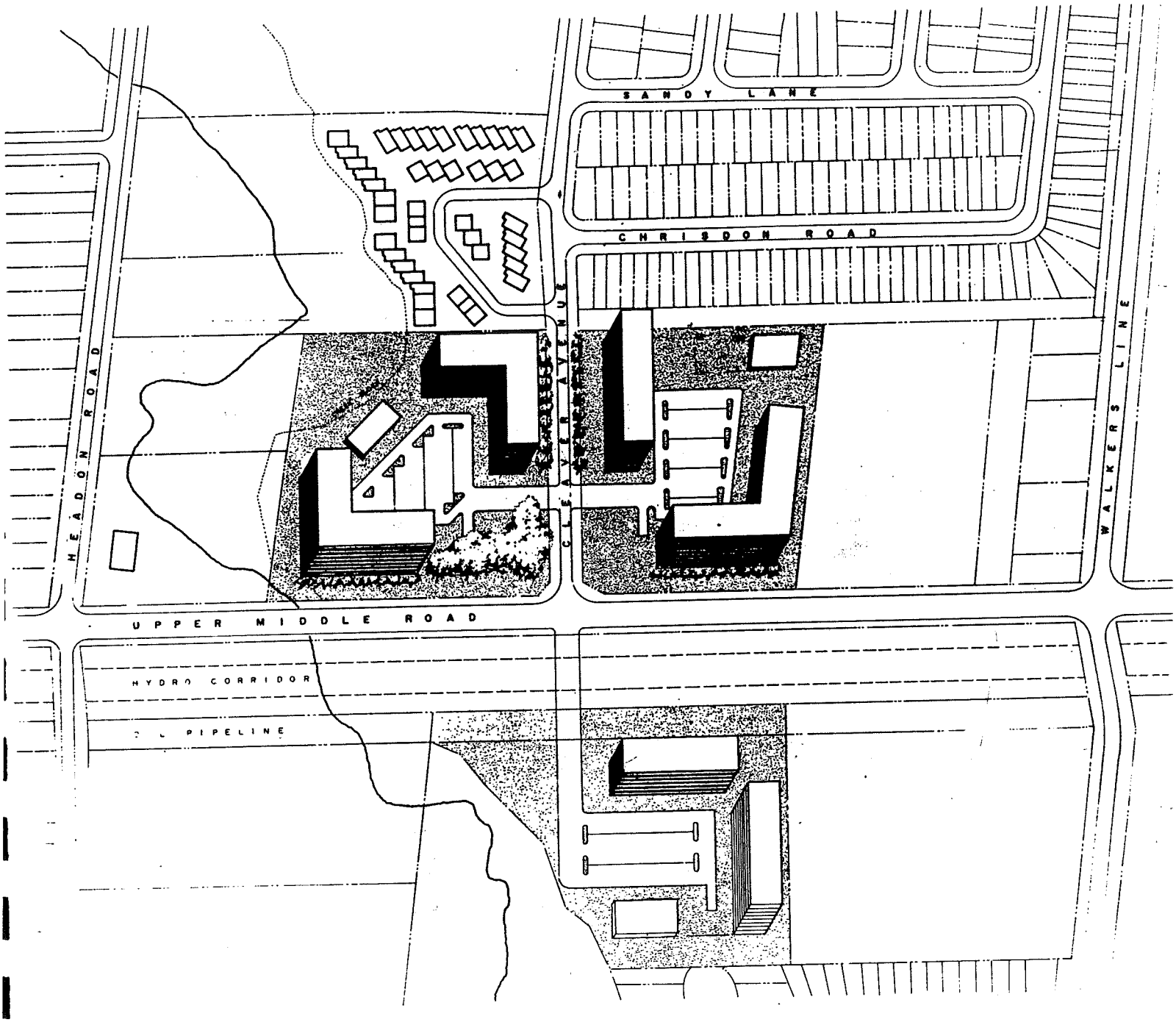


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Site Plan Option 1

Gammond Jones & von Hoebrand Architects May 1989



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Upper Middle Road & Cleaver Avenue

Massing Option 1

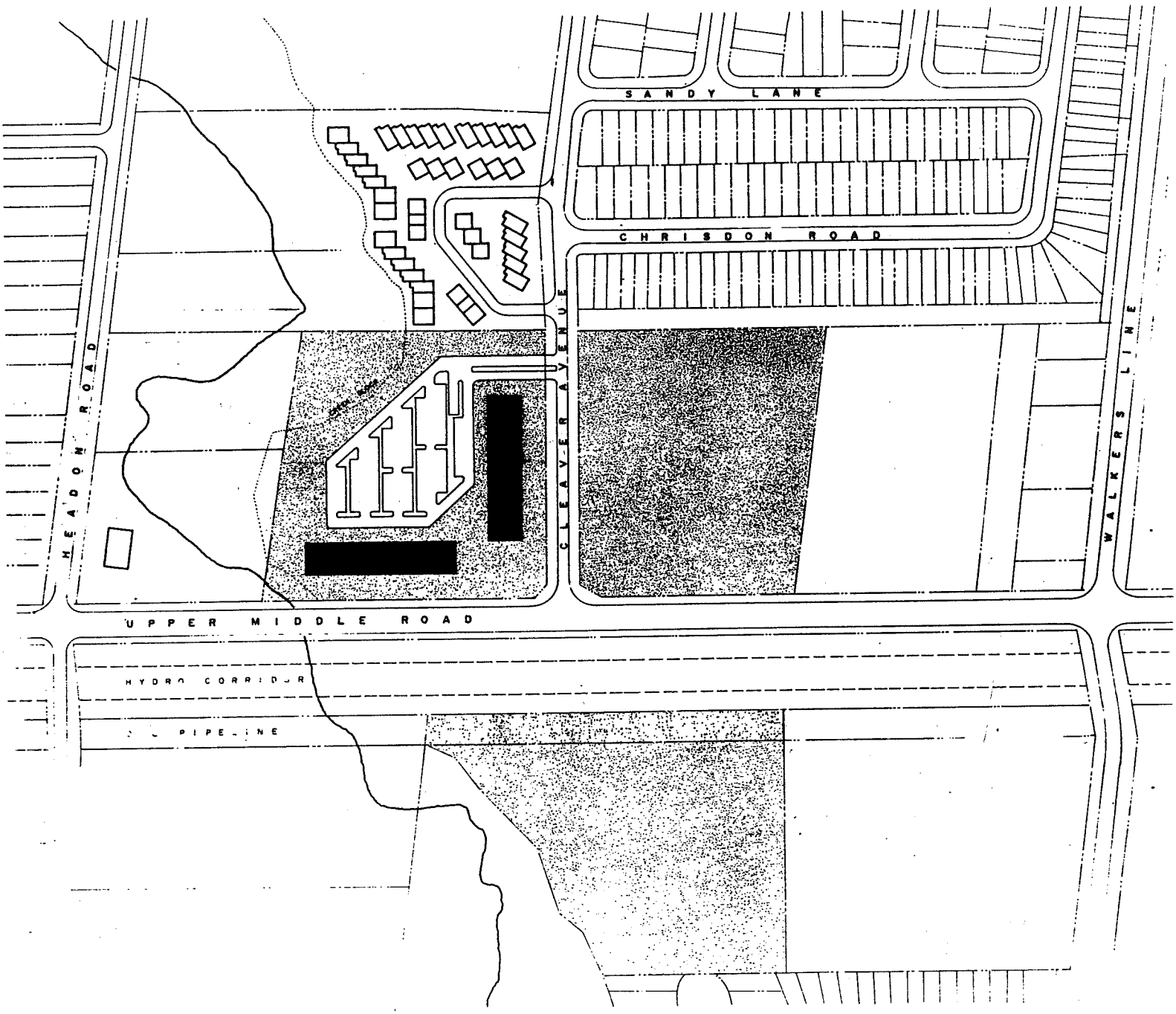
Gerrassi-Jones & van Nostrand Architects

May 1989

Site Plan Option 2

In the event that it is not feasible to retain the trees at the corner of Cleaver, it is recommended that slab buildings be used to define the perimeter. Vehicular access to sites is moved farther north on Cleaver.

Again, visitor parking is internalized and recreational facilities are located overlooking the creek valley.



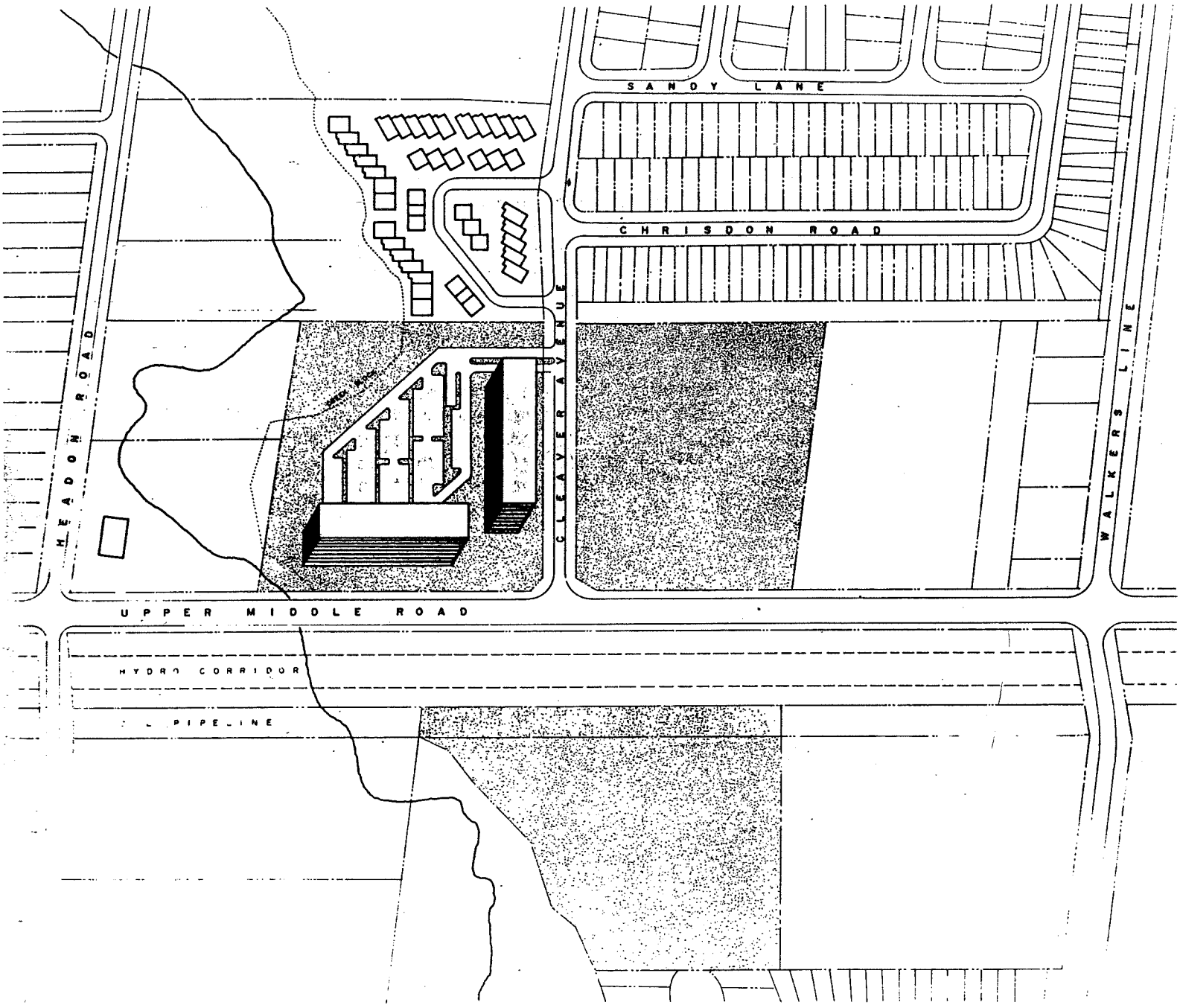
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Upper Middle Road & Cleaver Avenue

Site Plan Option 2

Cormmick Jessop & von Hausbrand Architects

May 1999



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Upper Middle Road & Cleaver Avenue

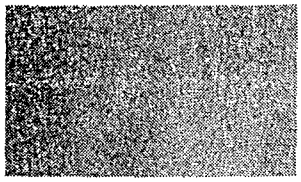
Massing Option 2

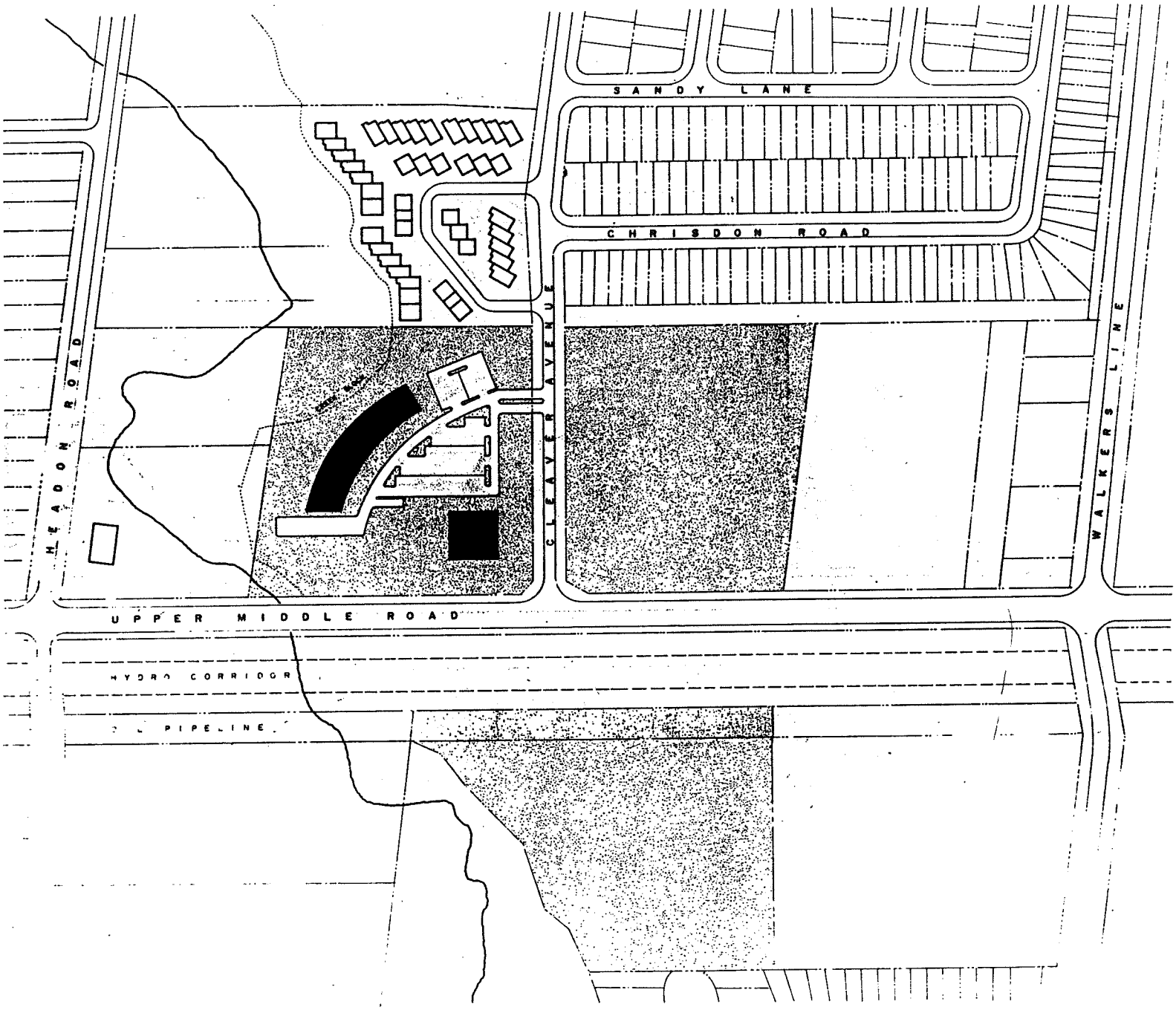
Gerrowood-Jones & van Hasbroeck Architects May 1999

Site Plan Option 3

Based on the principles outlined in Baird Sampson's Tansley District guidelines that intersections could carry "landmark" buildings, this option proposes that a point tower could mark the corner of Upper Middle Road and Cleaver Avenue. In order to avoid the construction of a large slab building under this option, it is recommended that the floor plate be limited to a maximum of eight units per floor. It is further suggested that the height restriction for this building be increased to up to twelve floors.

As a result of marking the corner of the site more strongly, the remaining slab building may be placed in a more picturesque manner. In this instance, a building roughly parallel to the creek block is proposed. This option would be particularly successful if a majority of existing trees on this site are retained.



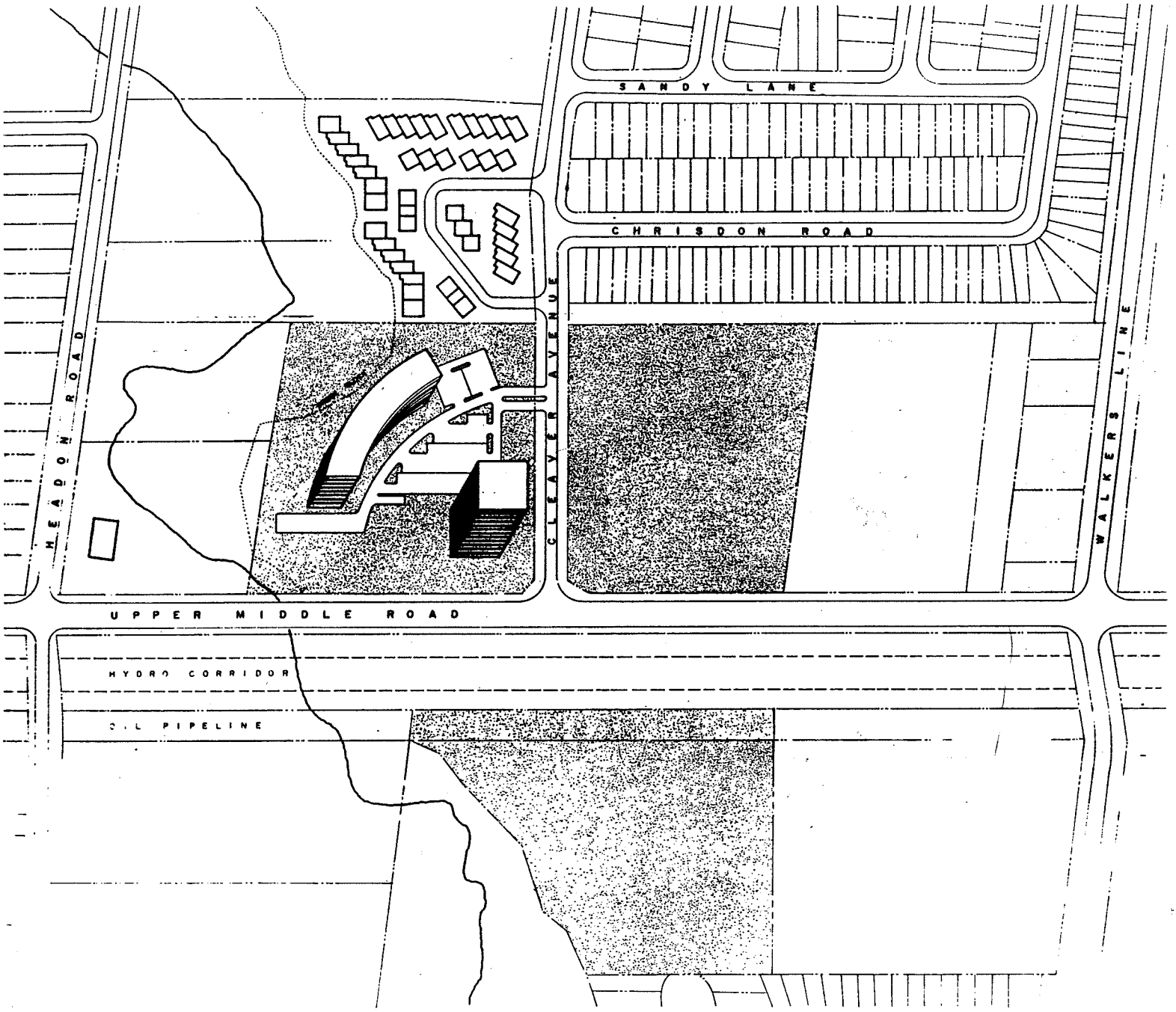


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Upper Middle Road & Cleaver Avenue

Site Plan Option 3

Dunwood-Jones & van Nostrand Architects May 1999



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Upper Middle Road & Cleaver Avenue

Massing Option 3