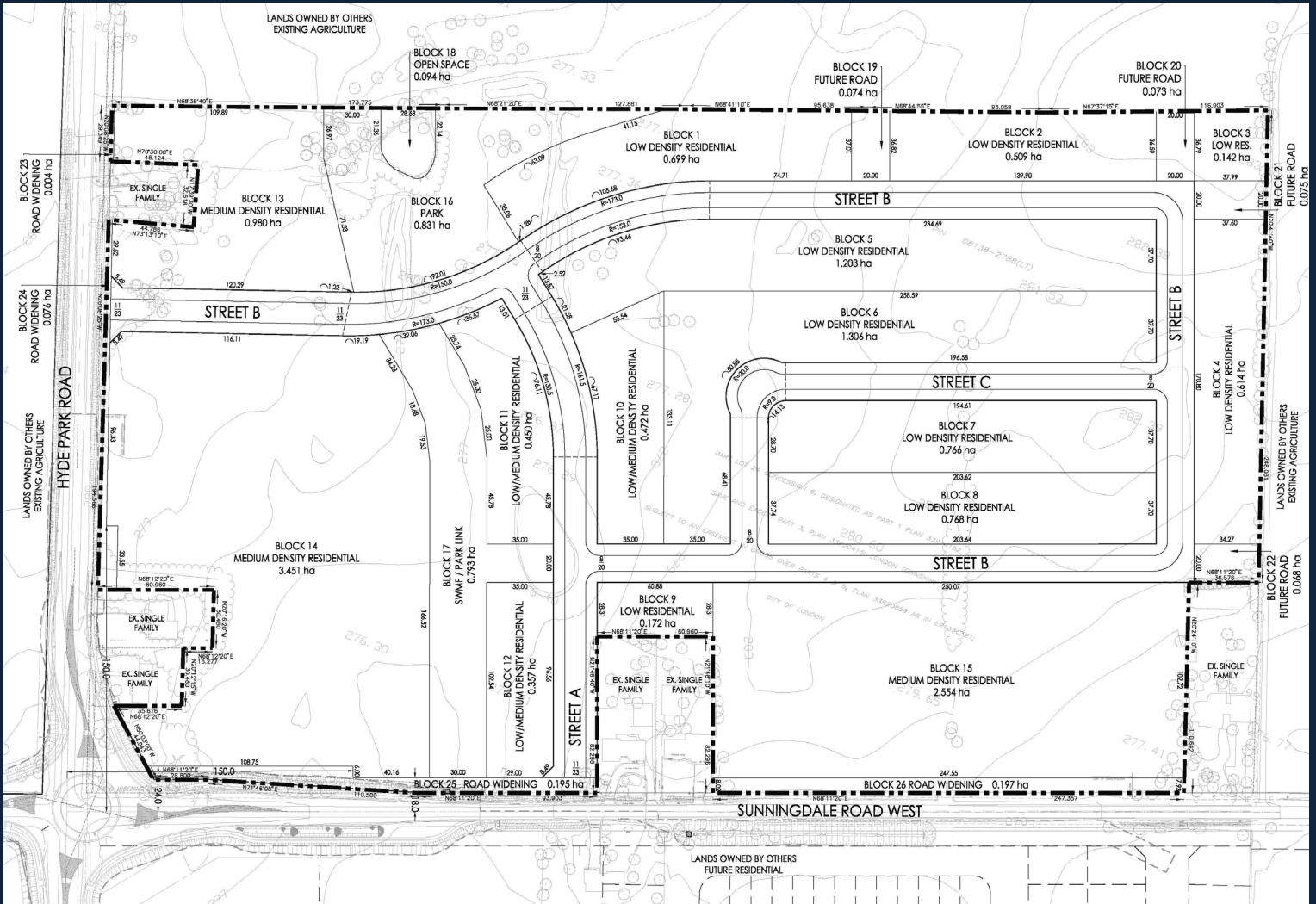


Urban Design Brief

1521 Sunningdale Rd. W. & 2631 Hyde Park Rd. Auburn Developments Inc.



October 5, 2021



Zelinka Priamo Ltd.

LAND USE PLANNERS

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INTRODUCTION

On behalf of Auburn Developments Inc., Zelinka Priamo Ltd. has prepared the following Urban Design Brief in support of a Draft Plan of Subdivision application and Zoning By-law Amendment application for the lands known municipally as 1521 Sunningdale Road West and 2631 Hyde Park Road (the “subject lands”). This report provides details relating to:

- integration of the subject lands within their land use context, including future development scenarios;
- the proposed vision, character, and land use pattern for the new neighbourhood; and,
- technical matters such as road networks, servicing, and public facility requirements.

This report does not provide development concepts or specific details relating to built form (height, massing, and articulation), development densities, or materiality.

The report is made up of two parts, the contents of which are as follows:

Part 1.0

- Subject Lands Overview
- Land Use Policy Context
- Spatial Analysis
- Site-Specific Spatial Analysis
- Design Goals and Objectives

Part 2.0

- Overview of Proposed Development
- Design in Response to Official Plan Policies
- Public Realm Analysis
- Compatibility Report
- Conclusion

PART 1.0

1.1 SUBJECT LANDS OVERVIEW

The subject lands are comprised of a single parcel with an area of approximately 20.5ha (51.4ac), located at the northeast corner of Hyde Park Road and Sunningdale Road West in the City of London (Figure 1). Six rural residential lots have been severed from the original parcel (three fronting onto each road), resulting in an irregular shape and discontinuous frontages along both roads. The subject lands have a total frontage of approximately 512m on Sunningdale Road West, comprised of two sections with widths of 265m (west) and 247m (east), and a total frontage along Hyde Park Road of approximately 269m, divided into three sections of 28m (north), 195m (central), and 46m (south).

Figure 1 – The subject lands (outlined in red) and surrounding area



The subject lands are currently occupied by cultivated land and a small natural area, including a wet feature that is regulated by the Upper Thames River Conservation Authority (Figures 2 and 3).

Figure 2 – Cultivated portions of the subject lands viewed from Sunningdale Road West



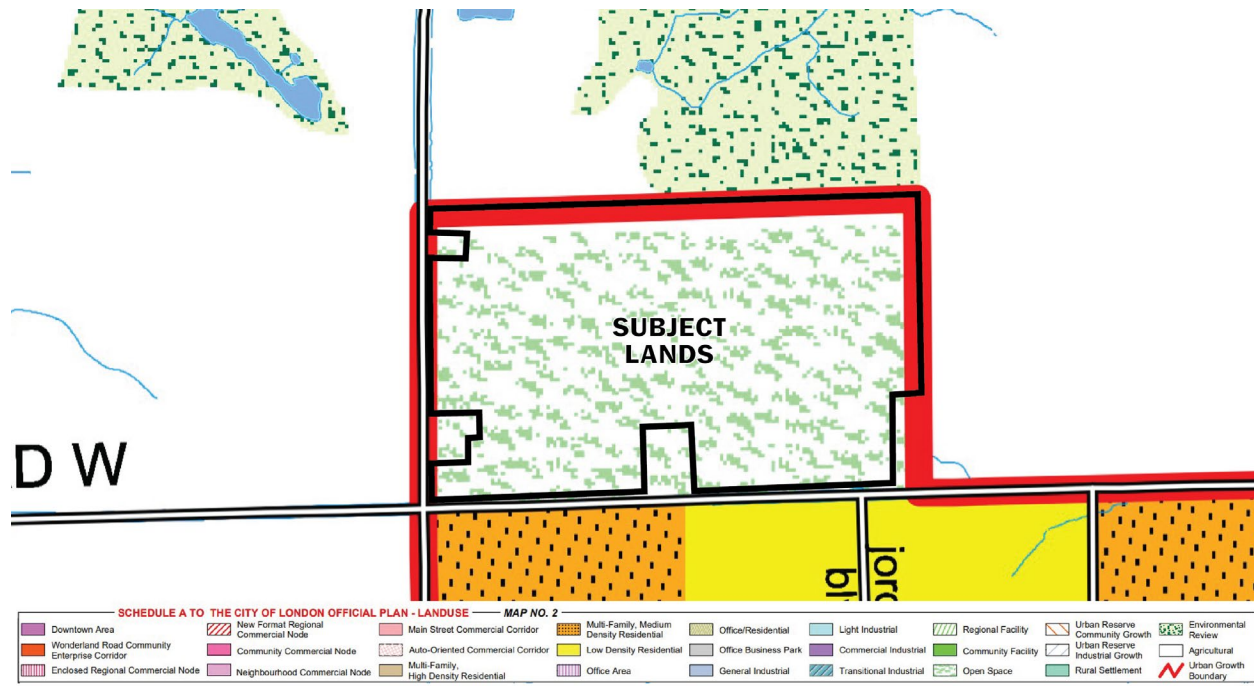
Figure 3 – The subject lands viewed from Hyde Park Road, including cultivated lands and natural areas (left)



1.2 LAND USE POLICY CONTEXT

The subject lands are currently designated “Open Space” according to Schedule ‘A’ – Land Use of 1989 Official Plan for the City of London (Figure 4). Schedule ‘A’ – Land Use also shows the subject lands as being within the “Urban Growth Boundary”. Other proximate lands located within the “Urban Growth Boundary” are designated for “Multi-Family, Medium Density Residential” and “Low Density Residential” uses.

Figure 4 – 1989 Official Plan for the City of London, Schedule ‘A’ (excerpt) – Land Use



The subject lands are within the “Green Space” Place Type according to Map ‘1’ - Place Types of The London Plan, and are located on “Civic Boulevard” (Sunningdale Road West) and “Rural Thoroughfare” (Hyde Park Road) Street Classifications (Figure 5). Map ‘1’ - Place Types also shows the subject lands within the “Urban Growth Boundary”. The lands are proposed to be redesignated to the “Neighbourhoods” Place Type as part of the proposed Official Plan Amendment application.

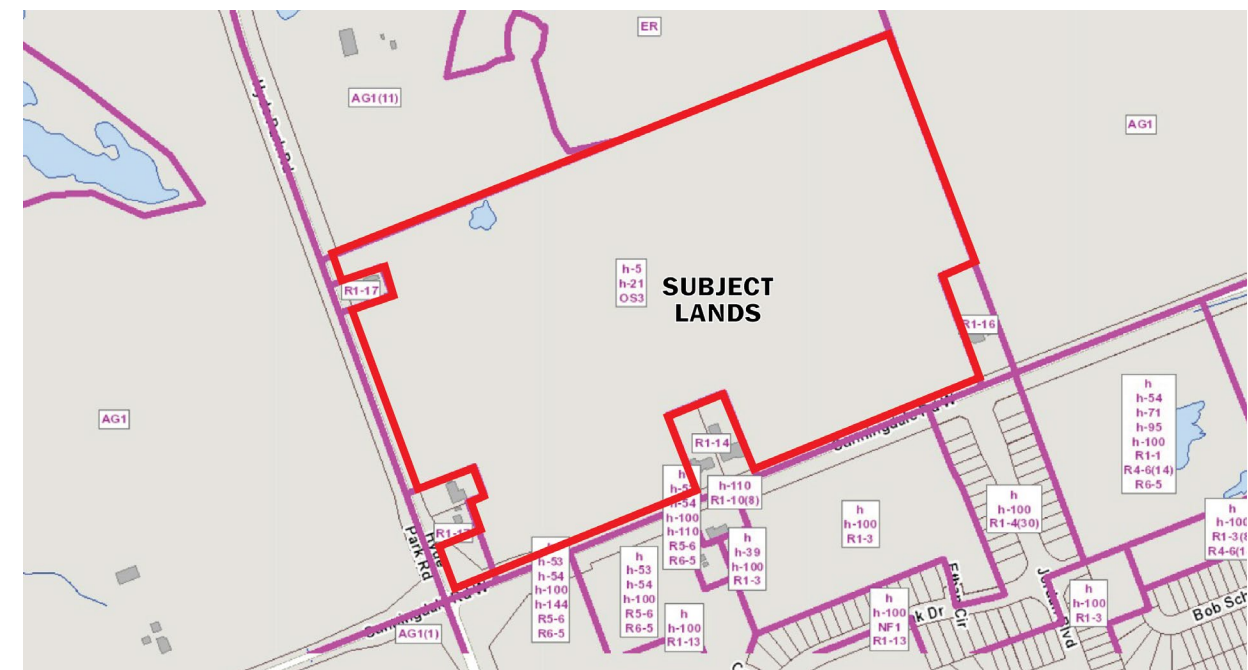
. This report assumes that the proposed amendment will be approved and implemented.

The London Plan was appealed by numerous parties and remains partially under appeal. Until the London Plan is fully in force, the City will work with two official plans and the 1989 Official Plan will remain a relevant planning document. Both plans must be consulted for a full picture of the applicable policy framework.

Figure 5 – The London Plan, Map ‘1’ (excerpt) – Place Types

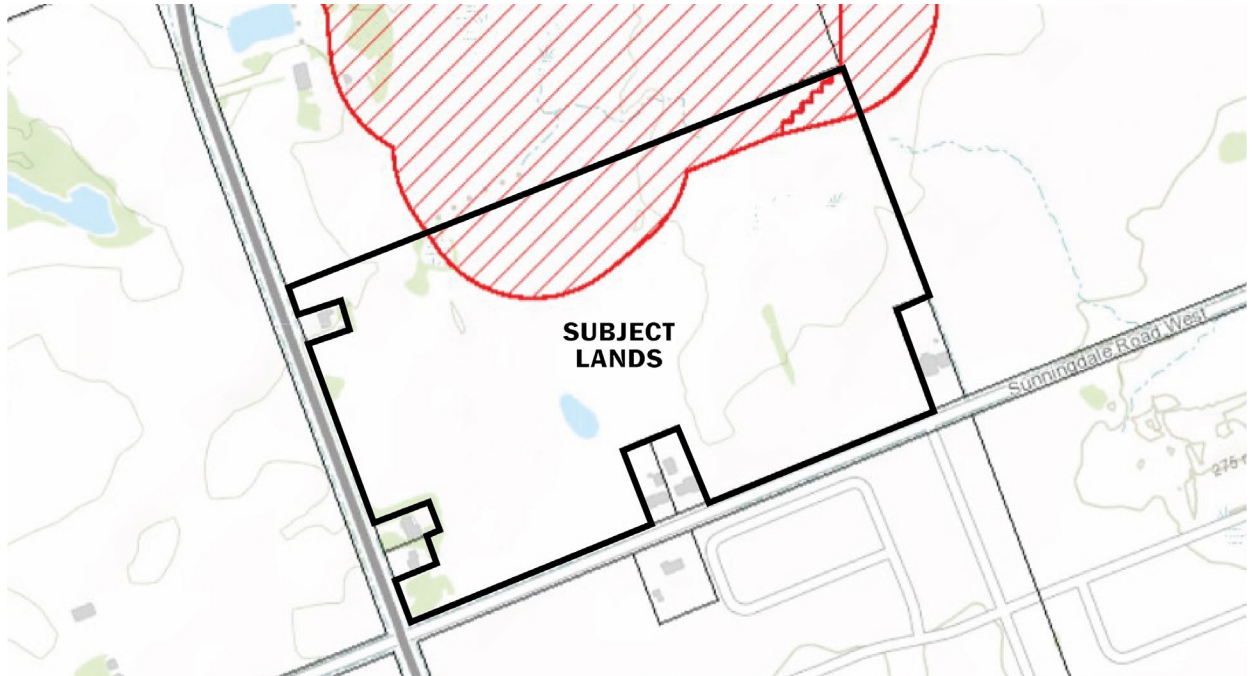


Under City of London Zoning By-law No. Z. -1, as amended, the subject lands are located within the "Open Space 3 (OS3, h-5, h-21) Zone" and "Residential 1 (R1-17) Zone" (Figure 6). It is noted that the majority of the subject lands are within the "OS3" zone and the "R1-17" zone applies only to a small, 0.19ha (0.5ac) area at the northeast corner of Sunningdale Road West and Hyde Park Road. The lands are proposed to be rezoned in order to permit the proposed development, as detailed in the accompanying Final Proposal Report



Finally, a small portion of the subject lands, located along the northern (interior side) lot line is located within the Upper Thames River Conservation Authority (UTRCA) regulated area (Figure 7).

Figure 7 – Upper Thames River Conservation Authority regulated area



1.3 SPATIAL ANALYSIS

Figure 8 – Spatial Analysis



The 400m study area (5 minutes walking) is primarily comprised of lands located outside the City of London “Urban Growth Boundary”, including areas directly north and east of the subject lands, and to the west and southwest opposite Hyde Park Road. These areas are primarily developed for agricultural uses, including cultivated land and small barns (Figure 9). Some parcels along Hyde Park Road and Sunningdale Road West have been severed and developed for detached dwellings, including six residential lots that were severed from the subject lands (Figure 10). Finally, the northern and western portions of the 400m study area also contain designated natural areas, primarily in the form of wood lots (Figure 11).

Figure 9 – Cultivated land and a barn, immediately west of the subject lands opposite Hyde Park Road



Figure 10 – Severed lots developed for detached dwellings at 1535 and 1545 Sunningdale Road West



Figure 11 – Cultivated land and natural areas (wood lot), north of the subject lands opposite Hyde Park Road



Lands within 400m of the subject lands and located inside the “*Urban Growth Boundary*” (south of Sunningdale Road and east of Hyde Park Road) are currently under development as part of the Foxwood residential subdivision. This subdivision is to be primarily comprised of lower-density residential uses, including single-detached dwellings and semi-detached dwellings, and some mid-density dwelling typologies (cluster housing, townhouses, etc.) concentrated along the Hyde Park Road and Sunningdale Road West frontages (Figure 12 and Figure 13).

Figure 12 – Detached dwellings in the Foxwood subdivision along Henrica Avenue (window street)



Figure 13 – Multi-family residential construction at the corner of Hyde Park Road and Twilite Boulevard



The Foxwood subdivision will also be developed for some non-residential uses, including a public park (Tokala Woods Park) and possible school at the intersection of Capri Crescent and Buroak Drive. Both of these public institutions/amenities are located within 400m of the subject lands.

two-storeys in height and featuring a material palette of brick, masonry, vinyl siding, concrete (foundations), and accent materials. Historic farm dwellings, including those located west of the subject lands along Sunningdale Road West, have a distinguished character with brick cladding, well-defined entrances, and traditional detailing and ornamentation (Figure 14). Newer detached dwellings located on previously severed lots exhibit either a ranch-style character or a contemporary, estate-style character (Figure 15). All dwellings located within 400m of the subject lands feature deep/wide yards and large mature plantings, providing sufficient buffering from agricultural lands and Hyde Park Road/Sunningdale Road West.

Figure 14 – Dwelling located west of the subject lands at 1739 Sunningdale Road West



Figure 16 – “The Elizabeth” single-detached prototype for the Foxwood subdivision



Lands within an 800m radius (10 minutes walking) are comprised of a similar mix of uses. Areas outside of the City of London “*Urban Growth Boundary*” consist primarily of agricultural lands and natural areas while those areas within the growth boundary are currently under development as part of the Foxwood residential subdivision.

Agricultural areas located outside the “*Urban Growth Boundary*”, to the west of Hyde Park Road and north of Sunningdale Road, consist primarily of cultivated lands, farm dwellings, and detached dwellings on severed lots (located sporadically throughout the study area). Natural areas located outside the “*Urban Growth Boundary*” consist of designated significant woodlands and a former rail corridor in the western quadrant, designated as “*Green Space*” in The London Plan. Lands within the “*Urban Growth Boundary*”, to the east of Hyde Park Road and south of Sunningdale Road West, are currently being developed for predominantly low-density residential uses as well as some neighbourhood-scaled park areas.

1.4 SITE SPECIFIC SPATIAL ANALYSIS

Given the applicable land use policy framework, specifically the location of the subject lands within the City of London “*Urban Growth Boundary*” and the under-utilization of the subject lands within their emerging mixed-density, residential context, the subject lands present an excellent opportunity for development. However, there are some constraints that limit development scenarios on the subject lands, as shown in Figure 18.

Figure 18 – Site-Specific Spatial Analysis



Other notable development constraints include future low- and medium-density residential development south of the subject lands, opposite Sunningdale Road West (shown in orange in Figure 18). Lower-density development, concentrated towards the east of this frontage, will mostly be oriented along a window street. Medium-density areas, located to the west near Hyde Park Road, may also have a direct relationship with the streetscape. Any development or site features proposed for the subject lands should have a similar relationship with Sunningdale Road West in order to establish a cohesive appearance and to support the “*Civic Boulevard*” function of the street.

The remainder of the subject lands interface with agricultural areas, shown in brown on Figure 18. Development interfacing with these lands must be compatible with agricultural activities that will continue for the foreseeable future, including cultivation and operation of machinery. It is acknowledged that these lands, while located outside of the City of London “*Urban Growth Boundary*”, may be developed in the future. Any development proposal must provide for future vehicular connections between the subject lands and adjacent parcels. Finally, the red arrows (Figure 18) show the proposed vehicular access locations.

1.5 DESIGN GOALS & OBJECTIVES

The subject lands are located within the City of London “*Urban Growth Boundary*” in an area undergoing a significant amount of residential development. The subject lands are proximate to a significant commercial node (Hyde Park Power Centre) and are well-served by road networks, public institutions, recreational areas, and schools. However, there are some existing constraints that should be taken into account in the development of the subject lands, specifically: the six existing single-detached dwellings immediately adjacent to the subject lands (on severed parcels) and the natural area located on the northwestern portion of the subject lands. As such, the design goals for the redevelopment of the subject lands are as follows:

- Provide a form of development that is generally compatible with existing single-detached dwellings located along the Sunningdale Road West and Hyde Park Road frontages;
- Ensure that any development of the subject lands does unduly compromise future development scenarios on adjacent lands;
- Provide for multiple future road connections in appropriate locations;
- Make efficient use of the subject lands for a mix of uses that reflects market demand and is complementary to existing and planned development in the surrounding area;
- Provide a form of development that makes efficient use of available and planned municipal services, infrastructure, and transportation facilities;
- Provide for the maintenance and restoration of the existing natural area located on the northwestern portion of the subject lands;
- Ensure that stormwater can be effectively managed on the subject lands in terms of both quality and quantity; and,

- Provide a plan and zoning framework that encourages built form to be oriented and scaled to enhance the public realm and streetscapes of all abutting municipal roads, including roads proposed as part of a development scheme for the subject lands.

PART 2.0

2.1 PROPOSED DEVELOPMENT

Auburn Developments Inc. proposes to develop the subject lands for a low- and medium-density residential subdivision, shown in Figure 19. The proposed subdivision is comprised of fifteen development blocks intended for low-density (Block 1-9), low/medium density (Block 10-12), and medium density (Block 13-15) residential uses. Permitted uses and proposed uses for each block are shown below in Table 1. The subdivision will also include three new public streets, a public park and open space (Block 16 and 18), and four “future road” locations (Block 19-22) intended to provide access to adjacent lands which may be developed in the future for similar uses.

Figure 19 – Draft Plan of Subdivision, full-size drawing included as part of the submission package

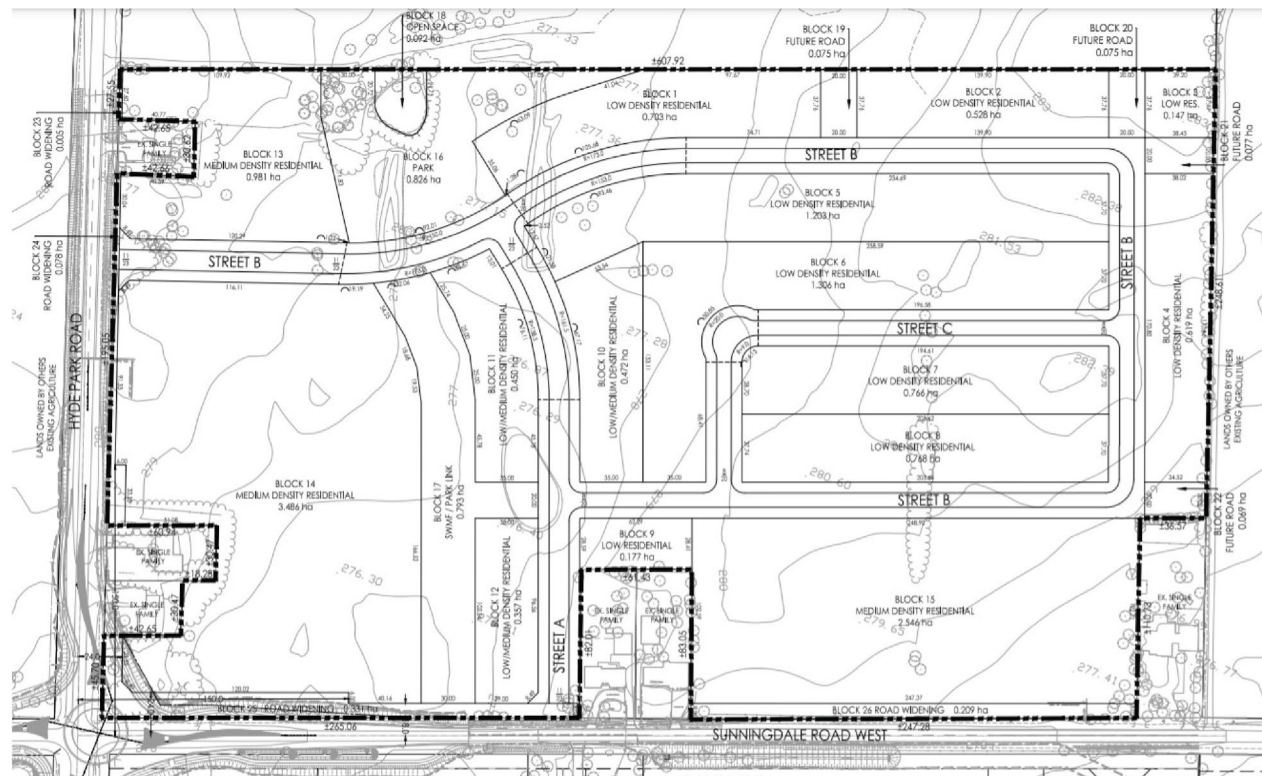


Table 1 – Permitted uses for Block 1-15

Block Number	Proposed Zone	Permitted Uses
1,2,3,4,5,6,7,8,9, 19-22	R1-3	Single-detached dwelling <i>Minimum Lot Frontage = 10.0 m</i> <i>Minimum Lot Area = 300 m²</i>
10,11,12	R1-3, R4-6	Single-detached dwelling; Street townhouse dwellings
13	R4-6, R5-4, R6-5, R7/H20/D100 R8-4/H20/D100	Street townhouse dwellings; Cluster townhouses; Cluster stacked townhouses; Single-detached dwelling; Semi-detached dwelling; Duplex dwelling; Triplex dwelling; Townhouse dwelling; Stacked Townhouse dwelling; Apartment buildings; Fourplex dwelling; Senior citizen apartment buildings; Handicapped persons apartment buildings; Nursing homes; Retirement lodges; Continuum-of-care facilities; Emergency care establishments; Lodging house class 2.
14, 17	R4-6, R5-4, R6-5, R7/H20/D100 R8-4/H20/D100 RO/RO1/RO2/RO3	Street townhouse dwellings; Cluster townhouses; Cluster stacked townhouses; Single-detached dwelling; Semi-detached dwelling; Duplex dwelling; Triplex dwelling; Townhouse dwelling; Stacked Townhouse dwelling; Apartment buildings; Fourplex dwelling;

		<p>Senior citizen apartment buildings; Handicapped persons apartment buildings; Nursing homes; Retirement lodges; Continuum-of-care facilities; Emergency care establishments; Lodging house class 2; Offices, professional; Medical/dental offices; Offices; Clinics; Medical/dental laboratories; Business service establishments; Day care centres; Emergency care establishments; Personal service establishments; Restaurants eat-in; Retail stores; Studios; Financial institutions.</p>
15	R1-3, R4-6, R5-4, R6-5	<p>Single-detached dwelling; Street townhouse dwellings; Cluster townhouses; Cluster stacked townhouses; Semi-detached dwelling; Duplex dwelling; Triplex dwelling; Townhouse dwelling; Stacked Townhouse dwelling; Apartment buildings; Fourplex dwelling;</p>
16, 18	OS1, OS4	<p>Conservation lands; Conservation works; Cultivation of land for agricultural/horticultural purposes; Golf courses;</p>

		Private Parks; Public Parks; Recreational golf courses; Recreational buildings associated with conservation lands and public Campground; Managed forest Golf courses without structures; Private parks without structures; Public parks without structures; Recreational golf courses without structures; Sports fields without structures
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2.1.1 Site Design

The proposed site design is structured according to a modified grid street pattern, dividing the subject lands into appropriately-sized development parcels that can be serviced and accessed from the proposed rights-of-way. The proposed street pattern is legible and consistent, ensuring convenient access and movement for all modes of transportation while avoiding dead end streets and discouraging through traffic. Pedestrian sidewalks are proposed for all streets within the subdivision in accordance with City of London standards

Street 'A' (primary access from Sunningdale Road West) and a segment of Street 'B' (access from Hyde Park Road, west of intersection with Street 'A') will be designed to "*Neighbourhood Collector*" standards, with a minimum right-of-way width of 23m and pedestrian facilities including curb extensions, street trees, pedestrian-scaled lighting, and landscaped boulevards. These two "*Neighbourhood Collectors*" will efficiently circulate traffic to/from high-order streets, providing direct access to medium-density development blocks and "*Local Streets*" while establishing a high-quality visual appearance along primary entrances to the neighbourhood.

The remainder of Street 'B' as well as Street 'C' will be designed as "*Local Streets*" with 20m right-of-way widths. These roads are intended to provide access to lower-density development blocks while continuing the high-quality visual appearance established along "*Neighbourhood Collectors*". Four "future road" locations (Block 19-22) also have widths of 20m, providing for future "*Local Road*" connections to adjacent parcels. These road stubs can be easily converted to residential lots if not required for use as road connections.

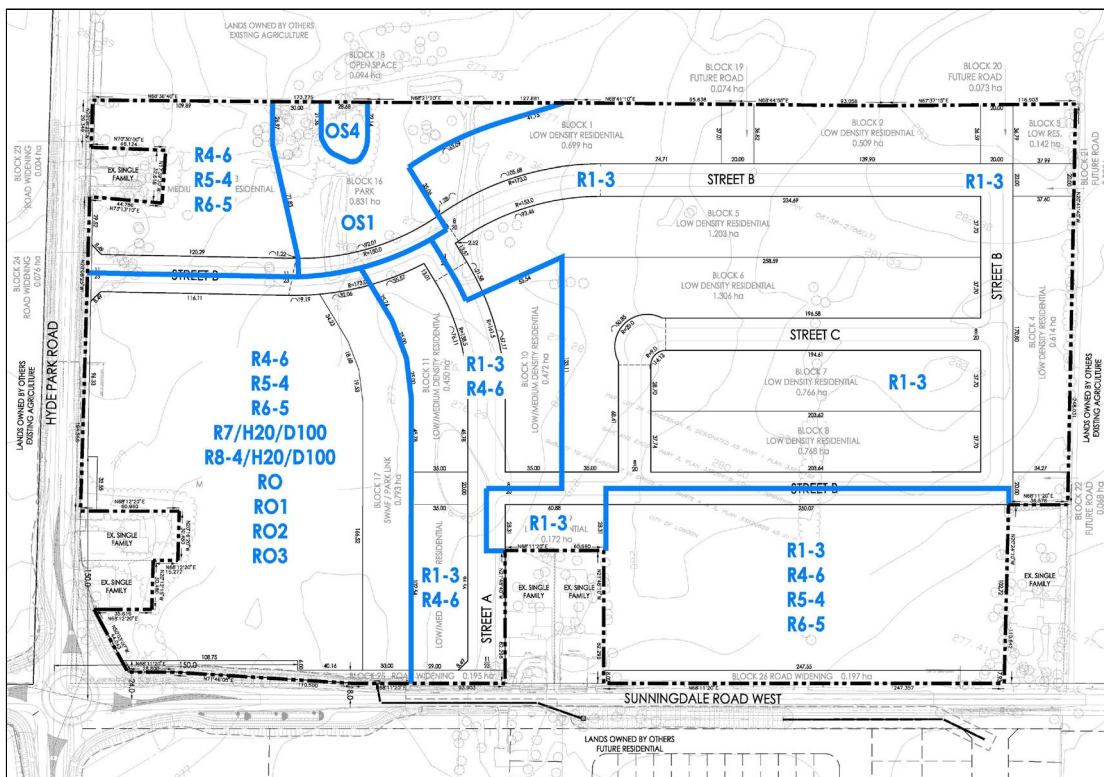
Significant intersections in the subdivision, specifically between "*Neighbourhood Collector*" and "*Local Streets*", are designed as areas of public gathering. The northerly intersection of Street 'A' and Street 'B' is co-located with a proposed public park (Block 16) centered on an unevaluated

wetland (Block 18), which is to be conserved. Notably, the park is within easy walking distance of the medium-density residential zones that are intended to accommodate multi-family housing typologies, as discussed below. The southerly intersection of Street 'A' and Street 'B' is located adjacent to a stormwater management feature/park link (Block 17) intended to convey flows overland from Block 18 toward stormwater facilities on Sunningdale Road West. Depending on the amount of space required for stormwater management functions, portions of Block 17 may also serve as a linear park, similar to the recreational trail located along Snake Creek in the Foxwood subdivision south of the subject lands.

2.1.2 Built Form, Massing, & Articulation

As noted above, no development concepts for individual blocks have been produced at this time. As such, this section will provide general descriptions of building typologies, forms, heights, and setbacks based on the standard regulations of the requested zones, as shown below in Figure 20.

Figure 20 – Proposed Zoning, full-size drawing included as part of the submission package



Three general forms of development are proposed for the subject lands. Low-density residential development will be located within the proposed “R1-3” zone (Block 1-9); the proposed “R1-3/R4-6” zone will accommodate low/medium-density development (Block 10-12); and, medium-density residential development will be located within a compound “R4-6/R5-4/R6-5/R7/R8-4” zone

(Block 13-14) and a compound “R1-3/R4-6/R5-4/R6-5” zone (Block 15). In all cases, blocks have been sized to accommodate required setbacks along the property lines and will be of an appropriate size in relation to established development standards in the area. Proposed zones are discussed in detail below:

Block 1-9 (R1-3 Zone)

The proposed “R1-3” zone applies to low-density areas (Block 1-9), located primarily along “Local Streets” (Street ‘B’ and Street ‘C’) in the eastern portion of the subject lands. Areas within the proposed “R1-3” zone will be developed exclusively for single-detached dwellings as no other uses are permitted.

Detached houses located within the proposed subdivision will generally have a minimum lot frontage of 10m, supporting the efficient use of land, active transportation usage, and a sense of community. The proposed lot widths will also provide adequate space to accommodate garages, driveways, and required interior side yard setbacks without resulting in undesirable built form outcomes where garages and driveways dominate the outward appearance (i.e. snout houses). Wherever feasible, single-detached dwellings will be designed with single-car garages and single-car driveways to minimize visual impacts on the public realm.

Single-detached dwellings in the “R1-3” zone will also be built to the standard regulation for front yard setbacks (4.5m) wherever possible in order to establish a strong relationship between the sidewalk and the main building (specifically front porches and/or places of entry) and ensuring streetscapes provide a sense of enclosure. The standard regulation for building height (9.0m) will also be adhered to, reflecting built form standards in the area and establishing a desirable and appropriate low-density character towards the interior of the subject lands.

Individual lots within Blocks 1-9 will be created through Part Lot Control.

Block 10-12 (Compound R1-3/R4-6 Zone)

The proposed compound “R1-3/R4-6” zone applies to low/medium-density areas (Block 10-12), located along a “Neighbourhood Collector” (Street ‘A’) which serves as a gateway to the proposed subdivision. These blocks will be developed for a combination of single-detached dwellings (“R1-3”) and street townhouses (“R4-6”) in order to provide visual interest and prevent a homogenous appearance. Notably, these low/medium-density zones are located within easy walking distance of the proposed neighbourhood park space (Block 16) and a potential park link (Block 17), providing valuable outdoor amenity space for higher-density housing typologies.

Detached dwellings located on Block 10-12 will be designed to the standard regulations of the “R1-3” zone described above (Block 1-9) while street townhouses will be designed to the standard regulations of the “R4-6” zone. The “R4-6” zone generally provides for a denser form of development, with a lower minimum lot area (145m²) and minimum lot frontage (5.5m/18ft per unit) than the other variations of the “R4” parent zone. Street townhouses may have heights of up

to 12m, establishing a strong street wall and sense of enclosure along a “*Neighbourhood Collector*” street, and emphasizing its importance and function as a gateway.

Finally, the “R4-6” zone standard for minimum landscaped open space (30%) combined with the streetscape requirements for “*Neighbourhood Collectors*” (grass boulevards, street trees) ensure that any townhouse block will have a distinct suburban character with an appropriate mix of vegetated areas and built form.

Depending on ownership types, individual lots within Blocks 10-12 may be created through Part Lot Control.

Block 13 (Compound R4-6/R5-4/R6-5/R7/R8-4 Zone)

The proposed compound “R4-6/R5-4/R6-5/R7/R8-4” zone applies to the medium-density blocks located along the Hyde Park Road frontage and accessed primarily from a “*Neighbourhood Collector*” (Street ‘B’). While no full-turns vehicular accesses to/from Hyde Park Road or Sunningdale Road West are anticipated, this block may seek right-in-right-out vehicular accesses.

Block 13 will accommodate the most intensive forms of development proposed for the subject lands. Given the size of this block and the lack of any preliminary development concepts, this report considers a multitude of potential development outcomes based on the standard regulations of the requested zones. Permitted uses for the zones applying to Block 13 are outlined above in Table 1. As shown in Figure 20, a maximum density of 100 UPH and maximum height of 20m will be applied to development on this block.

In general, Auburn Developments Inc. has identified an opportunity for taller and more intensive forms to be located near the intersection of Hyde Park Road and Sunningdale Road West, and at entrances to the subdivision along “*Neighbourhood Connector*” streets. These locations are highly visible and, for the most part, are physically separated from proposed lower-density areas. Portions of Block 13 located toward the interior of the subject lands and with direct access to proposed Street ‘B’ may be developed for lower-density uses, such as street townhouses.

Development proposed along the Hyde Park Road and Sunningdale Road West frontages will have a street-oriented character, with entrances and fenestration facing the street and vehicular/servicing access located towards the interior of the subject lands (along internal roads). Development will generally be massed and articulated to maintain and establish a distinct suburban character, with building heights, setbacks, step-backs, roof lines/shapes, and articulation patterns that reflect the predominantly low-density, single-detached character of the surrounding area. Designs will limit perceptions of height and mass wherever possible in order to establish a compatible and cohesive neighbourhood appearance.

Overall, this structure will contribute to the development of a strong community node, in terms of both form and function, while serving as a gateway and landmark and supporting a sense of place. This structure will also support efficient servicing and the future extension of public transportation services to the area.

Block 14 (Compound R4-6/R5-4/R6-5/R7/R8-4 and RO/RO1/RO2/RO3 Zones)

The proposed compound “R4-6/R5-4/R6-5/R7/R8-4” and “RO/RO1/RO2/RO3” zones apply to the medium-density block located along the Hyde Park Road frontage and accessed primarily from a “Neighbourhood Collector” (Street ‘B’). While no full-turns vehicular accesses to/from Hyde Park Road or Sunningdale Road West are anticipated, this block may seek right-in-right-out vehicular accesses.

Blocks 14 will accommodate the most intensive forms of development proposed for the subject lands in addition to Block 13 with the addition of the Restricted Office zone and corresponding uses. Given the size of this block and the lack of any preliminary development concepts, this report considers a multitude of potential development outcomes based on the standard regulations of the requested zones. Permitted uses for the zones applying to Block 14 are outlined above in Table 1. As shown in Figure 20, a maximum density of 100 UPH and maximum height of 20m will be applied to development on this block.

Overall, this structure will contribute to the development of a strong community node, in terms of both form and function, while serving as a gateway and landmark and supporting a sense of place. This structure will also support efficient servicing and the future extension of public transportation services to the area.

Block 15 (Compound R1-3/R4-6/R5-4/R6-5 Zone)

The proposed compound “R1-3/R4-6/R5-4/R6-5” zone will apply to medium density Block 15, located along the Sunningdale Road West frontage and accessed primarily from the portion of Street ‘B’ designed as a “Local Street”. No full-turns vehicular accesses to/from Sunningdale Road West are anticipated, but right-in-right-out driveways may be considered as appropriate.

Similar to Block 13-14, there are a variety of potential development outcomes for Block 15, based on the standard regulations of the requested zones. In general, development proposed along the Sunningdale Road West frontage will have a street-oriented character, with entrances and fenestration facing the street and vehicular/servicing access located towards the interior of the subject lands. Portions of Block 13-14 located toward the interior of the subject lands and with direct access to proposed Street ‘B’ may be developed for lower-density uses permitted in the “R1-3” and “R4-6” Zones, such as townhouses and/or single detached dwellings. Table 1 lists all uses permitted in the zones proposed for Block 15 (to a maximum height of 12m).

Development on Block 15 will be massed and articulated to maintain and establish a suburban character while limiting impacts on existing single-detached dwellings located on adjacent lands. Building designs and architectural treatments will generally reflect the predominantly low-density, single-detached character of the surrounding area while providing appropriate and compatible built forms along a “Civic Boulevard”. Perceptions of height and mass will be limited wherever possible in order to establish a compatible and cohesive neighbourhood appearance.

2.1.3 Character & Image

The proposed subdivision will introduce appropriately-scaled and well-designed forms of development adjacent to a significant intersection. The proposed development incorporates placemaking design principles identified in the City of London Placemaking Guidelines, evident in the proposed mix of housing forms, typologies, and densities; convenient pedestrian access within the community boundary; centralized and well-defined public open spaces; and, “*Neighbourhood Connector*” streets that will function as gateways. Each of these features will support a strong neighbourhood identity and sense of place, as set out in the City’s Placemaking Guidelines.

The proposed development exhibits a distinct suburban character while minimizing the impact of vehicular circulation and parking areas on the public realm. Wherever possible, vehicular parking will be located at the interior of development blocks, screened from the public realm and adjacent parcels. The visual impact of garages and driveways will also be minimized through the application of appropriate design standards. Overall, the proposed development will have a character and image that is desirable and appropriate for its suburban context.

2.1.4 Architectural Treatment

In general, the proposed architectural treatment will be of a contemporary and modern suburban style, featuring a variety of high-quality material treatments, including but not limited to multiple types of brick and masonry, architectural paneling and siding, glazing, and accent materials. Materials may be used strategically to reinforce massing and articulation, provide visual interest, and to delineate openings, entrances, and other important features. Brick and masonry would typically be applied along lower storeys to establish a strong relationship between buildings and the public street. Lighter materials, such as siding and architectural panels, may be used on upper storeys in order to reduce perceptions of mass. Overall, this material and architectural strategy will contribute to a strong suburban character and image.

2.1.5 Lighting & Signage

Detailed lighting and signage plans for the subdivision will be developed during the approval process, as a condition of final approval. Generally, these elements will be designed to provide adequate illumination for both vehicle lanes and pedestrian sidewalks.

Lighting and signage plans for individual blocks will be prepared at the Site Plan Approval phase, where applicable.

2.1.6 Servicing Requirements

Principal functional servicing requirements for the proposed development (beyond municipal infrastructure which are discussed in the Final Proposal Report) consist of loading and refuse. Driveways and curbside areas will provide for these requirements in the low-density and low/medium-density portions of the subdivision. For medium-density blocks that may be developed for multi-family dwelling typologies, loading and refuse areas will likely be provided at

the interior of each block at locations that are screened from the public realm; proximate to entrances; and, accessible from internal streets (proposed Street 'B'). Wherever feasible, refuse will be stored inside buildings.

Site specific details, specifically relating to landscape elements, refuse areas, and lighting, will be refined through the Site Plan Approval process.

2.2 DESIGN IN RESPONSE TO OFFICIAL PLAN POLICIES

As a result of the current status of The London Plan (partially under appeal), this Urban Design Brief addresses both the London Plan and the 1989 Official Plan for the City of London. Until the London Plan is fully in force, the 1989 Official Plan will remain a relevant planning document and both plans must be consulted for a full picture of the applicable policy framework. In this Brief, the 1989 Official Plan is discussed first, followed by a review of the policies of The London Plan.

2.2.1 1989 Official Plan

Section 11.1 of the 1989 Official Plan sets out design principles that are to be applied to new developments. The individual principles listed are not always applicable, and are dependent upon the location and characteristics of the proposal.

The design principles contained in Section 11.1 which are relevant to this proposal are outlined below:

Natural Features (i)

- The proposed development is designed to complement and preserve an existing unevaluated wetland, located on the northwestern portion of the subject lands (Block 18). The Draft Plan of Subdivision provides adequate buffering around this feature in the form of a public park (Block 16), ensuring sufficient spatial separation between the wetland and proposed development blocks.

Trees (ii)

- Existing mature trees are primarily located within or adjacent to the unevaluated wetland feature and along property lines abutting previously severed residential lots. The proposed development recognizes the importance of these trees in serving ecological and buffering/screening functions and will preserve them wherever feasible. Additional plantings will be provided in accordance with a landscape plan to be developed during later stages of the approval process. In general, street trees will be provided throughout the subdivision. Trees and planting areas will also be used on development blocks to provide visual separation between low and mid-density areas, and to provide screening of parking, loading, and refuse areas.

Open Views (iii)

- The proposed subdivision is designed to provide views to natural areas and parks. The northern terminus of Street 'A' is at a public park and wetland feature, while the southern

terminus of Street 'B' provides views to a stormwater management feature and potential park link. Most of the mid-density development blocks are in close proximity to these features, providing valuable access to recreational space for multi-family residential typologies.

High Design Standards (iv)

- The proposed development will exhibit a modern and contemporary suburban character, with high standards in architectural design and material selection. The proposed subdivision will be defined by varied, higher-density forms at gateway locations, with high-quality cladding materials and façade treatment facing the public realm. Where possible, development will screen surface parking areas and refuse/loading areas from the public street and from adjacent properties. Lower-density development will be located towards the interior of the subject lands and will be designed with high-quality massing and material selection. Detached dwellings will be designed to minimize the size and visual impact of garages and driveway areas wherever possible, in accordance with the applicable implementing zone.

Architectural Continuity (v)

- The design of the proposed low-density and medium-density blocks will generally reflect the development standards exhibited in the Foxwood subdivision located immediately south the subject lands.

Streetscape (vii)

- Development along the Hyde Park Road and Sunningdale Road West frontages will likely be oriented towards the street, with windows, entrances, and high-quality facades located close to the property line. Wherever possible, parking and service areas will be screened from the public realm through building positioning and high-quality landscape treatments. This design will ensure a strong relationship with the sidewalk and public realm. Similar approaches will be taken in the design of internal streetscapes, with active frontages that minimize the impact of garages and driveways, as well as landscape treatments to provide visual continuity and screening where appropriate.

Pedestrian Traffic Areas (viii)

- The proposed development will enhance pedestrian traffic areas by providing a well-executed public/private interface along all street frontages, landscaped setbacks for all development blocks, and sidewalks along all streets, providing strong pedestrian connections within the neighbourhood.

Access to Sunlight (ix)

- Wherever possible, buildings proposed for the subject lands will be scaled and oriented to limit any shadowing impacts or loss of access to sunlight. Taller forms will generally be physically separated from public open spaces and lower-density areas, including existing

detached dwellings along the Sunningdale Road West and Hyde Park Road frontages. Notably, due to the location of the subject lands north of Sunningdale Road West, there will be no shadow impacts on lands to the south.

Landscaping (x)

- The proposed development will orient landscape areas to provide a visually appealing and cohesive appearance. Freehold lots (such as single detached dwelling lots) will provide typical suburban-style landscaping at the discretion of the homeowner. For multi-family blocks, plantings will be used to provide buffering and physical separation along property lines and between public and private areas. Landscape elements will also be used to screen parking, refuse, and service areas as required. Similar elements will be used to enhance the appearance of required building setbacks, outdoor amenity areas, and public recreation areas. Mature trees are to be retained wherever feasible.

Building Positioning (xi)

- While the exact position of buildings will be determined during the Site Plan Approval process for larger development blocks, it is noted that building positioning will be in accordance with the standard required setbacks of the requested zones. Positioning will generally reflect established development standards in the area, supporting a visually cohesive streetscape that is supportive of active transportation. Buildings located in proximity to public streets will be positioned close to the property line to form part of a strong street wall, supporting a strong relationship between built form and the sidewalk.

Parking and Loading (xiii)

- Beyond typical residential driveways and garages, parking and loading facilities will not be required for the low-density and low/medium-density portions of the proposed subdivision. For the medium-density blocks where parking and loading will be required, these facilities will be designed to support efficient movement and to reduce conflicts. Loading areas will be located off drive aisles and separate from the main parking areas and pedestrian pathways wherever possible. These areas will generally be located in the interior of development blocks, buffered and separated from public streets and adjacent parcels.

Privacy (xiv)

- To the extent feasible, the design and positioning of new buildings will minimize the loss of privacy for adjacent residential properties while providing adequate separation between new buildings proposed for the subject lands. Existing trees and landscape elements located along property lines will be maintained wherever feasible to screen the proposed development from adjacent parcels. New trees and plantings may be added where space permits.

Outdoor Living Space (xv)

- Proposed outdoor living spaces include rear and front yards for lower-density housing typologies, and balconies and at-grade amenity space for higher-density forms. In addition to these private amenity spaces, the subdivision will also be designed with a centrally-located public park within easy walking distance of development blocks intended for multi-family housing.

Play Areas (xvi) and Recreational Facilities (xvii)

- Detailed plans for building amenity areas will be developed during the Site Plan Approvals process. In general, amenity spaces will be sized and designed in accordance with the intended resident population.

Waste Management (xix)

- Buildings proposed for the medium-density development blocks will be designed to include refuse enclosures, providing adequate screening from the public realm and pedestrian areas wherever possible. Enclosures will ensure that waste is managed in an orderly, sanitary, and aesthetically pleasing manner on each site.

Gateways (xxi)

- Gateways consist of both entryways into the proposed subdivision along “*Neighbourhood Collector*” streets and the more significant gateway to the larger Hyde Park neighbourhood at the southwest corner of the subject lands adjacent to the intersection of Hyde Park Road and Sunningdale Road West.
- The proposed “*Neighbourhood Collector*” streets will serve as the main entryways to the neighbourhood, connecting higher-order streets with internal development blocks as well as proposed public open spaces. Development proposed along these streets will have a higher density and varied form, supporting a gateway and community node function and contributing to a strong sense of place. These streets will feature strong and well-defined street walls with quality architectural treatments. High-quality landscaping treatments will also be applied, including street trees and vegetated boulevards, establishing a distinct and desirable suburban character that is continued throughout the neighbourhood.
- The broader gateway to the south, located at the southwest corner of the subject lands (Block 14), will take the form of higher intensity and taller buildings, offering the opportunity to create a highly-visible, landmark development.

2.2.2 The London Plan

The London Plan has been adopted by Council and approved by the Province, but is only partially in effect due to several unresolved appeals to the Local Planning Appeals Tribunal. The London Plan sets out urban design policies that are applicable to both the City as a whole, and to specific place types. Policies concerning the “*Neighbourhood*” Place Type will be considered in this report. General design policies contained in the City Design section of the plan will also be reviewed:

Growth Framework – Rural/Urban Interface (99)

- The proposed subdivision is designed to mitigate conflicts between urban and rural uses wherever possible. Public open space and lower-density residential uses will be located along property lines abutting lands in active agricultural production, with higher-density uses adjacent to existing high-order streets. Lower-density uses are generally more compatible with agricultural areas, limiting the number of residents exposed and providing greater opportunity for physical separation and buffering (99).

City Design – Character (197-210)

- The proposed subdivision is designed to provide a desirable suburban character that is consistent with existing development in the area as well as the policies of the “*Neighbourhoods*” Place Type. Contemplated building forms, lotting patterns, and architectural treatment will support a gateway function along entrances to the subdivision and at the corner of Sunningdale Road West and Hyde Park Road. Road networks and the planned density distribution will support active transportation usage within the neighbourhood. A centrally located and visually prominent public open space will contribute to a sense of place and support communal gathering (197, 198).
- The subject lands are generally flat, sloping down slightly towards the unevaluated wetland feature in the northwest. A public open space is proposed to be co-located with this natural feature, serving as a neighbourhood focal point supported by the proposed layout of roads and development blocks (201).
- The proposed subdivision will locate well-designed, higher-density forms along gateway “*Neighbourhood Collector*” streets that intersect at a centrally-located public park (Block 16), and along the abutting “*Civic Boulevard*”. Combined, these elements will help to establish a strong neighbourhood character and identity while supporting community gathering (202, 203).
- The proposed subdivision incorporates an existing natural heritage feature (unevaluated wetland) as a central structural element. The two proposed “*Neighbourhood Collector*” streets intersect near this feature, creating a landmark community node that is supported by the proposed lotting patterns, density distribution, and building placements (204).
- The proposed development provides for the retention of mature trees where possible. New landscape elements, including street trees, will be introduced to the site as part of the proposed development (210).

City Design – Street Network (211-220)

- The proposed street network is of a modified grid pattern, minimizing dead ends and other barriers to mobility and providing four “future road” locations (Block 19-22) that connect to adjacent parcels. All streets will be designed to support pedestrian activity, with sidewalks,

street trees, curb extensions, and other pedestrian facilities within the right-of-way (211, 212, 218).

- The proposed neighbourhood will include multiple lot sizes, supporting a variety of development typologies and housing choice. Higher-density forms will be located along existing high order streets and proposed “*Neighbourhood Connectors*”, supporting active transportation usage and contributing to a gateway appearance at neighbourhood entryways (220).

City Design – Streetscapes (221-241)

- The proposed development will make a positive contribution to Hyde Park Road and Sunningdale Road West streetscapes, with high-quality, street-oriented forms located along both frontages. Along proposed internal roads, development will be of a modern and contemporary form, supporting well-defined streetscapes and limiting the visual impact of garage and driveway areas wherever possible. Landscaping will be used to support a cohesive appearance and distinct low-density, suburban character in accordance with the requested “*Neighbourhood*” Place Type (221).
- The portion of the Hyde Park Road and Sunningdale Road West frontages used for garages, driveways, and other vehicular areas will be minimized. These areas will be screened through building location and landscaping wherever possible. Only right-in-right-out vehicular accesses may be proposed from these streets, and principal access will be from the internal road network. Development located along proposed “*Neighbourhood Connector*” and “*Local*” streets will be designed with a street-oriented character. Buildings will be located close to the street with well-defined entrances, and the size and visual impact of garage and driveway areas will be limited where possible (222A).
- Internal “*Neighbourhood Connector*” and “*Local*” streets will be designed with minimal widths and traffic-calming measures where appropriate, including curb extensions and on-street parking (225).
- Lots, buildings, and rights-of-way will be scaled and sized to encourage passive surveillance of the public realm. Buildings will be located close to the street, with entrances and windows facing the sidewalk (228).
- No rear-lotting or side-lotting is proposed along “*Civic Boulevard*” or “*Urban Thoroughfare*” Street Classifications. Buildings facing all street types will have a strong relationship with the street, supported by entrances, glazing, and high-quality facades (229).
- Landscaping will be used in public parks and rights-of-way and on development parcels to provide a cohesive and distinctive suburban appearance. A variety of plantings, including street trees, will add visual interest, define prominent public spaces (especially parks), offer visual screening of parking and service areas, and provide canopy coverage and a sense of enclosure along sidewalks. All streets within the proposed subdivision will

be designed to the standards set out in the London Plan. Street trees will be provided throughout and especially along gateway “*Neighbourhood Connector*” streets (235, 236, 237, 238).

City Design – Public Space (242-251)

- The proposed subdivision locates a public park at a visually prominent location (Block 16), serving as the view terminus along two gateway “*Neighbourhood Connector*” streets. This public space will support active lifestyles as it is within easy walking distance of all proposed development blocks, especially those proposed to be zoned for medium-density residential uses (242, 243, 244).
- The proposed public space has a wide exposure to the adjacent intersection of two higher-traffic “*Neighbourhood Connector*” Street Classifications, ensuring access, visibility, safety, and connectivity (247).
- The proposed neighbourhood will provide a high-quality public realm, including streets with a cohesive visual appearance featuring street trees and landscaped boulevard areas. A centrally located and appropriately-scaled public space will serve as a neighbourhood focal point, providing a distinct communal gathering space around a natural area comprised of a wetland and mature vegetative features. These public realm components will be complimented by street-oriented building forms of a modern and contemporary style (249).

City Design – Site Layout (252-283)

- The proposed development is designed in response to the existing character and planned function of the surrounding area, generally reflecting the form and material palette of the Foxwood residential subdivision located immediately south of the subject lands (252).
- The proposal will limit adverse impacts on adjacent properties by providing adequate setbacks, maintaining existing landscape buffers wherever possible, and providing screening along property lines, where appropriate, abutting existing residential development (253).
- The proposed development is designed to provide a strong street presence along Hyde Park Road, Sunningdale Road West, and proposed internal “*Neighbourhood Connector*” streets. Buildings fronting onto these streets will orient well-defined entrances, high-quality facades, glazing/fenestration, and landscaped areas toward the public sidewalk. The visual impact of vehicular and service areas will be minimized, and buildings will be sited to screen these areas wherever possible, contributing to a well-defined street wall (256).
- The proposed site layout and building locations will create landmark views to an existing natural heritage feature and associated park space, located in the northwestern portion of the subject lands (257).

- While specific built form concepts have not been developed at this time, buildings will be sited close to the street wherever possible. The design of single-detached dwellings and street townhouses will minimize the visual impacts of garages and driveway areas. (259, 260).
- Loading, refuse, and service areas for buildings in the proposed medium-density development blocks will be located internal to the site wherever possible, in locations that are physically separate from primary pedestrian connections, outdoor amenity areas, and adjacent streets. In locations where this is not possible, landscape elements will be used to provide effective screening (266, 269, 270, 272, 278).
- Proposed medium-density development blocks will be designed with direct, comfortable, safe, and accessible pedestrian pathways, connecting principal entrances to the public sidewalk. Lower-density housing typologies will be designed with well-defined entrances clearly visible and accessible from the street (268).

City Design – Site Layout (284-305)

- The proposed development will provide active frontages along all streets, featuring well-defined entrances, glazing at regular intervals, and quality architectural and landscape treatments. Blank walls will be avoided or minimized wherever possible (285).
- Buildings will be designed with heights, setbacks, step-backs, roof lines/shapes, and articulation patterns that reflect the predominantly low-density, single-detached character of the surrounding area and support human-scale relationships. Well-designed entrances and façade elements will further break-down massing, supporting strong relationships with the public realm (286).
- Buildings will be scaled in accordance with the standard regulations of the requested zones. In general, buildings along “Local” Street Classifications will have a maximum height of 9m, building heights along “Neighbourhood Connectors” will be no more than 12m, and buildings along Sunningdale Road West and Hyde Park Road will have taller maximum building heights: 12m for Block 15 along Sunningdale Road West, and 20m for Blocks 13 and 14, with frontage along both roads. These heights are proportional to abutting rights-of-way, providing a sense of enclosure and supporting strong street walls (287).
- Where space permits, buildings at corner sites will provide massing and architectural detailing that reflect the prominence of each location (290).
- For the proposed medium-density development blocks, principal building entrances will be oriented toward public spaces, including rights-of-way and internal pedestrian areas. Entrances and other active ground floor uses will be located to enhance and reinforce the public realm wherever possible. Collectively, these features will establish strong active frontages and provide for convenient pedestrian access (291).

- The planned zoning structure provides for sensible height transitions wherever possible. These transitions will be supported by appropriate massing, articulation, and material application. Landscape elements will also be provided to enhance privacy and contribute to a consistent suburban appearance (298).

“Neighbourhood” Place Type (916-1077)

- The proposed subdivision will achieve a strong character and distinct sense of place by incorporating: a mix of housing forms, typologies, and densities; convenient pedestrian access within the community boundary; centralized and well-defined public open spaces; and, “*Neighbourhood Connector*” streets that provide defined gateways at entrances to the subdivision (917).
- Buildings will have a street-oriented function and appearance, and will be designed to minimize the impact of vehicular circulation and parking areas on the public realm. Wherever possible, vehicular parking will be located at the interior of development blocks, giving priority to active modes of transportation (917).
- The proposed public park (Block 16) is designed to provide a sense of neighbourhood identity. Its location at the intersection of two “*Neighbourhood Connector*” streets and in close proximity to medium-density development blocks will support its function as a meeting place for all residents (917).
- In conformity with Tables 10 to 12, the proposed neighbourhood structure locates a broader range of uses at higher intensities along streets with higher classifications (919).
- The proposed subdivision is designed to avoid rear lotting. Noise walls are to be avoided for the Hyde Park Road and Sunningdale Road West frontages (936).

2.4 PUBLIC REALM ANALYSIS

The public realm along adjacent streets will be defined by appropriately-scaled residential buildings, designed with street-oriented entrances, ground level features that animate the sidewalk, and quality architectural and landscape treatments. These buildings will provide a sense of enclosure and contribute to the formation of a strong street wall that relates positively to the adjacent Foxwood residential subdivision.

The proposed development will also introduce new high-quality publicly accessible spaces, including multiple “*Neighbourhood Connector*” streets (designed as gateways to the larger neighbourhood) and a park at the northwest corner of the subject lands that will serve as a community focal point and space of gathering. The stormwater management feature/park link proposed for Block 17 may also be designed as a public recreation area, and may include a multi-use trail. These spaces will be complimented by well-designed and active streetscapes.

Overall, the proposed development will make a positive contribution to the public realm. The site design will support a strong neighborhood character and distinct public realm.

2.5 COMPATIBILITY REPORT

2.5.1 Built Form

The proposed development will be of a primarily low-rise building form, with single-detached dwellings and street townhouses making up the majority of the neighbourhood. These buildings will range from two to three storeys in height, providing an appropriate built form for this suburban location.

Medium-density forms, ranging from 12m to 20m in height, will be located at the edges of the neighbourhood adjacent to high order streets. Taller forms are appropriate at these locations as a result of the wide Hyde Park Road and Sunningdale Road West rights-of-way, establishing a strong street wall and appropriate public-private interface that will generally reflect the structure of the Foxwood subdivision.

Built forms will be scaled to minimize impacts on existing single-detached dwellings located on parcels previously severed from the subject lands. The development also provides for the retention of landscape buffering adjacent to these parcels. Overall, the proposed development is reflective of contemporary best practices and the proposed built form is designed to ensure the proposed development is a 'good fit' within its emerging land use context.

2.5.2 Massing & Articulation

The massing and articulation of development in the proposed subdivision will be generally consistent with existing and planned development in the area. In general, definition will be provided at building corners, entrances, amenity areas, and other significant features where applicable. Low-density development will be designed to provide visual continuity and to support strong relationships between buildings and the public realm while maintaining privacy. Medium-density forms will generally be massed and articulated to reduce perceptions of mass and to maintain the low-density, suburban character of the area.

Special attention will be placed on the design of facades abutting Hyde Park Road, Sunningdale Road West, and the "*Neighbourhood Connector*" streets proposed for the interior of the subdivision. Distinct and well-articulated facades will be provided along these external elevations in order to support a strong neighbourhood character. Articulated elements will be accentuated by fenestration patterns and high-quality architectural treatments.

2.5.3 Architectural Treatment

While no concepts have been developed at this time, the proposed architectural style will likely vary throughout the subdivision in order to provide visual interest, generally exhibiting a contemporary and modern suburban style. This architectural treatment will contribute to a unique and engaging appearance while ensuring compatibility with the emerging built context.

CONCLUSION

The form of development described in this Urban Design Brief will support a distinct neighbourhood character, defined by high-quality public spaces, well-designed streetscapes, and a desirable blend of densities and housing typologies. The proposed development will implement contemporary best practices in residential design while supporting an efficient use of land and providing appropriate transitions to adjacent uses. The proposed building types and architectural treatment are compatible with the evolving built context of the area. Overall, the proposal seeks to leverage the most unique and important features of the site while introducing high-quality built forms, achieving a character and image that is authentic, desirable, and appropriate.