

# URBAN DESIGN BRIEF

## Developer

Corlon Properties Inc.

## Project Site

Neighbourhoods of Sunningdale /  
Sunningdale North

**01.16.2023**

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#### ABOUT THIS REPORT

This Urban Design Brief has been prepared by Siv-ik Planning and Design for Corlon Properties Inc. The brief provides an overview of the physical context, planning framework and technical requirements that are the genesis of the subdivision design process. The graphics and supporting text are intended to highlight links between those factors the specific design response proposed for the site. The brief is meant to articulate our understanding of, and vision for, the site in a manner that supports UDPRP review for the *Neighbourhood of Sunningdale: Sunningdale North* Draft Plan of Subdivision and conceptual plans for the multi-residential development blocks.

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#### PREPARED BY

Siv-ik Planning and Design Inc.

#### PREPARED FOR

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# S1: INTRODUCTION

## S1.1 Project Site

Corlon Properties Inc. is the master-developer of a significant proportion of the lands bounded by Wonderland Road N, Sunningdale Road W and Richmond Street N in London, ON. Branded as the “Neighbourhoods of Sunningdale”, Corlon has developed these lands in multiple phases over the last 20 years, reshaping what was once agricultural land and a private golf course into a complete new community. Build-out of the area commenced in the south and has gradually extended northward as city services have come on-line. With the ongoing evolution of North London and completion of previous phases, Corlon’s next area of focus is on the lands north of Sunningdale which are currently occupied by Sunningdale Golf and Country Club. This strategic section of new development (referred to as “Sunningdale North”) includes over 50 hectares of land immediately northeast of the intersection of Sunningdale Road W. and Wonderland Road N.

### At-A-Glance

#### SITE AREA

**51.077**  
Hectares

#### EXISTING USE

**Green Space**  
Golf Course and Agricultural Uses

#### SERVICING

**Municipal Services**  
Available on Sunningdale Road W.

## S1.2 Project Design Goals

Corlon Properties and Siv-ik have collaborated to prepare a Draft Plan of Subdivision for the most recent phase of planned development. *Sunningdale North* seeks to create harmony between the natural and built environment, providing for a high quality built environment on the backdrop of a re-naturalized drainage channel that serves as the spine of the site. From an urban design perspective, the subdivision design process centered around the following key goals:

- » Knit a high-quality residential development into the unique natural setting, while maintaining the Sunningdale Golf and Country club as a championship 18-hole course.
- » Providing for an exceptional and well-connected variety of pathways and public park spaces, that leverage the natural amenity offered by the adjacent Medway Valley and create high quality pedestrian experience throughout.
- » Providing for a diversity of housing types and building forms to attract a range of demographic segments with a view to organizing the site in a manner that fits seamlessly with the urban fabric and broader city-structure elements in north London.
- » Design for logical connections to potential future phases of development on adjacent lands.



Figure 1. The Project Site



# S2: CONTEXT

## S2.1 The Community

The project site is within the Sunningdale Planning District which is bounded by London’s municipal boundary to the north, Richmond Street to the east, Fanshawe Park Road W. to the south and Wonderland Road N. to the west. Sunningdale is an actively developing community in the City of London and has built-out significantly over the last 20 years.

Given it’s suburban setting, on the edge of London’s built area boundary, the land use pattern within 800 metres of the project site consists mostly of open space, agriculture and residential neighbourhoods. Notable open space areas include the Medway Valley Heritage Forest Environmentally Significant Area (ESA) and Sunningdale Golf and Country Club. Large portions of the area are still developing and there are multiple approved development proposals in the vicinity of the site. The residential development to the south and east of the project site are part of the earlier phases of Corlon’s multi-phased “Neighbourhoods of Sunningdale” development.

Most of the housing stock in Sunningdale has been built in the last 20 years. As of 2016, the area consisted of single-detached houses (60%), row houses (14%) and apartments greater than five storeys (26%). A shift in these proportions has occurred, as approved development proposals with multi-residential housing types have been built out since the last census data was released. Development of both single-family and multi-family housing is still occurring in the area today.

### Sunningdale At-A-Glance

PLANNING DISTRICT	POPULATION		
	2011	2016	Change
Sunningdale	4,015	5,385	+35%

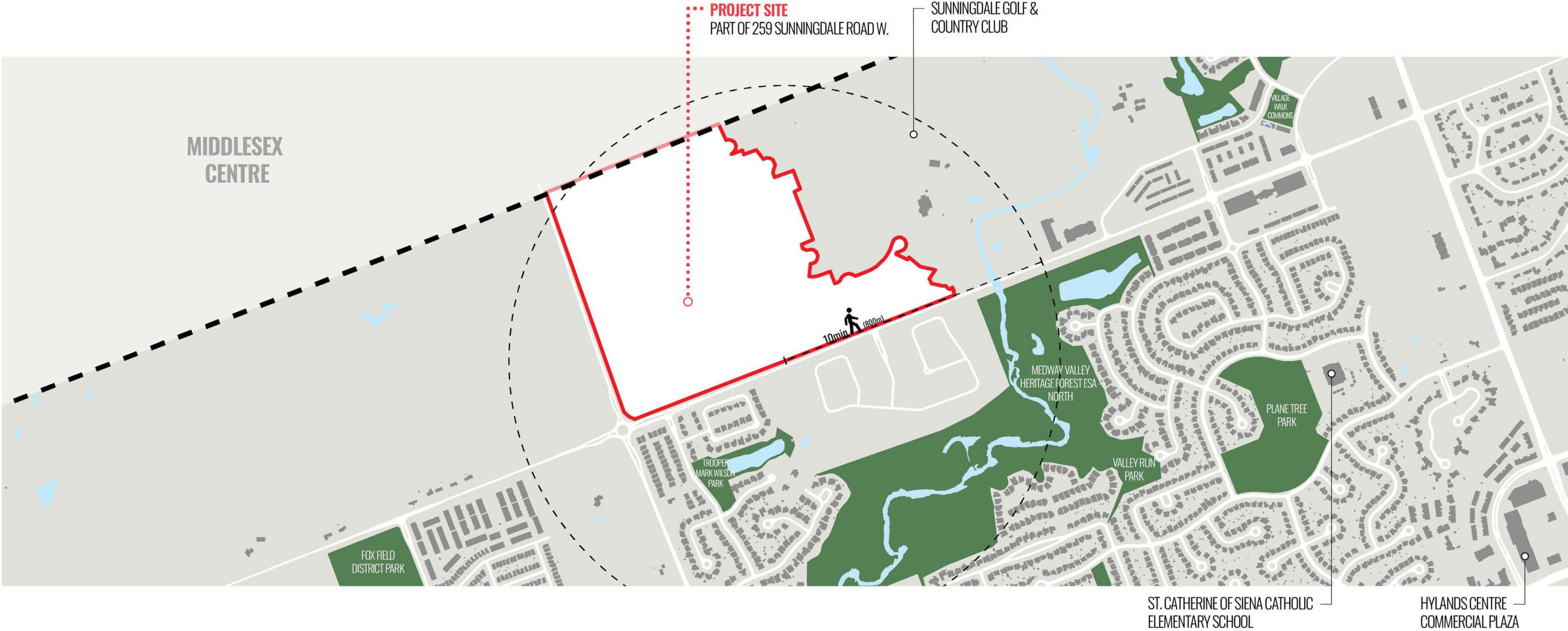


Figure 2. Community Spatial Context (800m)



## S2.2 Spatial Analysis

**Figure 3** shows the physical and spatial characteristics of the lands immediately surrounding the project site. As noted in Section 1 of this brief, the site includes a significant active portion of Sunningdale Golf and Country Club. It is proposed that 18 holes will be developed as part of this Draft Plan of Subdivision and that 18 holes will remain in operation (immediately east of the project site). The lands south of the site are actively developing, primarily for low-rise/low density residential development planned through previous phases of the *Neighbourhoods of Sunningdale* by Corlon Properties Inc. The predominant built form in this area is 1-2 storey single-detached dwellings. For dwellings sited along Sunningdale Road W., the subdivision pattern is varied including a mix of “side-lotting” conditions as well as “window streets”. Dwellings along Wonderland Road N. have dual frontages onto the Urban Thoroughfare and the internal driveway. Additionally, lands to the south west are planned for single-detached dwellings and multi-family residential development.

Lands to the west of the site consist of agricultural uses. These lands are currently located outside the Urban Growth Boundary and, as such, are not intended for development in the near-term. Lands to the north of the subject site also consist of agricultural uses. These lands are located outside of London’s municipal boundary, in Middlesex Centre.

### Spatial Context At-A-Glance

#### NORTH

**Existing**  
Farmland

**Planned**  
No Change

#### SOUTH

**Existing**  
Low-Rise Residential

**Planned**  
Continued New  
Community Growth

#### EAST

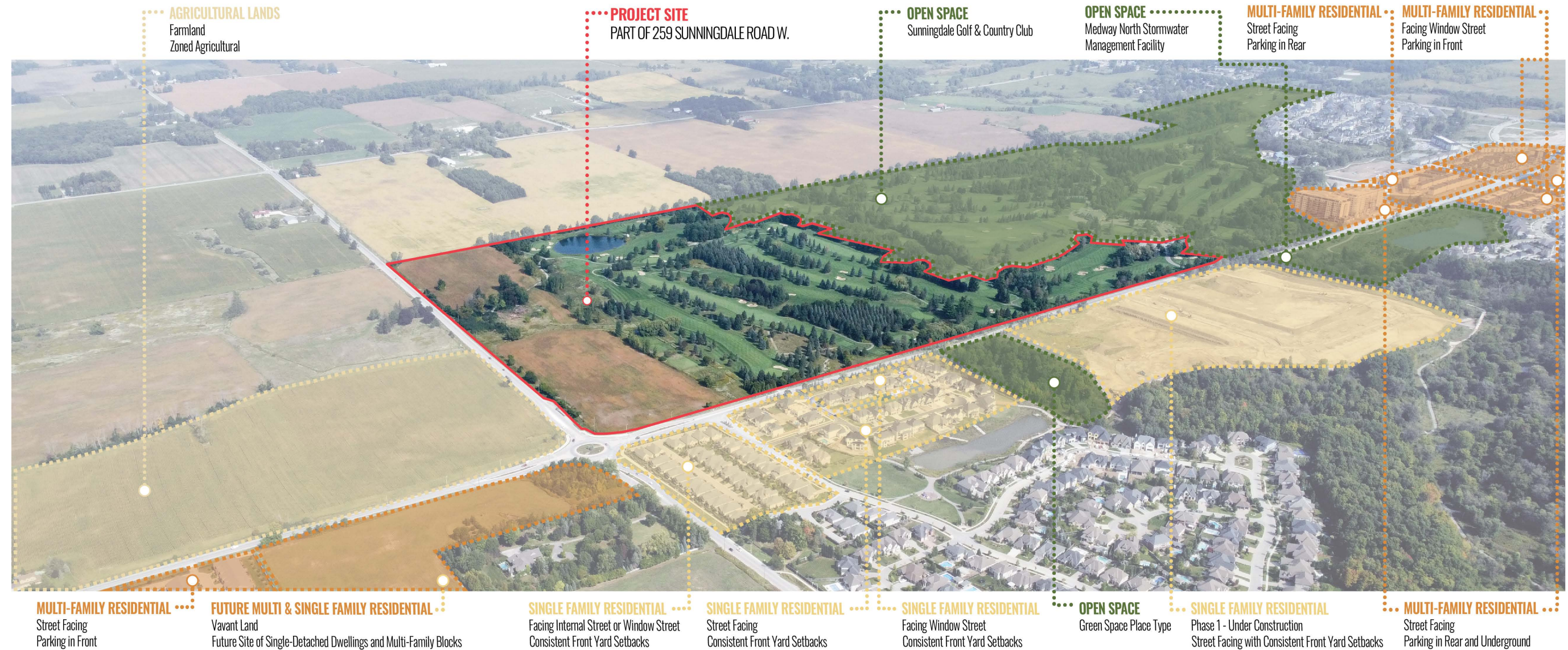
**Existing**  
Sunningdale Golf &  
Country Club

**Planned**  
No Change

#### WEST

**Existing**  
Farmland

**Planned**  
No Change



**Figure 3.** Neighbourhood Spatial Context (400m)



# S3: PLANNING FRAMEWORK

## S3.1 Provincial Planning Policy

The provincial planning policy framework is established through the *Planning Act* (Part IV) and the Provincial Policy Statement (PPS 2020). The Planning Act requires that all municipal land use decisions affecting planning matters be consistent with the PPS.

The mechanism for the implementation of the provincial plans and policies is through the City of London Official Plan (i.e., The London Plan). Through the preparation, adoption and provincial approval of the City of London Official Plan, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are addressed in the Official Plan discussion in this report and the associated Proposal Report submitted by Corlon Properties Inc.

## S3.2 The London Plan

**Figure 4** provides visual context for the site's positioning relative to London's city-structure. The project has access to Wonderland Road N. (Urban Thoroughfare) and Sunningdale Road W. (Civic Boulevard). The site is located outside the Primary Transit Area.

The site's relationship to the overall structure of London, as laid out in the London Plan, provides a framework for how development policies are to be viewed and applied in relation to this site. The following key characteristics of the site provide context for how the site is to be considered from a London Plan perspective:

- Actively Developing Neighbourhood within the Urban Growth Boundary
- Outside of the Primary Transit Area
- Various Frontage Conditions (see S3.3)

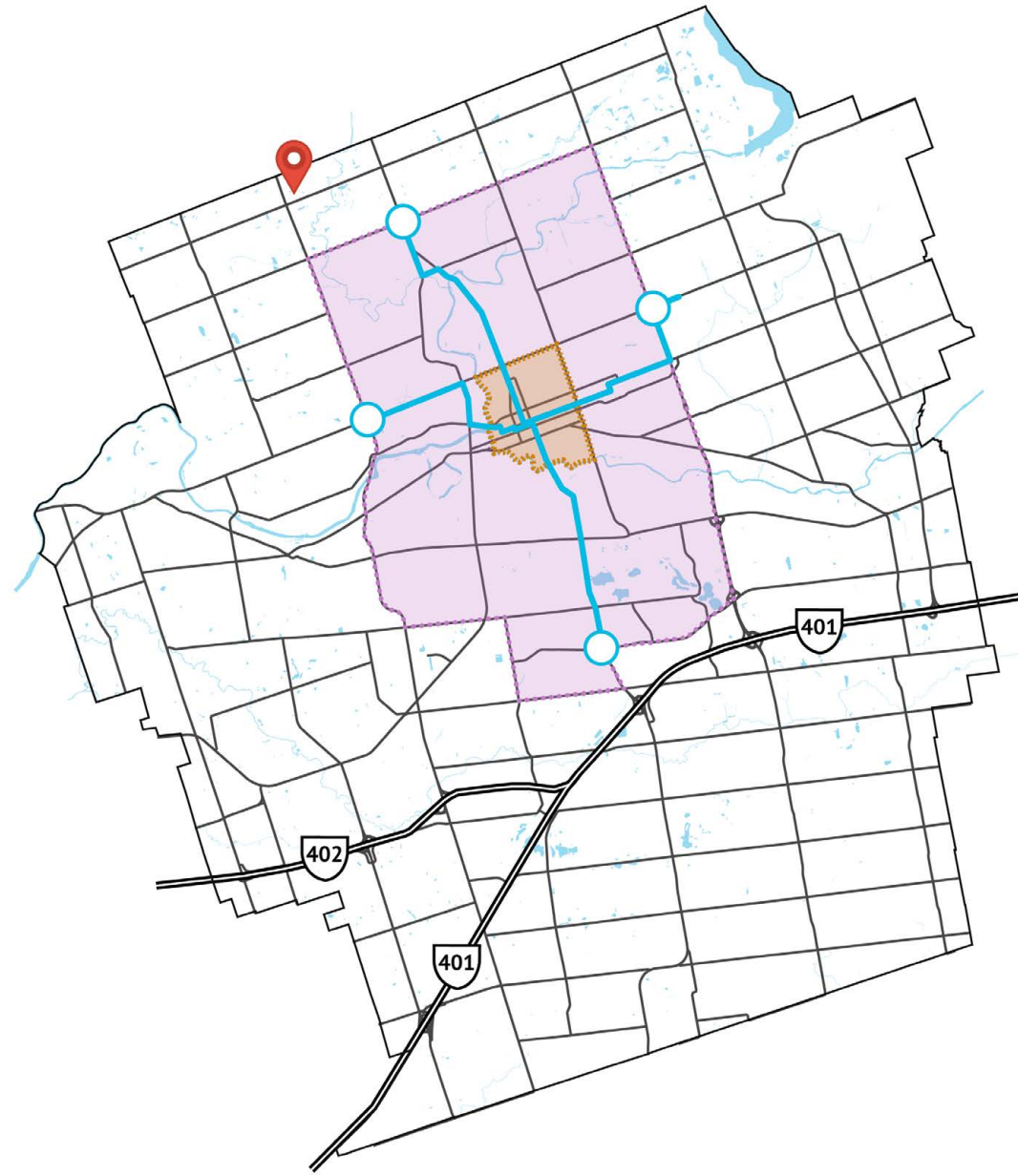
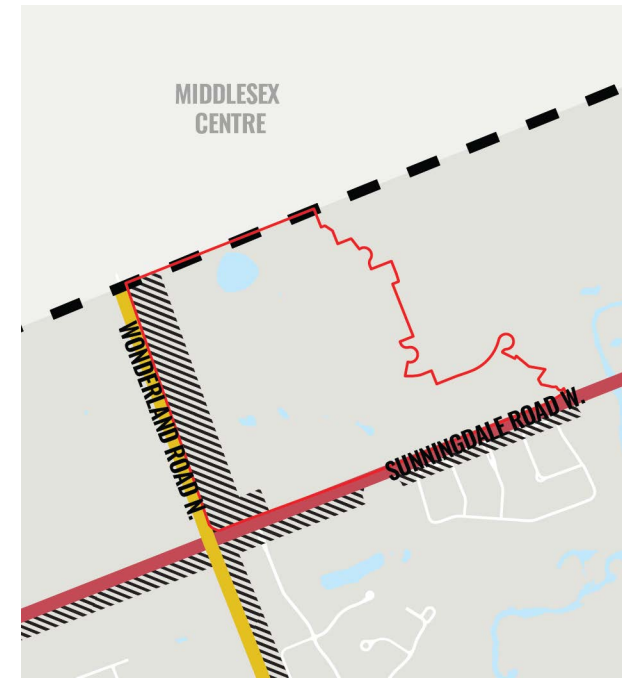


Figure 4. City Structure

## / Street Classifications

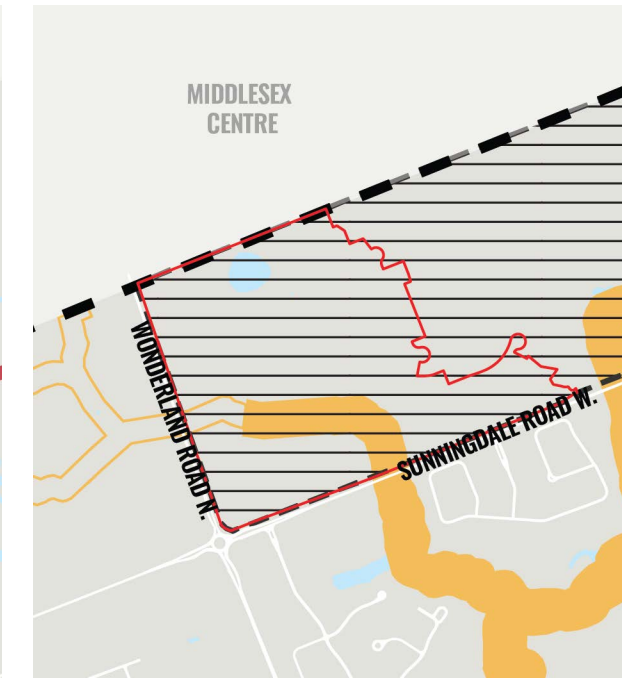
Map 3 – Street Classifications of the London Plan, establishes the classification of major roads bounding the site. In this regard, the site has direct frontage on a Civic Boulevard and an Urban Thoroughfare. These classifications guide the intensity of development and range of uses permitted on adjacent private lands and also establish other important design parameters for cross section-design, access management, etc. Neighbourhood streets do not currently exist but will be established through the Draft Plan of Subdivision process.



- Urban Thoroughfare
- Civic Boulevard
- Special Permissions

## / Natural Heritage

Map 5 - Natural Heritage identifies potential natural heritage features and functions. The project site contains portions identified "significant valleylands" associated with the Medway Creek ESA system south of the site. Development and site alteration is not permitted in significant valleylands unless it has been demonstrated that there will be no negative impacts on the natural features and ecological functions. A site-specific Environmental Impact Study has been prepared to evaluate the specifics of the feature and serve as a basis for neighbourhood design.



- Significant Valleylands
- Valleylands
- Special Policy Area

## / Place Types (Existing)

Currently, portions of the project are within the "Neighbourhoods" Place Type while the active golf course lands are within the "Green Space" Place Types as per Map 1 of the London Plan. Lands within the Neighbourhoods Place Type are envisioned to develop as complete communities with opportunities for a broad range of housing typologies and supportive uses. From a planning perspective, the Green Space Place Type reflects the current golf course use but does not reflect the long-term intent for these lands. Further details about the impending redesignation to Neighbourhoods is found in the Proposal Report submitted by Corlon.



- Neighbourhoods
- Green Space
- Potential Change to Neighbourhoods Place Type
- Farmland
- Environmental Review



### S3.3 Key London Plan Policies

#### / Approach for Planning Neighbourhoods - Use Intensity and Form

The London Plan establishes a basic “building blocks” approach to plan for both new and existing neighbourhoods. The range of uses permitted on a property and the intensity of development that may be allowed, is driven by the classification of street onto which the property has frontage. Tables 10-12 (pg. 248-251 of the London Plan) provide detailed guidance on these parameters. A summary of the various neighbourhood “building blocks” which are found within the *Neighbourhoods of Sunningdale: Sunningdale North* plan area, and the related development parameters, are shown below.



#### NEIGHBOURHOOD STREET

Up to 3 Storeys



#### NEIGHBOURHOOD CONNECTOR

Up to 3 Storeys



#### CIVIC BOULEVARD / URBAN THOROUGHFARE

2-6 Storeys

Primary Uses	Secondary Uses*
Single-detached	N/A
Semi-detached	
Duplex	
Secondary suites	
Townhouses	

Primary Uses	Secondary Uses*
Uses permitted on Neighbourhood Streets	Mixed-use buildings
Triplexes	Fourplexes
Small-scale community facilities	Stacked townhouses
	Low-rise apartments

Primary Uses	Secondary Uses*
Uses permitted on Neighbourhood Connectors	Mixed-use buildings
Fourplexes	Stand-alone retail, service and office (max. 2,000m <sup>2</sup> )
Stacked townhouses	
Apartments	

**Note:** Secondary uses may be unlocked where specific sites are located at the intersection of other major streets. Refer to Table 10-12 of the London Plan for further details.

In addition to the use and intensity guidance provided in Tables 10-12 of the London Plan, policies within the Neighbourhoods Place Type chapter provide direction on the form and design of development in new neighbourhoods. The purpose of these policies is to provide for predictability in the creation of new neighbourhoods while also allowing for the development of vibrant and interesting communities. Among other items, these form-based policies provide guidance on the orientation of buildings, the fit of non-residential uses and the location of parking. In this regard, Section 7 of this report highlights key built-form standards for each multi-family development block. These built-form standards have been addressed by the proposed zones and special regulations for each block outlined in Section 8.

#### / City Design Policies (189-306)

The City Design policies of the London Plan provide overarching urban design guidance for the development of new communities and neighbourhoods. The policies recognize that the design of the city is shaped by both its natural setting and its built form, with built form including elements such as streets, streetscapes, public spaces, landscapes and buildings. Overall, the policies seek to create positive relationships between these elements, which influence how people navigate and experience the City. In accordance with the applicable policies, planning and development proposals for new neighbourhoods are required to establish a vision to guide planning for character and sense of place. New neighbourhoods should be designed with consideration for the character of existing landscapes and topography. They should also be planned to include buildings, public spaces and focal points that contribute to this character. Neighbourhood street networks and block sizes should also be designed to ensure connectivity to infrastructure and amenities that support transit and active mobility.

In this regard, the information outlined in Section 2, 3 and 4 of this brief clearly articulates the physical context of the site and the surrounding area. The design principles described and illustrated in Section 5 and the multi-residential block concept plans in Section 6 document how the plan has been designed to respond to the unique context of the site, taking into account the City Design policies of the London Plan along with site specific technical analysis and other specific urban design policies related to new community planning in London.

#### / Natural Heritage Policies (1298-1441)

The Environmental Policies of the London Plan contain specific guidance for the identification and long-term protection of Natural Heritage Features. The City’s Natural Heritage Network is made of an interconnected system of significant wetlands, woodlands and valleylands which are all important for their environmental and social values as a legacy of the natural landscapes that exist in London. As noted on page 08 of this brief, the site contains a segment of an identified “significant valleyland” which is associated with the Medway Creek stream corridor south of the site. An Environmental Impact Study has been prepared by Corlon as part of the complete application for the proposed Draft Plan of Subdivision. The Natural Heritage policies of the London Plan seek to preserve and improve the ecological function of the features. The EIS has been relied upon to determine appropriate development limits and buffers and guide integration of public realm elements such as pathways and parks. The site analysis outlined in Section 4 of this brief further summarizes the extents and implications of the significant valleylands. The design principles described and illustrated in Section 5 identify how the draft plan of subdivision has been designed to respond to this unique environmental feature.

#### / Natural and Human-Made Hazards Policies (1442-1510)

The London Plan policies also provide additional direction on criteria for development in areas subject to riverine erosion hazards. The overall goal of the policies is to minimize the risks and potential property damage associated with natural hazard lands. In this regard, the information outlined in Section 4 of this brief identifies the extent of the hazard lands on the site. The design principles described and illustrated in Section 5 identify how the draft plan of subdivision has been designed to respond to the unique context of the area and have taken into account the Environmental Policies of the London Plan. The riverine erosion hazard limits identified in the London Plan are subject to interpretation and refinement on the basis of the preparation of a technical study.

#### / Subdivision of Land Policies (1685-1695)

The Our Tools section of The London Plan provides further detail and direction on how plans of subdivision will be evaluated for their conformity with the *Planning Act*, applicable provincial legislation and guidelines and the Official Plan. Conditions of draft approval for public amenities such as parkland, streets, pathways etc. are outlined. These policies and other applicable subdivision design criteria outlined in the Planning Act have been taken into account through the subdivision design process and are highlighted throughout the following Sections of this brief.



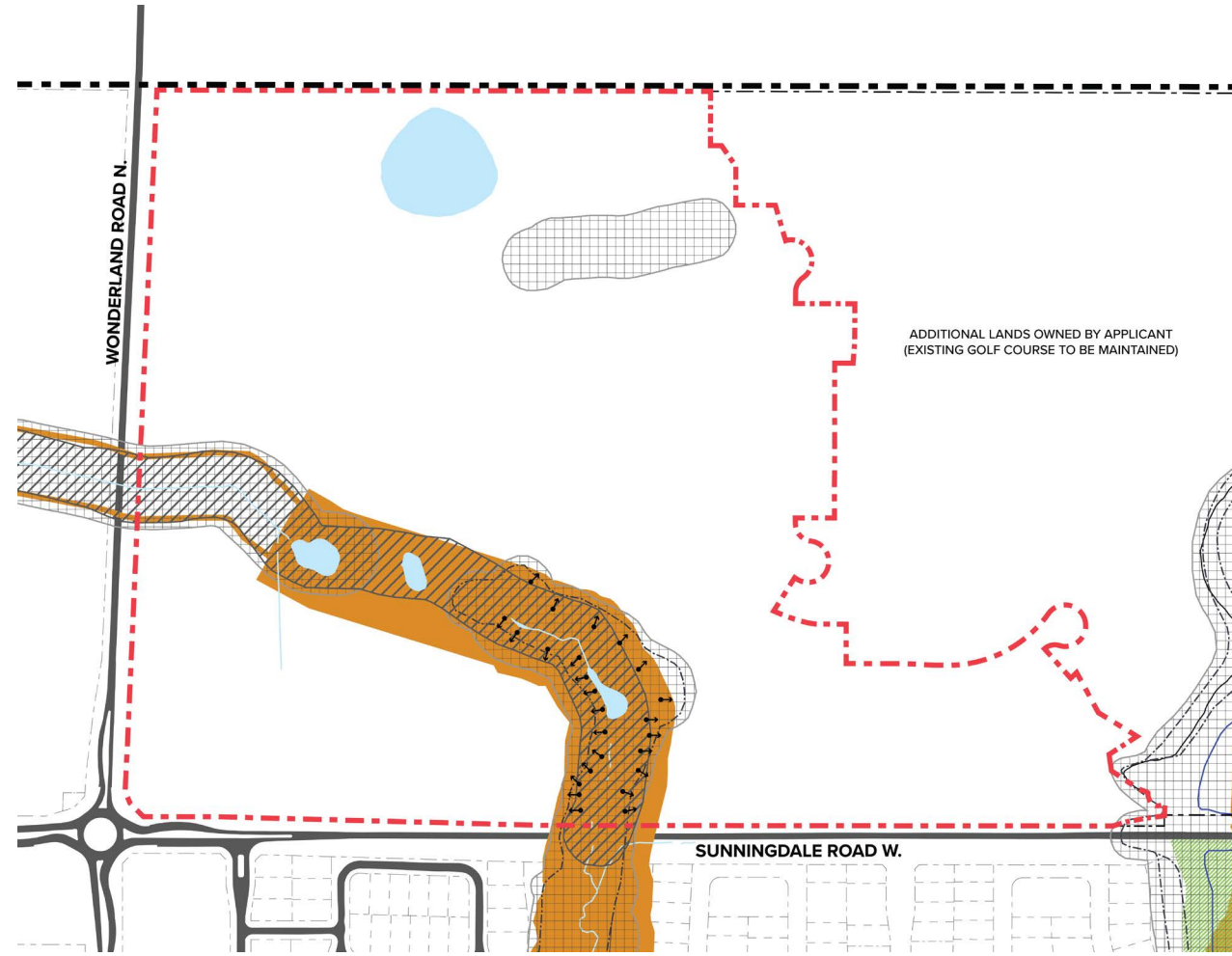
# S4: SITE ANALYSIS

## S4.1 Environmental/Landscape

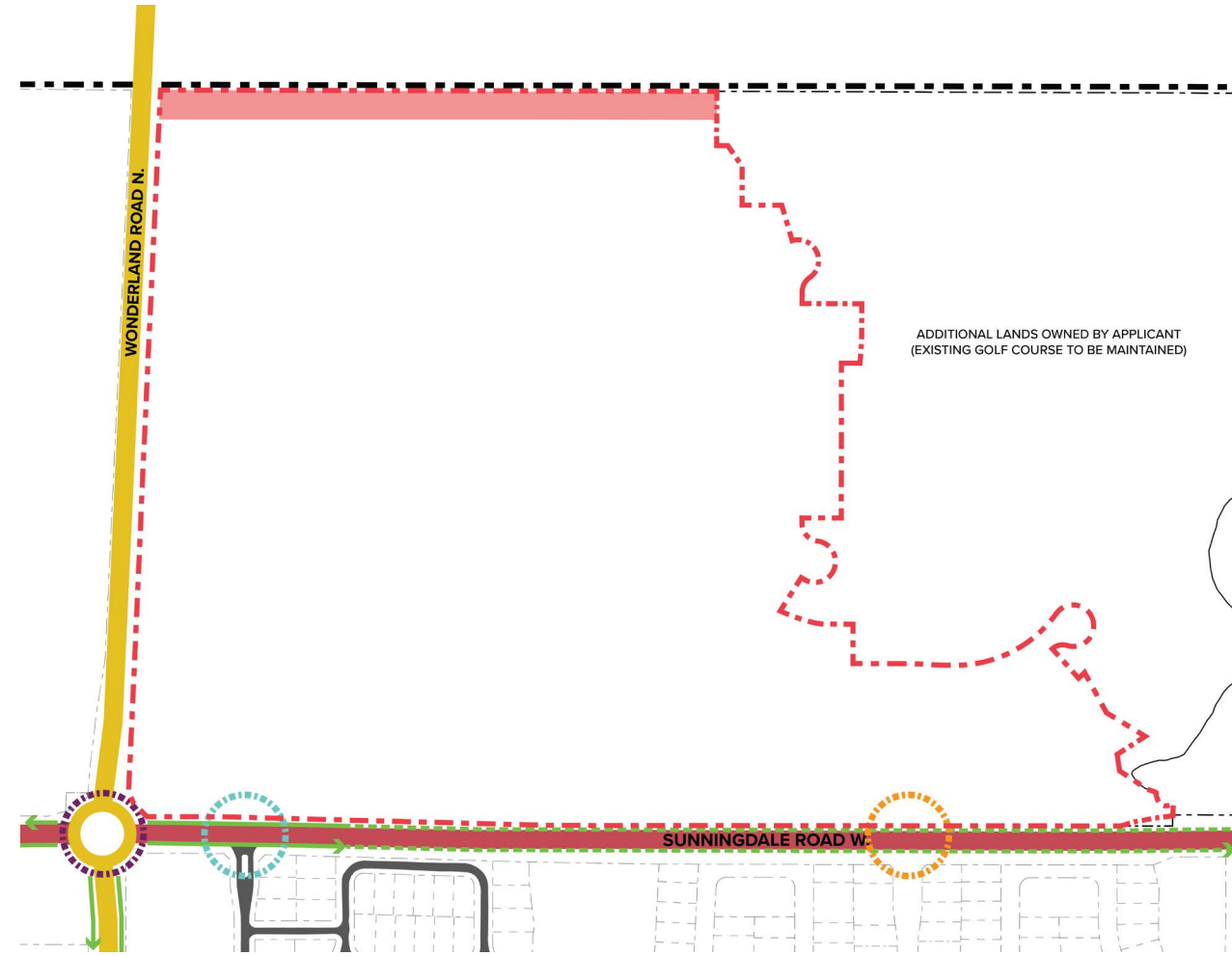
The natural setting and landscape of the site is an important component of the design context for proposed subdivision.

In this regard, the site contains an intermittent stream and series of ponds that are regulated by the Upper Thames River Conservation Authority (UTRCA). The regulated watercourses extend beyond the project site to other areas to the south and west and have linkages to the Medway Creek and the Medway Valley ESA. Some of these watercourses are also identified as hazard lands due to a significant grade change sloping outward from the watercourses.

The project site also contains a significant valley land natural heritage feature. The valleyland feature is located along the western portion of the site and connects eastward to the significant valleyland feature. This feature extends southward beyond the project site, connecting with Medway Creek and the Medway Valley Heritage Forest ESA. As per the London Plan, development and site alteration is not permitted in significant valleylands unless it has been demonstrated that there will be no negative impacts on the natural features and ecological functions.



- Conservation Authority Regulation Limit
- Riverine Erosion Hazard Limit for Unconfined Systems
- Significant Slope
- Riverine Erosion Hazard Limit for Confined Systems
- Significant Valleylands
- Valleylands
- Environmentally Sensitive Areas (ESA)
- Water Bodies



- Civic Boulevard
- Urban Thoroughfare
- Pipeline Easement Setback
- Existing Bike Lane
- Proposed Bike Lane
- Existing Roundabout
- Existing Intersection - Limited Right-in-Right Out
- Planned Intersection

## S4.2 Street Network

The project site is bounded by two major streets. The London Plan classifies Wonderland Road N. as an Urban Thoroughfare and Sunningdale Road W. as a Civic Boulevard. These streets are intended to carry medium to high volumes of traffic. Urban Thoroughfares are intended to prioritize movement of vehicles and freight, where as Civic Boulevards are intended to prioritize pedestrian, cycle and transit movements.

Eastbound and westbound bike lanes exist along a portion of Sunningdale Road W. at the intersection of Wonderland Road N. Future extension of the bike lanes is proposed in the City's Cycling Master Plan, however phasing for this section has not yet been identified.

An existing roundabout is located at the intersection of Wonderland Road N. and Sunningdale Road W. An existing right-in right-out only intersection with a Neighbourhood Street (Wallingford Avenue) is located approximately 100 metres east of the roundabout along Sunningdale Road W. An additional intersection along Sunningdale Road W. is planned at the entrance to the "Sunningdale Court" development, which is the most recent phase of the "Neighbourhoods of Sunningdale". There are currently no intersections along Wonderland Road N.

The northern portion of the site is impacted by a pipeline that traverses east-west across the project site. The approximate location of the pipeline easement is shown in the image above. No new buildings are permitted to be developed with the pipeline easement area.

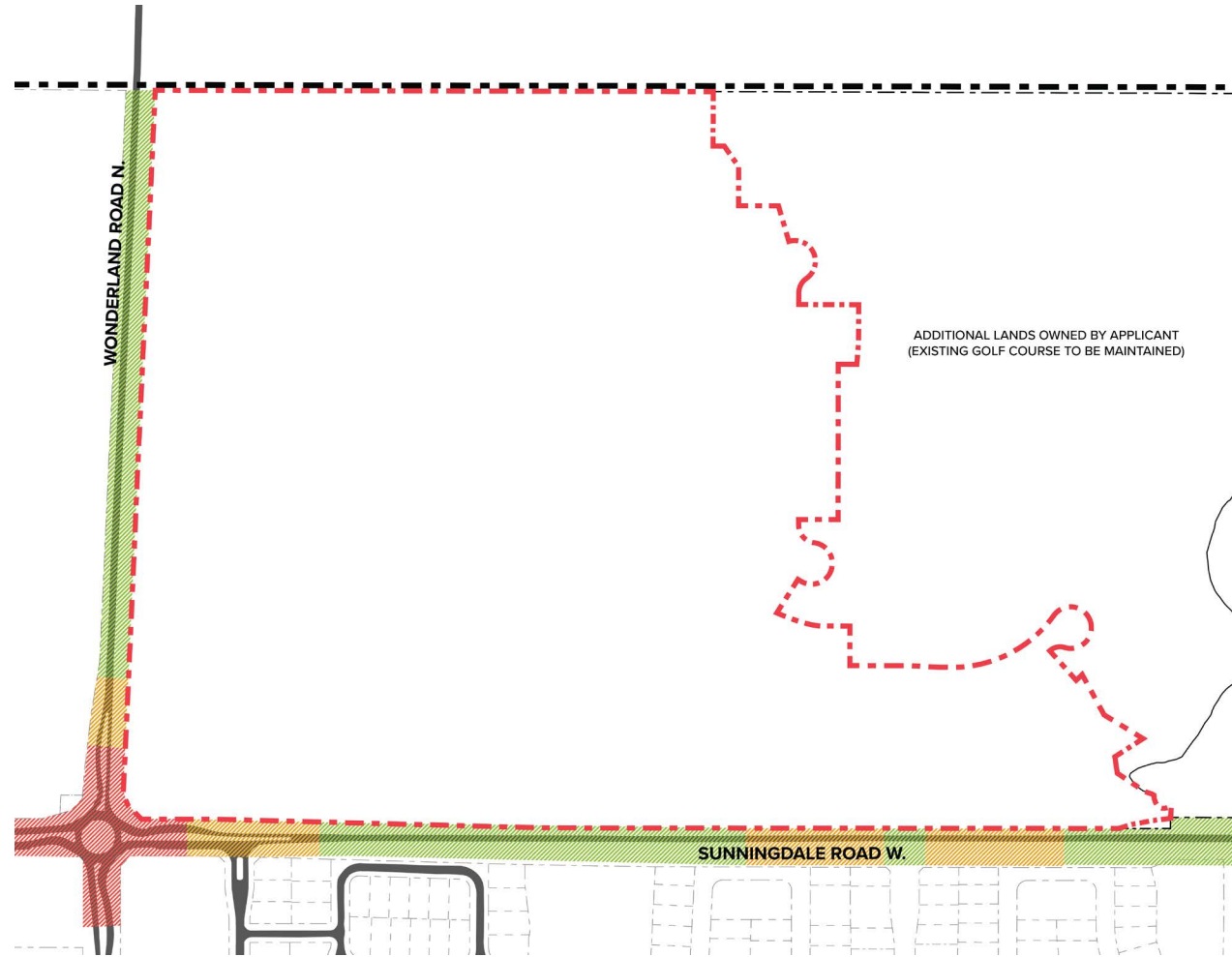




### S4.3 Access/Connectivity

As per the “Street Network” map on page 12 of this brief, the site has frontage on two major roadways (Wonderland Road N. and Sunningdale Road W.). A roundabout intersection of these two roadways exists at the southwest corner of the site. The City of London’s 2011 Access Management Guidelines provide a framework to guide access control for new developments. The guidelines seek to balance maintaining high levels of service for through-traffic, ensuring the safety of traffic movements, and providing for reasonable access to abutting properties.

For the project site, the guidelines require a minimum 215 metre spacing between “full-turn” signalized intersections or roundabouts along Wonderland Road N. and Sunningdale Road W. This limits the potential for signalized and full-turn access to the site to specific areas along the existing street frontages. Additionally, in some areas, major intersections are also limited to restricted right-in-right-out movement accesses. Generally, a minimum spacing of 75 metres is required for restricted intersections and 150 metres is required for full-turn intersections.

As per the Mobility policies of the London Plan street networks in new neighbourhoods should achieve a high level of connectivity that can support all forms of mobility. A connectivity ratio of 1.5 or higher is used as a target to evaluate new street networks. As per this ratio, a higher connectivity ratio represents a better connected street pattern.

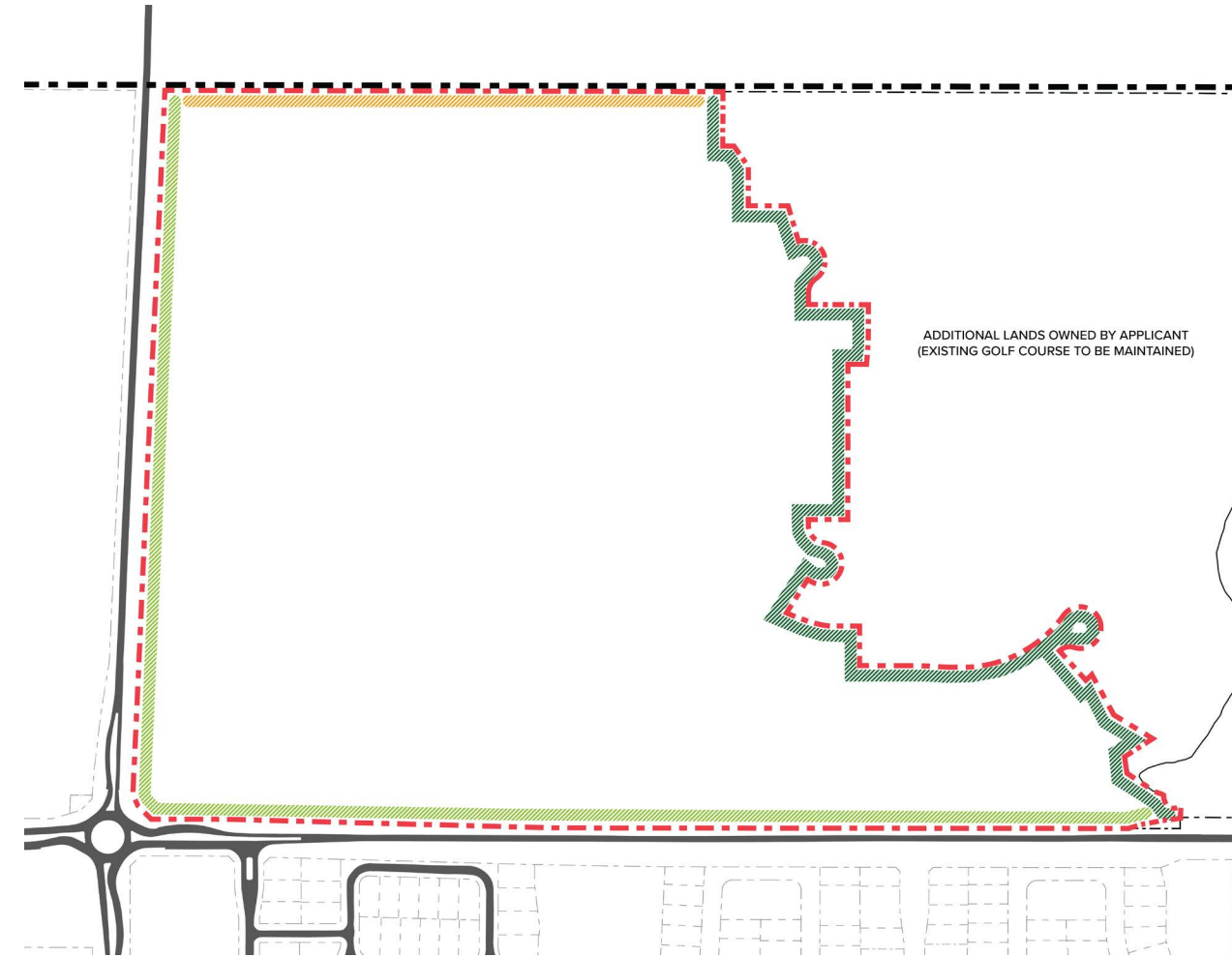


-  No Access Permitted
-  Restricted Access (Right-in/Right Out Only)
-  No Access Restrictions (Full-turn Access Permitted)

### S4.4 Edge Conditions

The site abuts a Urban Thoroughfare to the west, a Civic Boulevard to the south, the Sunningdale Golf Club lands to the east and agricultural lands in Middlesex Centre to the north. Lands to the west are not currently within the City’s Urban Growth Boundary but it is reasonable to assume they would be included through the next comprehensive review and would form a logical location for residential/community growth. Properties to the east could be developed in future phases and as such those interfaces with the existing site boundary could change. Earlier phases of the “Neighbourhoods of Sunningdale” are currently under construction south of Sunningdale Road.

The design of the block and street network for the plan responds to existing and future conditions surrounding the site and fosters activity along the higher order streets.



-  Active Frontage
-  Agricultural Frontage
-  Open Space Frontage (Private)

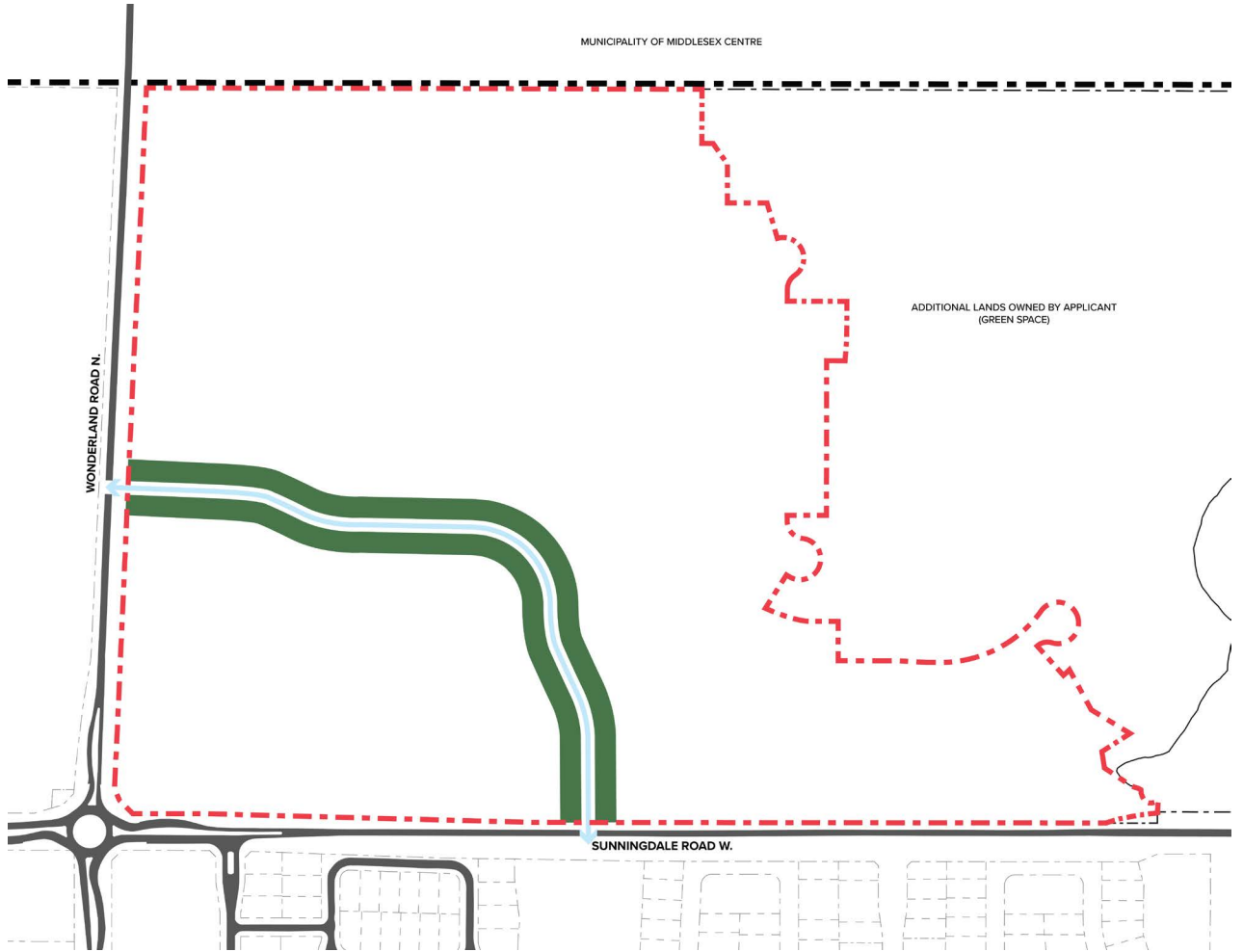


# S5: DESIGN APPROACH

## 1 Re-establish and Naturalize the Axford Drain Corridor

In light of the natural function of the existing watercourses and valleylands on site, a key design principle is to realign and daylight the intermittent watercourses and incorporate the feature and associated vegetated banks as part of the subdivision.

This strategy involves a channelization and realignment of the intermittent watercourse in a manner that respects the existing flow pattern and hazard limits on the site. This strategy centres on ensuring the renaturalizing of the realignment and re-naturalization of a complete creek corridor, which has been impacted by historical anthropogenic activities associated with the existing golf course.



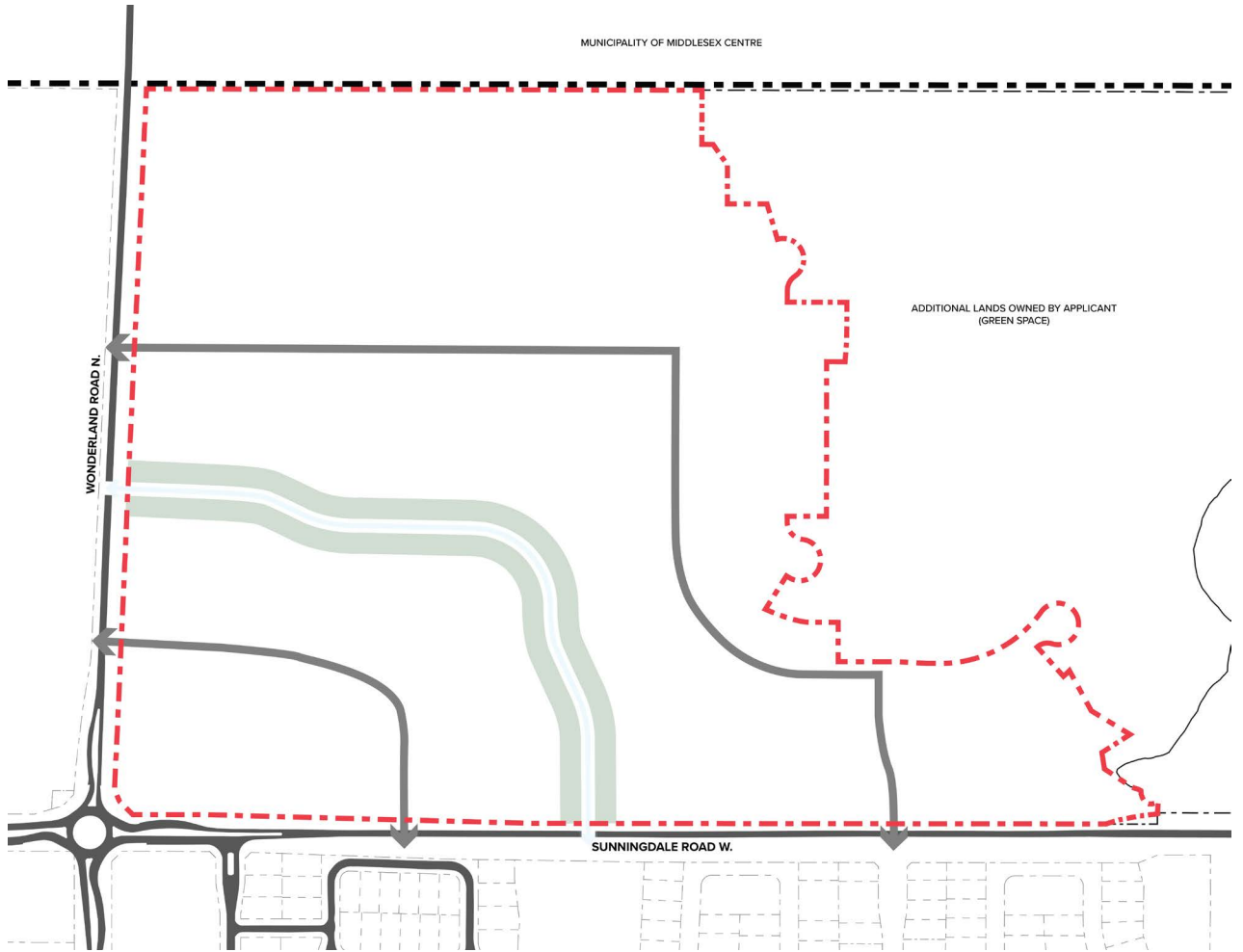
-  Realigned Stream
-  Environmental Feature

**Official Plan References**  
 Natural Heritage Policies - Policy 1344 - 1345 & 1351  
 Natural and Human-made Hazards Policies - Policy 1494-1495  
 City Design Policies - Policy 201

## 2 Plan for Access and Connectivity

Given the size of the project site, multiple access points will be required. To fully unlock the potential of the project site, principal access points from Wonderland Road N. and Sunningdale Road W. have been identified. Access points are located to allow for full-turn signalized intersections and to align with existing streets (i.e. Robbie's Way). These access points are linked internally through two Neighbourhood Connectors.

The connecting streets follow the general shape of the realigned stream and environmental feature. The Neighbourhood Connectors are located on both sides of this feature, creating opportunities for the formation of multi-family blocks. The location of these street connections also sets the framework for a modified grid network of Neighbourhood Streets to structure the single-family block patterns.



-  Proposed Neighbourhood Connector

**Official Plan References**  
 City Design Policies - Policy 204, 211 & 217

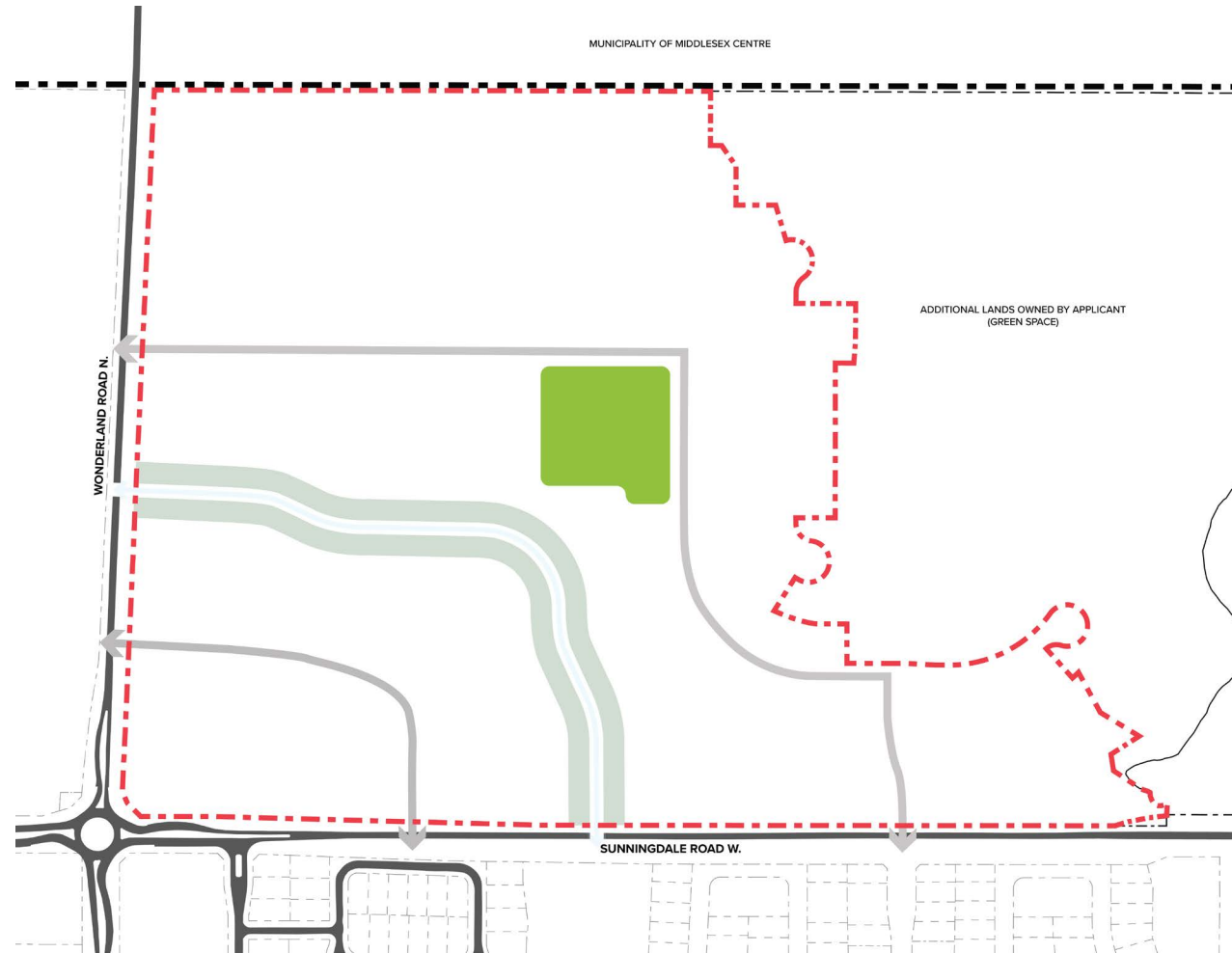


### 3 Define the Centralized Park Block

Residents in growing communities need to have access to parks and greenspace. The *Planning Act* establishes a framework for municipalities to require parkland dedication through the subdivision design and planning approvals process. The overall character of the subdivision is driven significantly by this important component of the public realm.

As part of the design strategy for *Neighbourhoods of Sunningdale: Sunningdale North*, a 2.15ha neighbourhood park has been established in the central portion of the site. The specific placement and sizing of the park block leverages the adjacency with the naturalized channel allowing opportunities for connectivity to the proposed multi-use trail network. The park block is centralized within the low density residential blocks and contains a high degree of public street frontage to enable access, views and connectivity. The park block has also been positioned and oriented to limit rear-lot development.

To the degree possible, the park block is positioned to ensure residents can access the park within an 800 metre walk.



● Centralized Park Block

#### Official Plan References

Green Space Place Types - Policy 769  
 City Design Policies - Policy 203, 242 & 246  
 Park and Recreation - 402-412

### 4 Plan for Trail Connections

For new community growth and planning, the London Plan intends that neighbourhoods be connected by developing a continuous system of linked parks and public open spaces. The proposed subdivision includes a dedicated multi-use trail network, providing linkages from the existing higher-order streets (Wonderland Road N. and Sunningdale Road W.) to the interior of the neighbourhood. The trail locations are designed to align with existing and planned trail connections that are part of the City's larger trail network.

Specifically, the trail from Wonderland Road N. will provide an important connection over the realigned stream corridor into the proposed central park block. Additionally, the trail network will also provide connections to a future multi-use pathway extending along the City's northern municipal boundary.

These trail connections will converge at the proposed central park, connecting to the proposed neighbourhood street network for the subdivision.



↔ Trail Network

#### Official Plan References

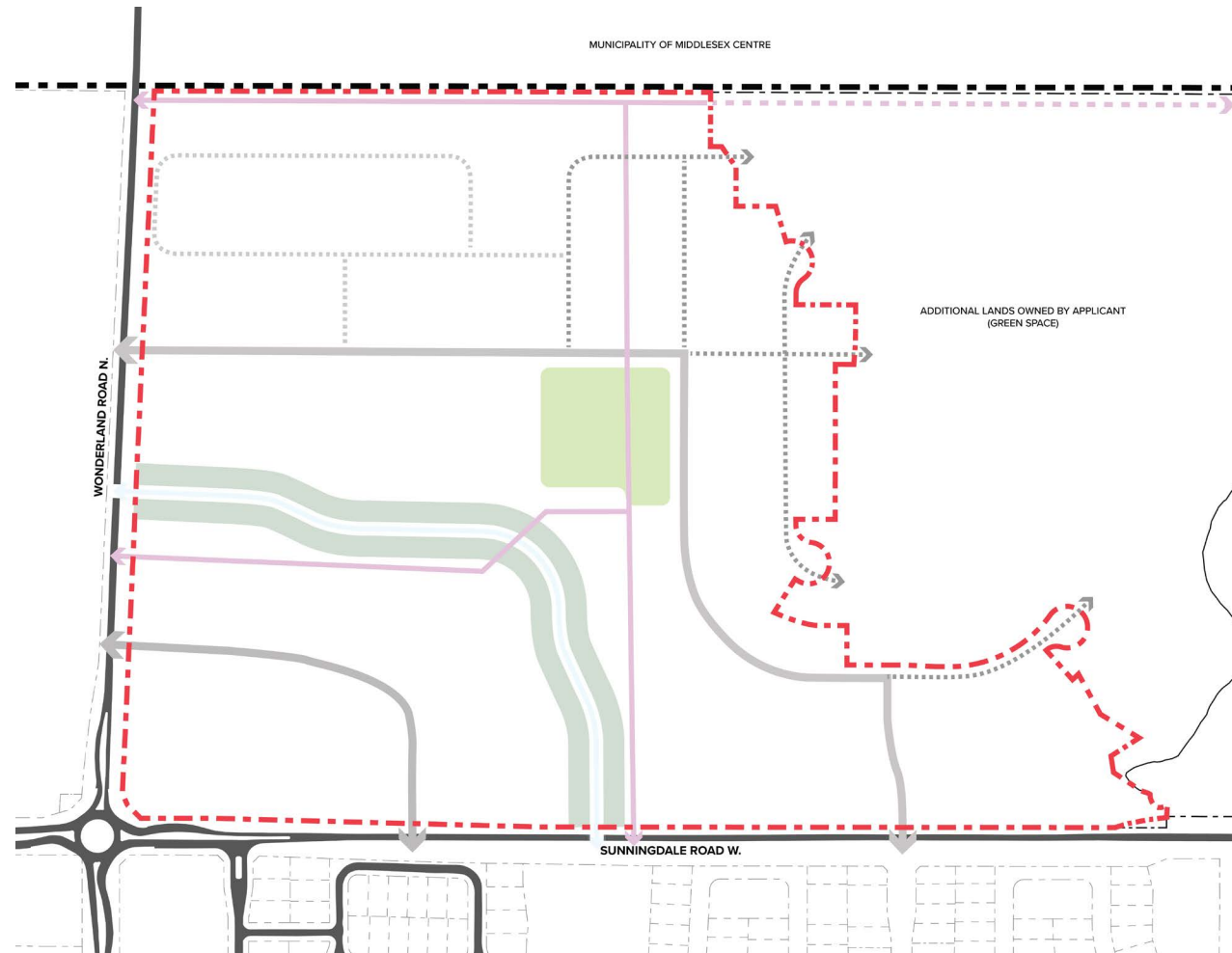
City Design Policies - Policy 246 & 249





## 5 Establish a Grid Network

The policies of The London Plan require that the configuration of streets planned for new neighbourhoods be of a grid, or a modified grid, pattern. The policies also require that new neighbourhoods be designed with connectivity and integration to existing and future neighbourhoods.

In this case, a network of Neighbourhood Streets connecting from a higher-order Neighbourhood Connector have been established to structure the pattern of the single-family housing blocks. Some physical constraints have interrupted the grid where necessary including the realigned stream corridor and the proposed school block. If it is determined that the school block is not required, it will be planned as single-family blocks. Where possible, cul-de-sacs and dead ends are minimized. In order to allow for the logical completion of the larger grid network in future development phases, cul-de-sacs and dead ends are located along the eastern boundary of the site.



-  Neighbourhood Street
-  Potential Neighbourhood Street

### Official Plan References

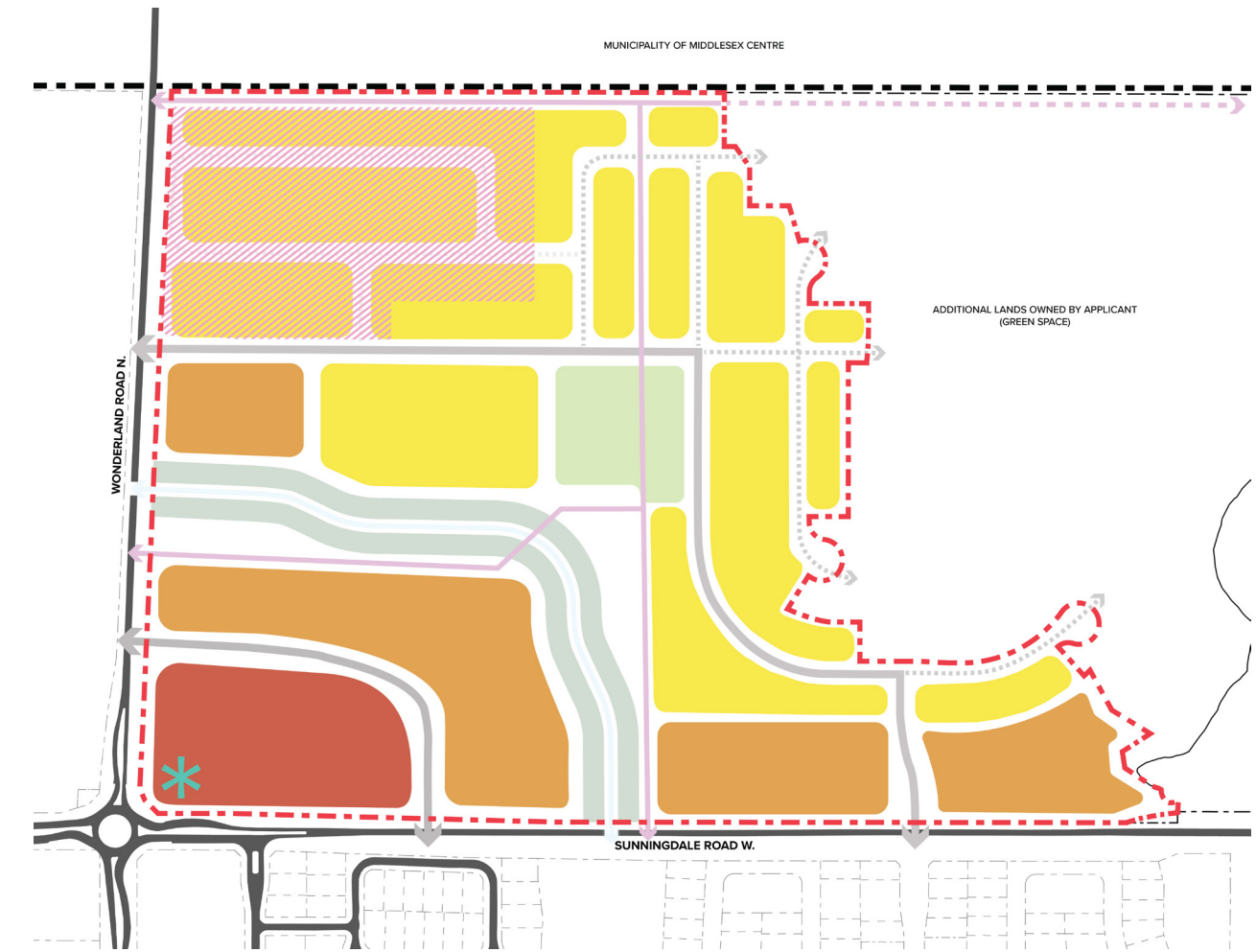
City Design Policies - Policy 212

## 6 Transition Activity from the Higher-Order Streets

Future development of this neighbourhood must reflect the use, intensity and form policies set out in the London Plan. The intensity of development and the range of uses varies depending upon the street classification that the block fronts onto and whether the block is located at an intersection with another street.

In this case, three zones of intensity have been established for the site. The zones of intensity established through these principles guide the subdivision design, generally ensuring that density and intensity is focused towards the intersection of the higher-order streets (Wonderland Road N. and Sunningdale Road W.).

A framework for non-residential uses on site is also established through this principle. A focus area for potential commercial uses has been identified at the intersection of Wonderland Road N. and Sunningdale Road W.



-  Low Intensity
-  Medium Intensity
-  High Intensity
-  Potential School Campus
-  Potential Commercial Location

### Official Plan References

Neighbourhood Place Type Policies - Tables 10 - 12

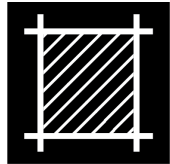


# S6: SUBDIVISION OVERVIEW

## S6.1 Neighbourhoods of Sunningdale: Sunningdale North

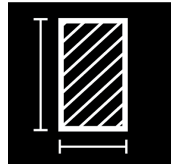
The following illustrations and graphics provide an overview of the proposed *Neighbourhoods of Sunningdale: Sunningdale North*, Draft Plan of Subdivision. The plan establishes an overall organizing framework for the development of a new vibrant, mixed-density component of the Neighbourhoods of Sunningdale. The plan centres around the creation of a major naturalized open space corridor which conveys surface water across the site and re-establishes other important ecological functions. The plan includes a mix of housing opportunities including 156 single family lots, 7 multi-family residential blocks, a 2.15 hectare neighbourhood park, and one block reserved for a future joint elementary / secondary school campus site. The proposed multi-residential blocks are located along Wonderland Road N., Sunningdale Road W. and along the new proposed "Street L". New development within these blocks will include a mix of grade-oriented and apartment style dwellings, with street-oriented buildings that serve to activate the adjacent streets and key gateways into the neighbourhood. A fine-grain multi-use pathway network has been incorporated into the plan, knitting together the higher order boundary streets, the central neighbourhood park block, the naturalized open space corridor and ultimately providing connections to the City's broader multi-use trail network. Should the schools not be required, the block and street pattern has been designed in a manner that facilitates its conversion to single detached dwelling lots. The following illustrations and graphics provide a detailed breakdown of the concept for the project site, specifically highlighting the circulation network, block pattern, land uses, open spaces and important views/vistas.

### SITE AREA



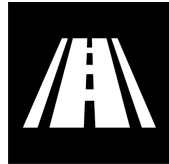
**51.077**  
HECTARES

### LOTS



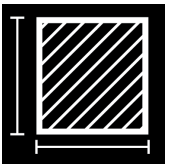
**156**  
SINGLE-DETACHED DWELLING  
LOTS

### PROPOSED ROADS



**3.9KM**  
NEW STREETS

### BLOCKS



**13**  
BLOCKS

### PARKLAND



**3.107**  
HECTARES

### PROPOSED TRAILS



**1.3KM**  
NEW TRAILS

<b>MULTI-RES</b>	<b>OPEN SPACE</b>	<b>SCHOOL</b>
15.317 HA.	5.031 HA.	8.101 HA.

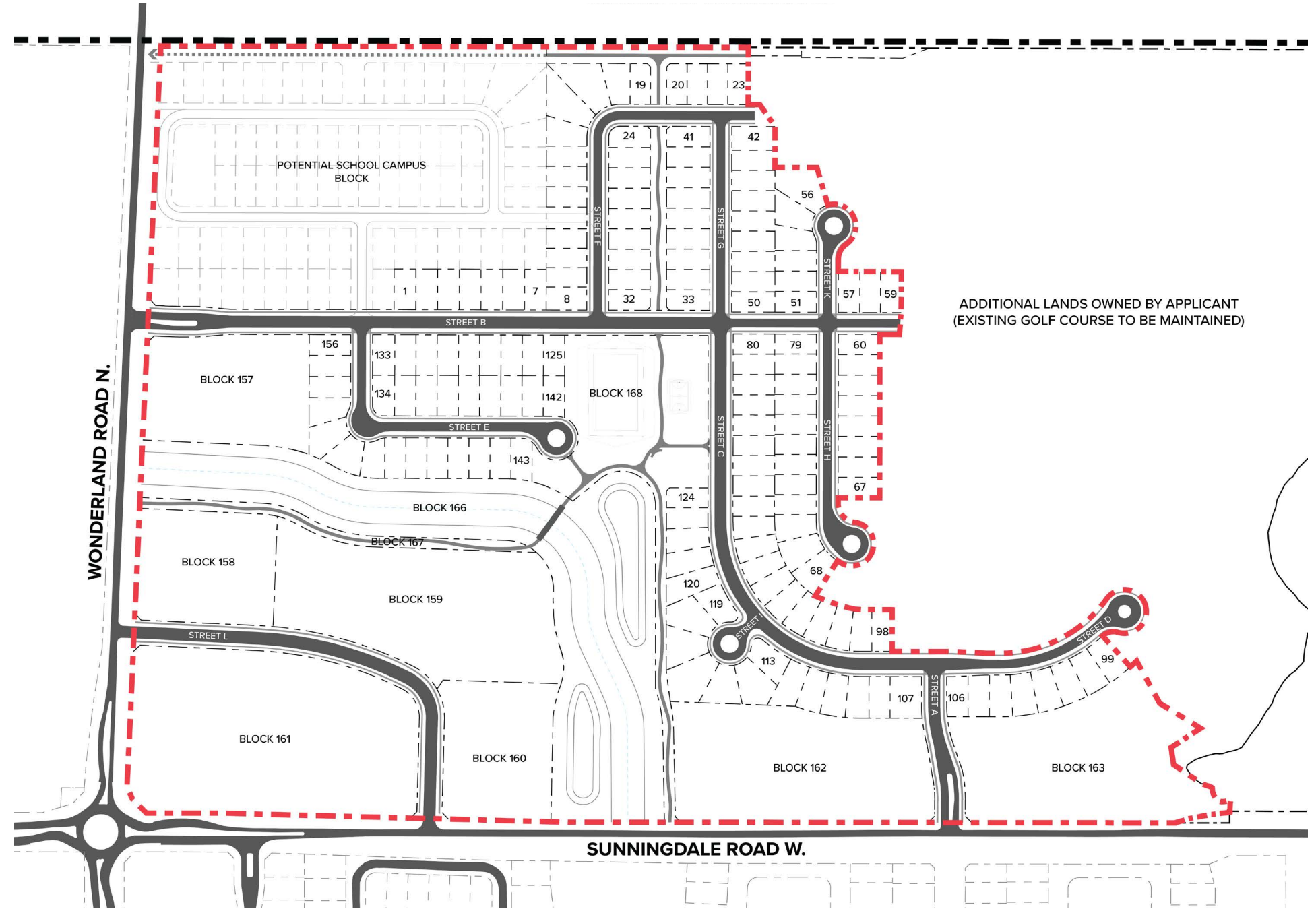


Figure 5. Simplified Draft Plan of Subdivision

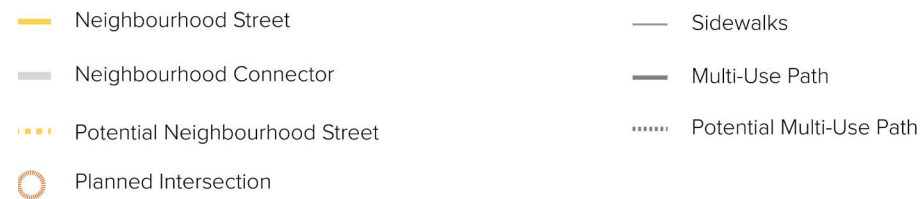
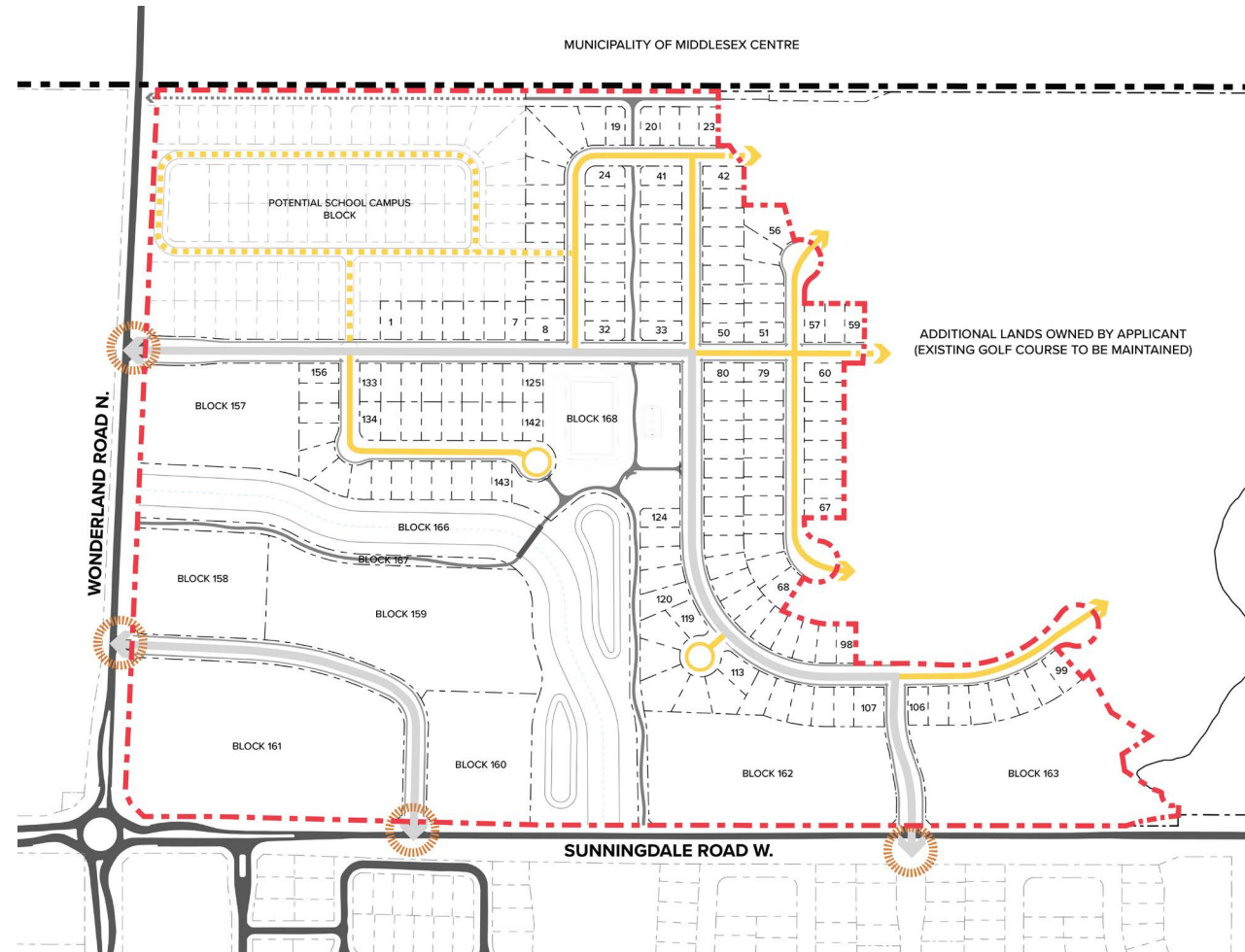


## S6.2 Subdivision Breakdown

### / Street Network and Circulation

The draft plan of subdivision includes a network of streets connected with multi-use pathways. This network includes two new Neighbourhood Connectors (Street 'A' and Street 'L' and part of Streets 'B' and 'C') with a 23m right-of-way and eight new Neighbourhood Streets (Streets 'D', 'E', 'F', 'G', 'H', 'I' and 'K' and Part of Street 'B') with a 20.0m right-of-way. The plan includes four new vehicular accesses to the site, two accesses from Wonderland Road N. and two accesses from Sunningdale Road W. The cross section for the Neighbourhood Connectors includes separated sidewalks on both sides of the vehicle travel lanes and space in each travel direction for on-street parking.

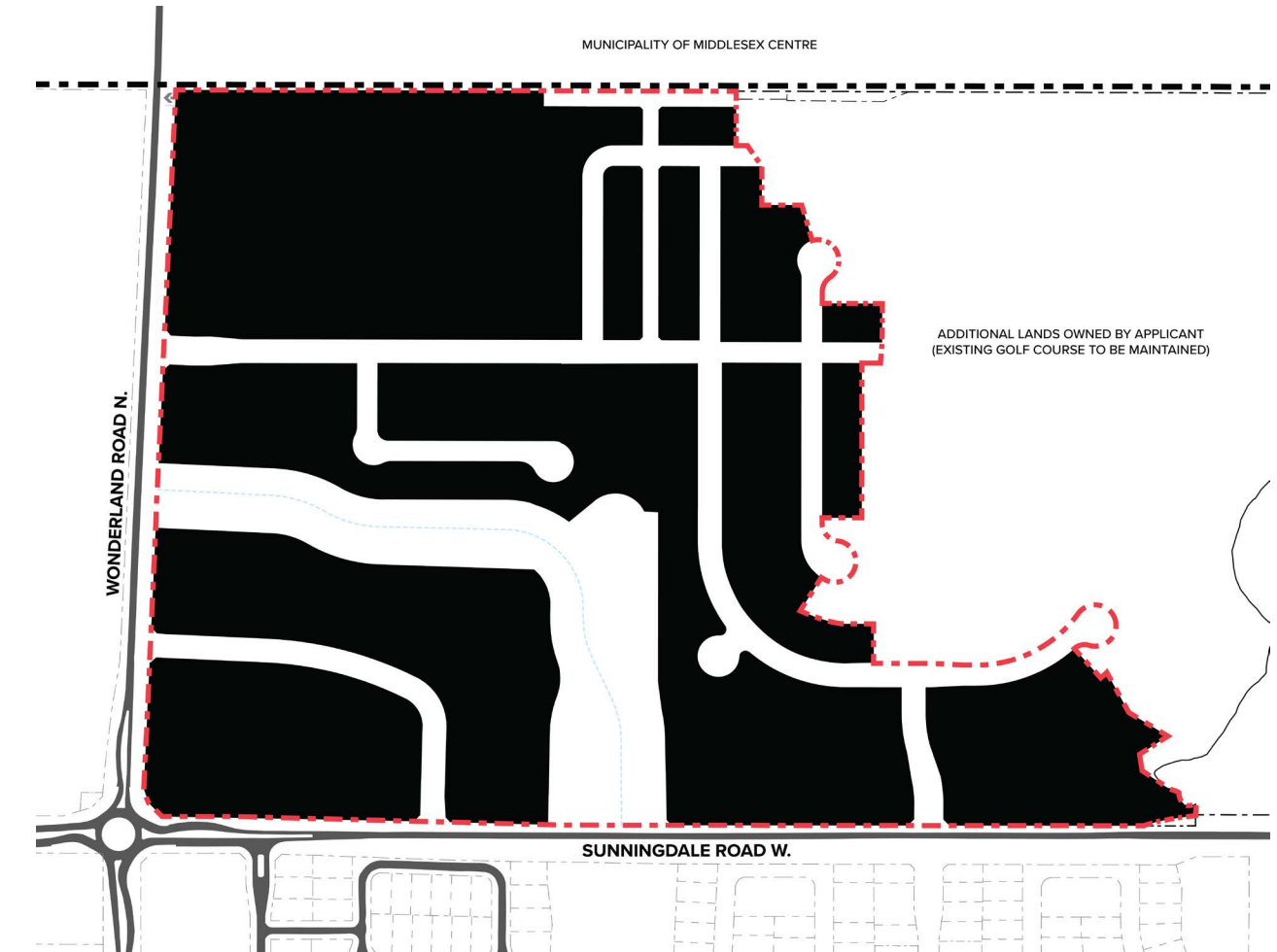
Three new pedestrian connections to the site are also planned through a multi-use pathway network. The pathway connects from the proposed park block west to Wonderland Road N. and south to Sunningdale Road W. A connection to the City's planned pathway network along the northern municipal boundary has also been accounted for.



### / Block Arrangement

The draft plan of subdivision includes 156 single-family lots, seven (7) multi-family blocks, four parkland blocks, one open space block and a school block. Considering the approach to a modified grid pattern and fixed physical assets of the stream realignment and environmental features, the basic block framework is established.

A series of multi-family development blocks are established along Wonderland Road N. and Sunningdale Road W. Single-family development blocks are located internal to the site, along the proposed Neighbourhood Connectors and Neighbourhood Streets.

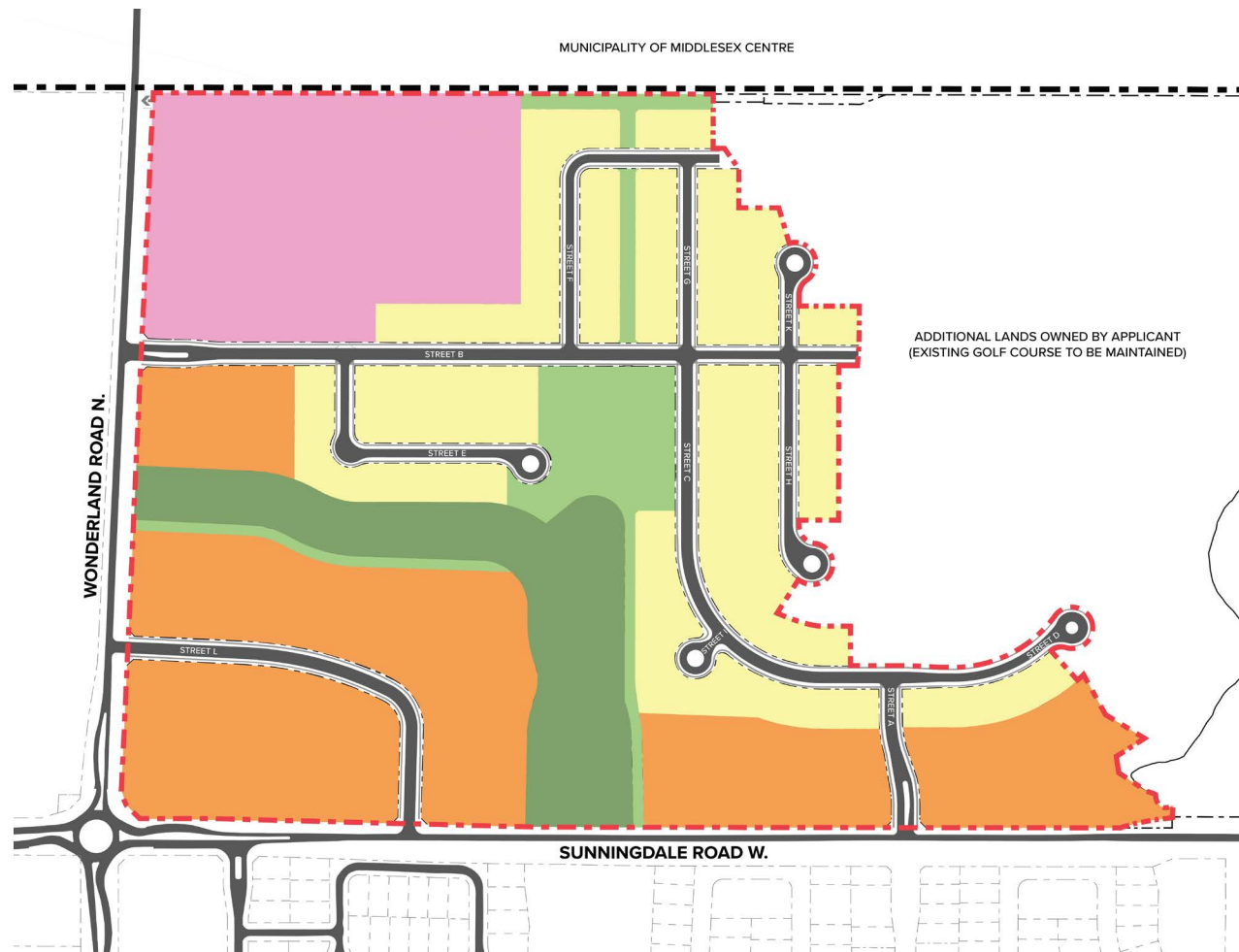




## / Land Uses

The proposed land uses for the draft plan of subdivision include a mix of single-family residential, multi-family residential (both grade-oriented and apartment style building forms), parks, open space and institutional.

A large central open space block generally encompasses the naturalized drain channel. The proposed multi-family blocks are located along Wonderland Road N., Sunningdale Road W. and along the new "Street L". These land uses frame the higher-order streets, as well as, the open space block and park blocks. The park blocks are connected by a multi-use path and bridge. Single-family blocks are located in the northeast portion of the subdivision. A school block is included in the northwest corner of the subdivision. This block is also planned to be single-family lots if it is determined by the school boards that the use is not needed in the future.



- Single-Family Residential
- Multi-Family Residential
- Institutional
- Open Space
- Park Space

## / Open Spaces

The draft plan includes a large naturalized corridor (open space block) extending from Wonderland Road N to Sunningdale, generally encompassing the modified stream corridor.

A 2.15 hectare neighbourhood park has been provided in the central area, allowing opportunities for open play fields and other recreational amenities.

Additional park space (in the form of multi-use trail corridors) is located along the north boundary of the site and connecting the north pathway to the central park.

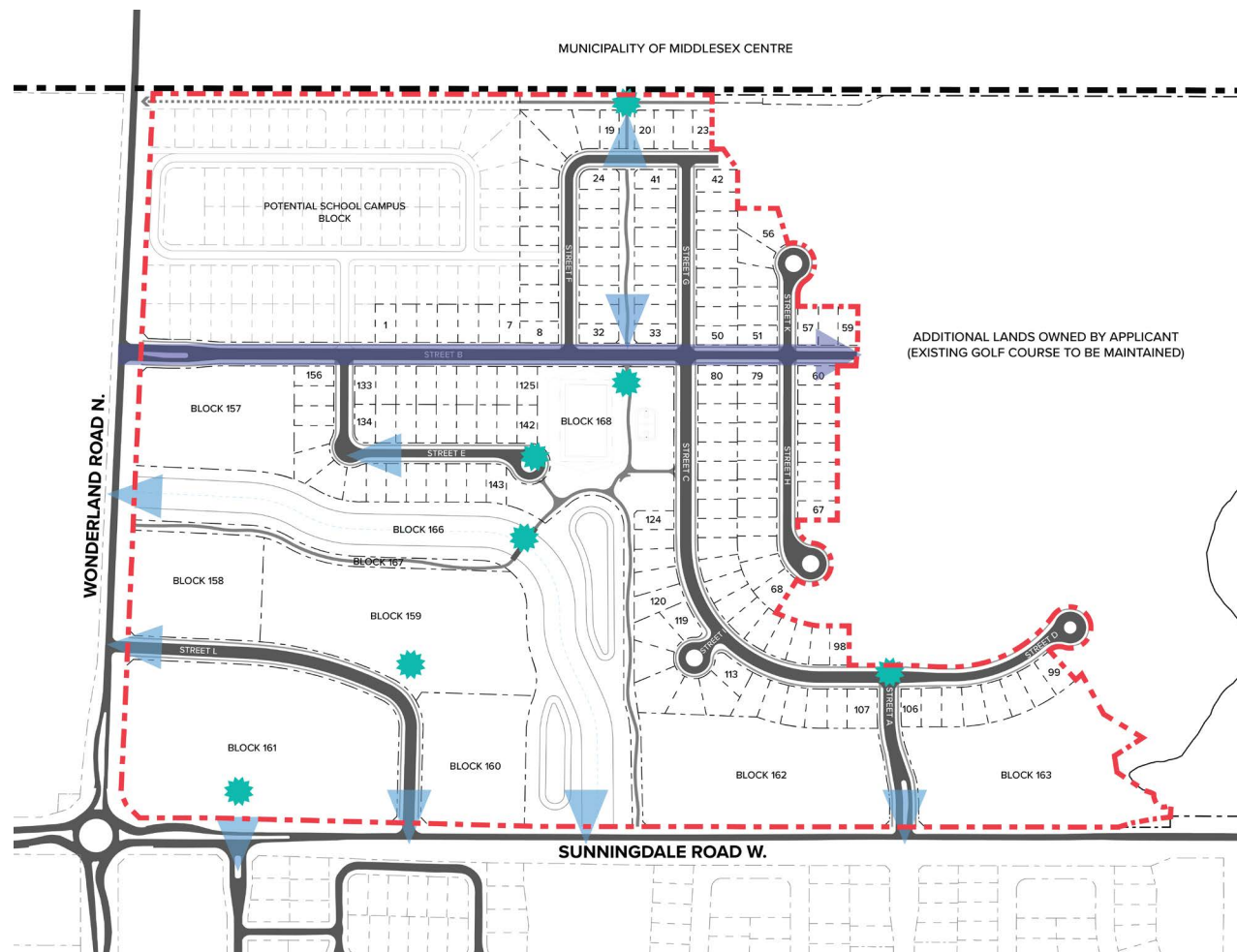





- Park Space
- Open Space
- Potential Park Space
- Multi-Use Path
- Potential Multi-Use Path
- Stream



## / Views and Vistas

The proposed plan of subdivision creates several vistas and view termini. Key vistas into the site have been identified at all proposed access points to the site from Wonderland Road N. and Sunningdale Road W. Vistas onto the golf course lands are found from Street 'B' and 'F'. Vistas into the park from streets 'B', 'C' and 'E' also occur. Viewsheds onto the open space block from the proposed bridge connection are also identified. Important viewsheds into the site have terminating views on the park and multi-family blocks.



-  Vistas
-  Potential View Terminus/ Opportunity for Enhanced Design Feature
-  View Corridor

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## S7: BLOCK CONCEPTS

### S7.1 Multi-Residential Block Concepts

The following illustrations and graphics provide an overview of the individual concepts for the seven multi-residential development blocks proposed as part of the draft plan of subdivision. These concepts illustrate the intended land use and built form within each block. The massing diagrams and illustrations contained within this brief are an illustration of the permissions sought through the proposed Zoning By-law Amendment outlined in Section 8. These concepts are intended to enable the evaluation of the proposed zoning-by-law framework as part of the Draft Plan of Subdivision submission.

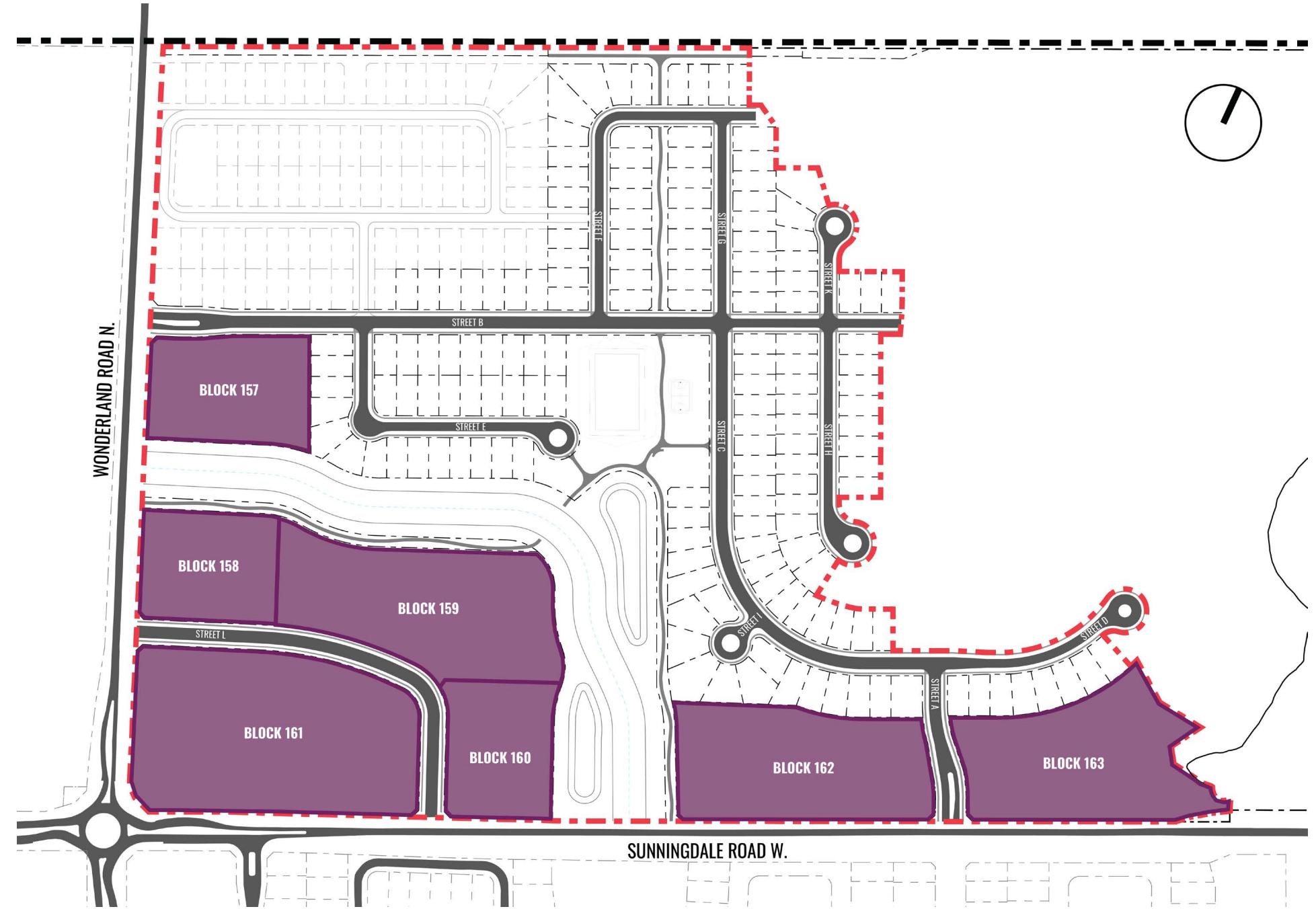
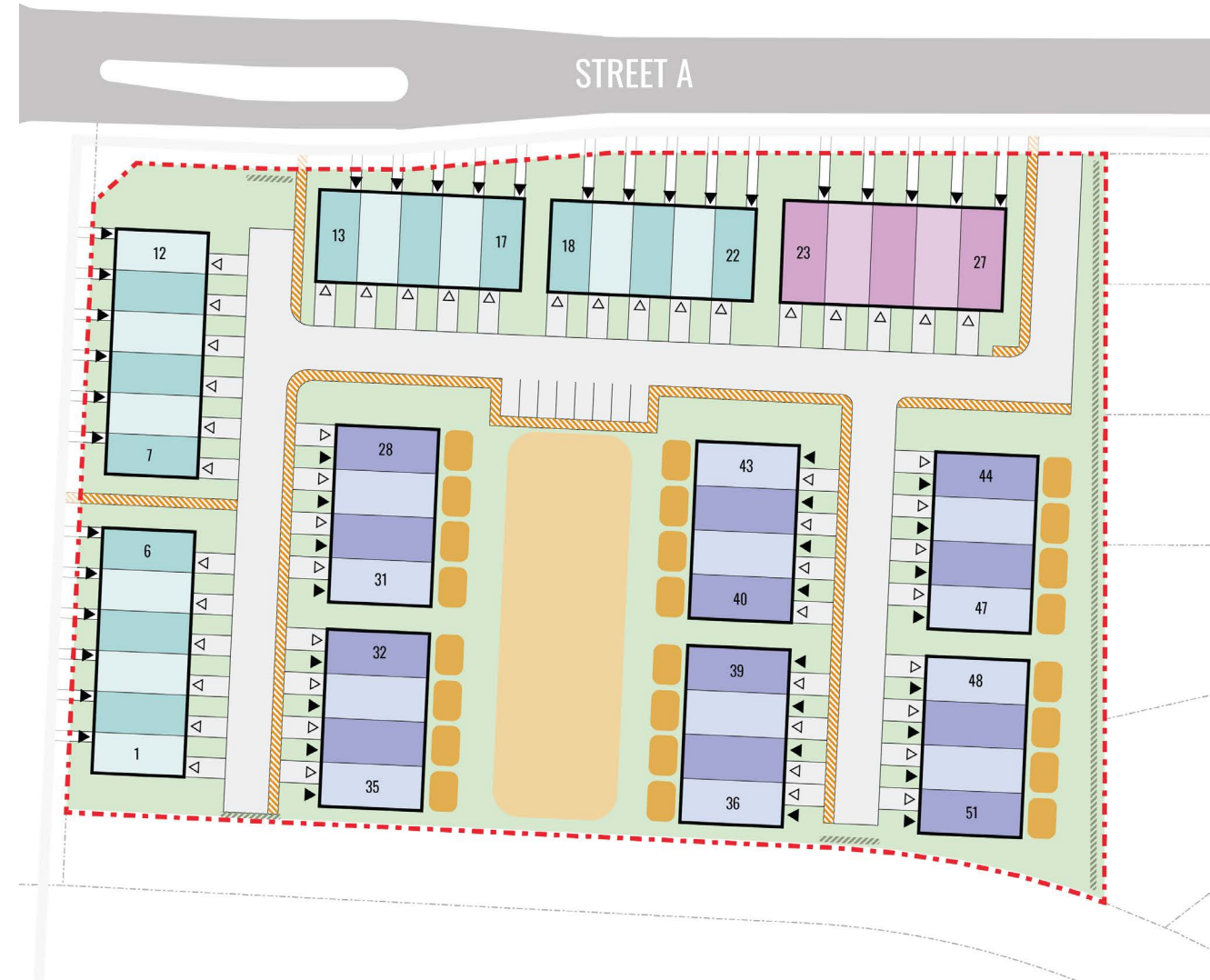


Figure 6. Multi-Residential Block Plan Overview



## / Block 157

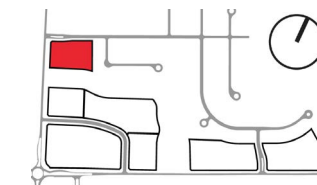
The development concept for Block 157 contains a mix of grade-oriented housing forms including 3-storey “rear-laned” townhouses, 2-storey “rear-laned” townhouses and more typical front-garage 2-storey townhouses. It includes 51 new dwelling units (34uph) spread across 11 new buildings. The concept is structured to enable street-oriented forms of development along Wonderland Road N and “Street A”. The majority of the required vehicular parking is provided by way of integrated/attached garages and individual driveways. The conceptual site design includes a small pocket of eight (8) visitor parking stalls in the central portion of the site, adjacent to a large common amenity area. Vehicular circulation is provided via a single new access driveway from Street “A” along the east boundary of the block. Vehicular access to this block is limited given the access restrictions on Wonderland Road N. Multiple pedestrian accesses connect the continuous internal pedestrian walkway network to the proposed sidewalk along future “Street A” and the future sidewalk along Wonderland Road N.



### LEGEND

- 3-Storey Rear-Lane Towns
- 2-Storey Rear-Lane Towns
- 2-Storey Standard Towns
- Pedestrian Connections
- Private Amenity Space
- Shared Amenity Space
- Principal Entrance
- Garage Entrance
- Green Space
- Enhanced Landscaping

### KEY MAP



### STATISTICS

<b>Block Area</b>	1.495 ha	
<b>Buildings</b>	11	
<b>Units (By type)</b>	Type 'A'	22
	Type 'B'	5
	Type 'C'	24
	<b>Total</b>	<b>51</b>
<b>Density</b>	34 uph	
<b>Height (By type)</b>	Type 'A'	3-storeys
	Type 'B'	2-storeys
	Type 'C'	2-storeys
<b>Parking Rate</b>	2 per unit	
<b>Parking</b>	Resident	110
	Visitor	8
	<b>Total</b>	<b>118</b>
<b>Yard Depth</b>	North	3.0m
	East	9.8m
	South	2.5m
	West	3.0m
<b>LOS</b>	49%	
<b>Coverage</b>	30%	

**Note:** Type 'A' refers to 3-storey street-oriented/ rear-lane garage townhouses; Type 'B' refers to 2-storey street-oriented/ rear-lane garage townhouses; Type 'C' refers to 2-storey internal-facing front garage townhouses.





**Perspective:** Aerial view of Block 157 looking northeast.

*Conceptual Massing Diagram*

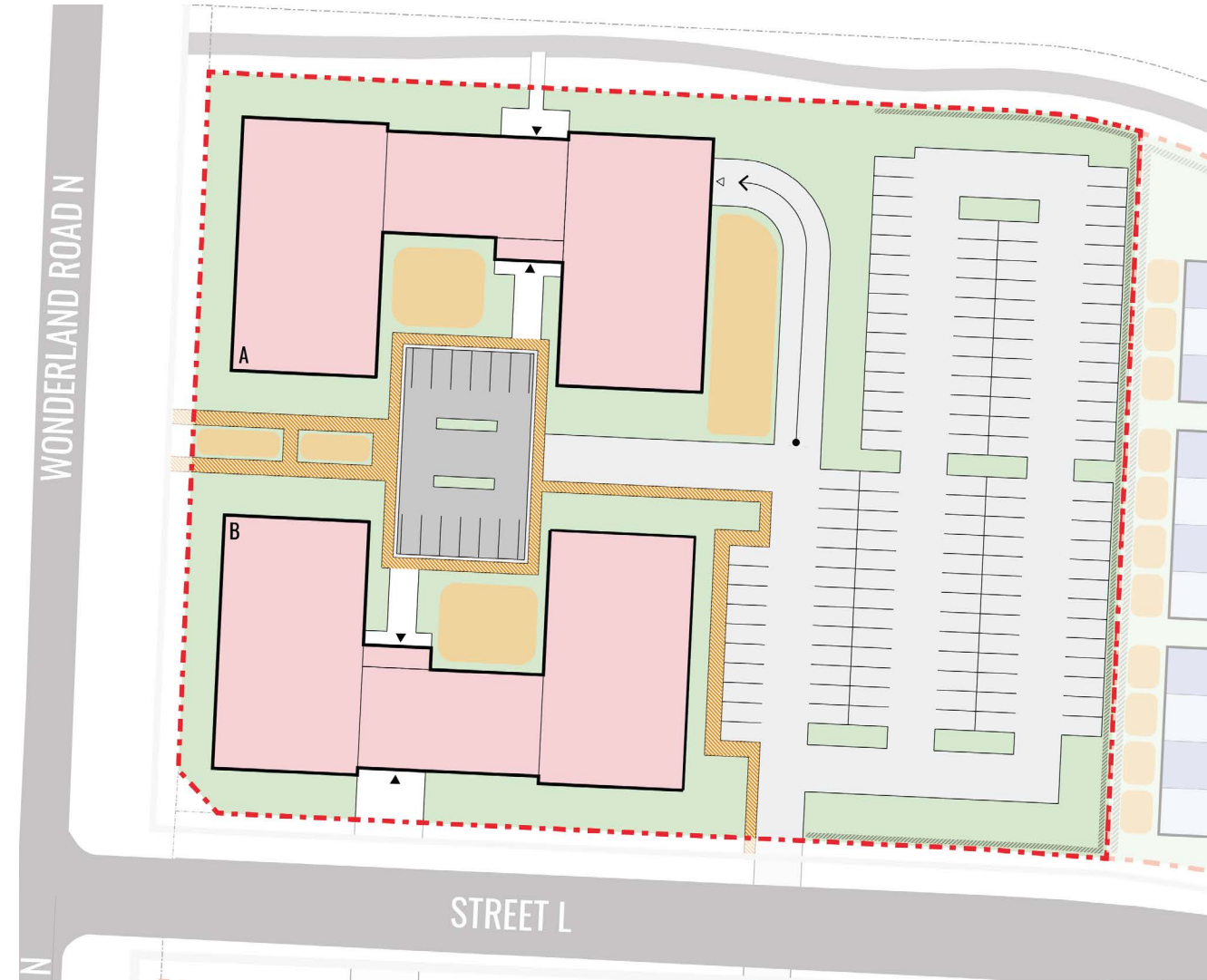


**Perspective:** Aerial view of Block 157 looking northwest.

*Conceptual Massing Diagram*

## / Block 158

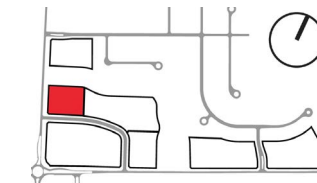
The concept for Block 158 includes two (2) 4-storey apartment buildings with a mix of surface and underground parking. Given the proposed building heights, parking configuration and site layout, it is anticipated that up to 76 apartment units could be accommodated in each building, for a total of 152 new dwelling units (117uph). The proposed built form is oriented towards the intersection of Wonderland Road N and Street L, with opportunities for principal entrances oriented towards the public streets. This specific site design provides an interesting built edge, defining the intersection as a gateway into the site and screening the surface parking area from view along Wonderland Road N. Vehicular circulation is provided via a single new access driveway from Street "L", with sufficient spacing from Wonderland Road N. The site design accommodates internal turnarounds, enhanced drop off areas and a pedestrian circulation network that connects to the sidewalk along proposed "Street L" out to the future sidewalk along Wonderland Road N. The concept also includes a direct pedestrian connection linking Building 'A' to the multi-use trail located in Block 167 immediately north.



### LEGEND

- Apartment Building
- Private Amenity Space
- Enhanced Drop-Off Area
- Pedestrian Connections
- Shared Amenity Space
- Green Space
- Principal Entrance
- Enhanced Landscaping
- Garage Entrance

### KEY MAP

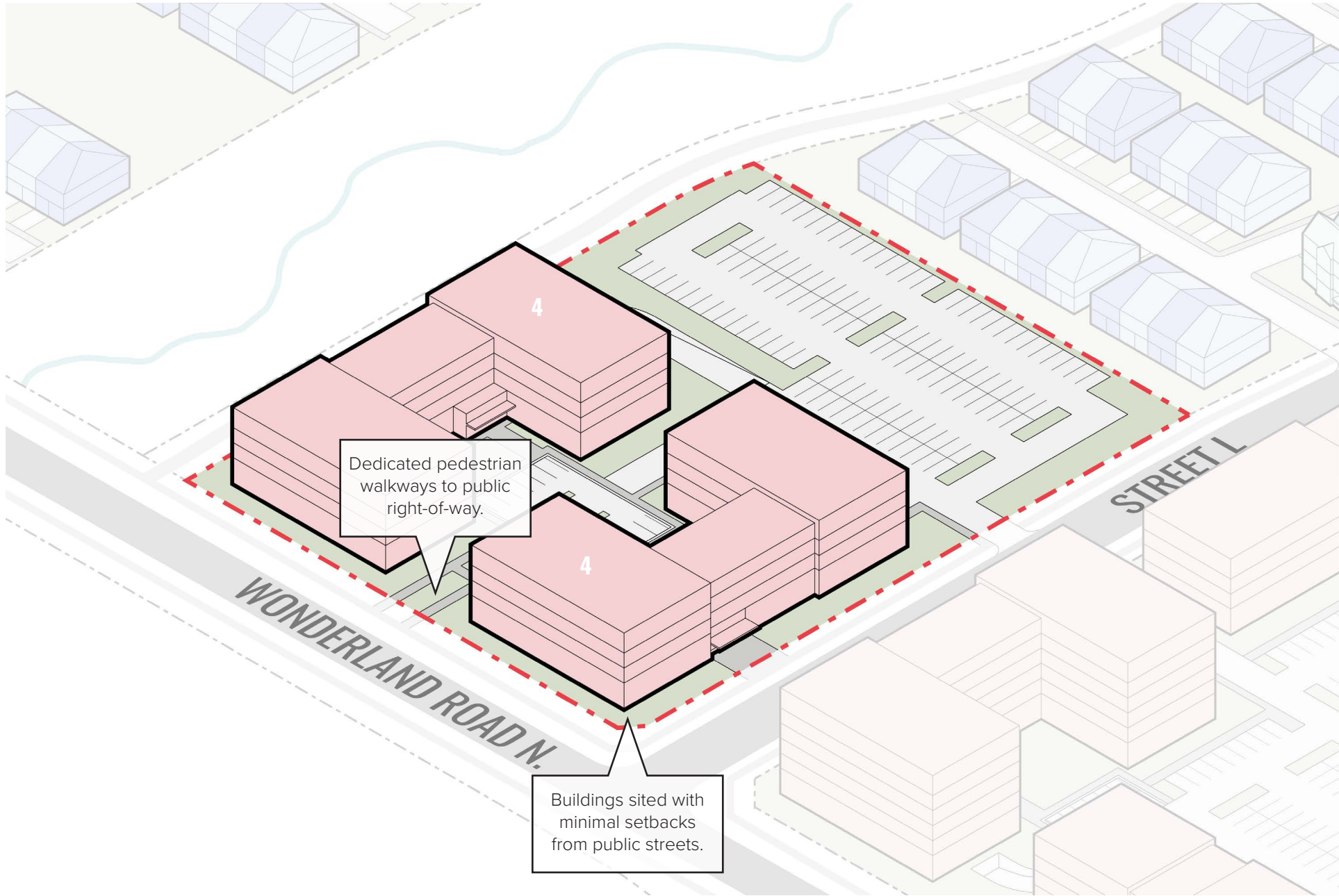


## STATISTICS

Block Area	1.310 ha	
Buildings	Apartments	2
Units	A	76
	B	76
	<b>Total</b>	<b>152</b>
Density	117 uph	
Height	A	4-storeys
	B	4-storeys
Parking Rate	1.25 per unit	
Parking	Surface	141
	Underground	49
	<b>Total</b>	<b>190</b>
Yard Depth	North	6.0m
	East	58.0m
	South	6.0m
	West	6.0m
LOS	37%	
Coverage	27%	

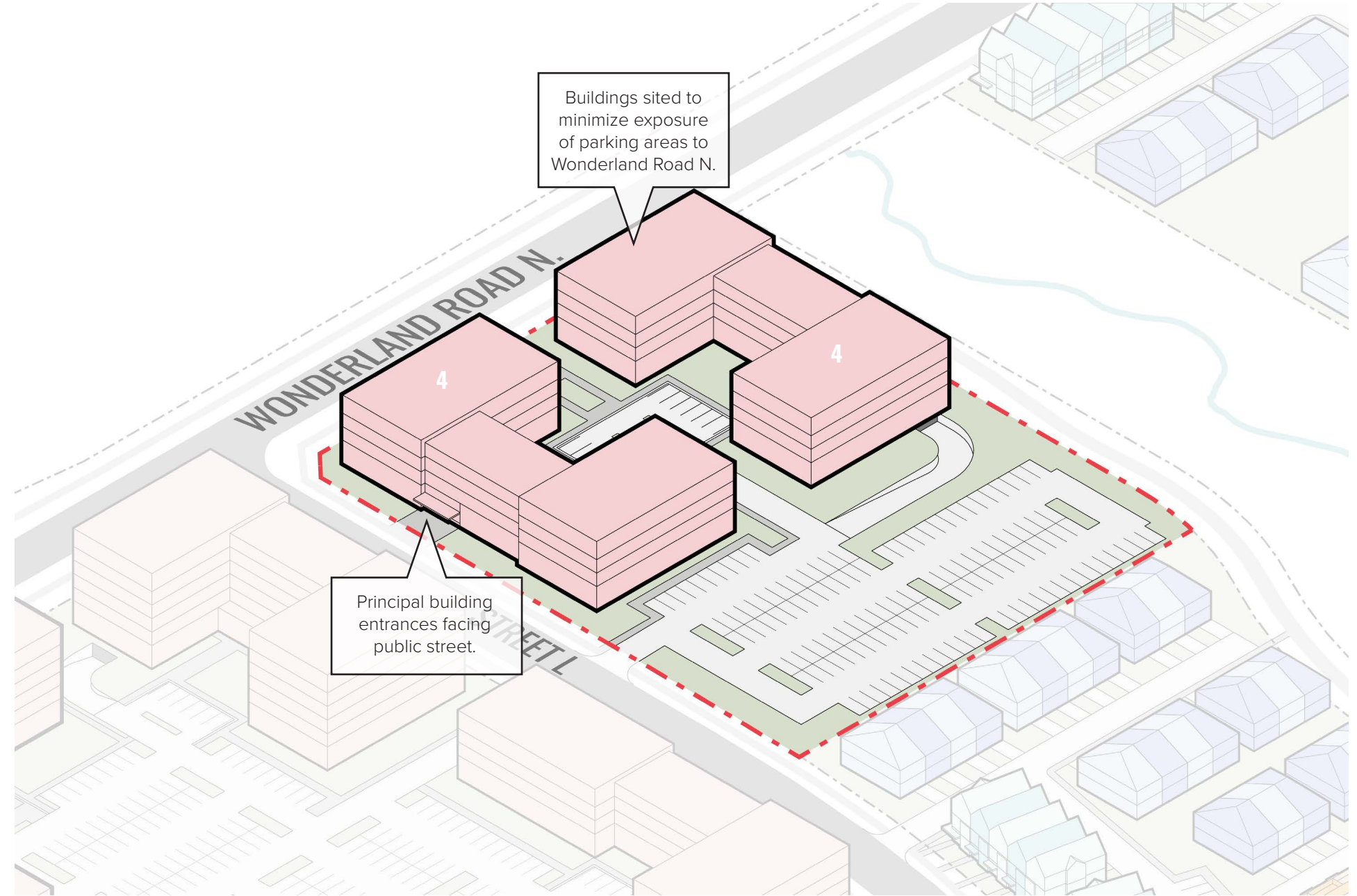
**Note:** The baseline apartment unit yield estimates above have been based on a conservative 80% efficiency ratio and an average unit size of 850sf. Actual efficiency and unit yield requires confirmation from project architect.





**Perspective:** Aerial view of Block 158 looking northeast.

*Conceptual Massing Diagram*



**Perspective:** Aerial view of Block 158 looking northwest.

*Conceptual Massing Diagram*



## / Block 159

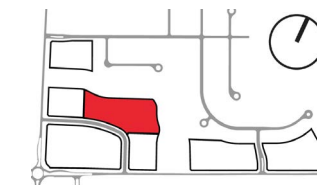
The development concept for Block 159 contains a mix of grade-oriented housing forms including 4-storey “back-to-back” style townhouses with integrated rear garages, 3-storey “rear-laned” townhouses, and more typical front-garage 2-storey townhouses. Overall, it includes 108 new dwelling units (39uph) spread across 21 new buildings. The concept is structured to enable street-oriented forms of development along Street “L”, avoid rear-lotting onto the adjacent multi-use pathway network/open space block and activate the internal common amenity area. The majority of the required vehicular parking is provided by way of integrated/ attached garages and individual driveways, with visitor parking broken up into multiple small pockets across the site. Vehicular circulation is provided via two new access driveways onto Street “L” . Multiple pedestrian accesses connect the continuous internal pedestrian walkway network to the proposed sidewalk along future “Street L”, the future multi-use pathway to the north and the internal common amenity area.



### LEGEND

- 3-Storey Rear-Lane Towns
- Back-to-Back Towns
- 2-Storey Standard Towns
- Private Amenity Space
- Shared Amenity Space
- Pedestrian Connections
- Principal Entrance
- Garage Entrance
- Green Space
- Enhanced Landscaping

### KEY MAP

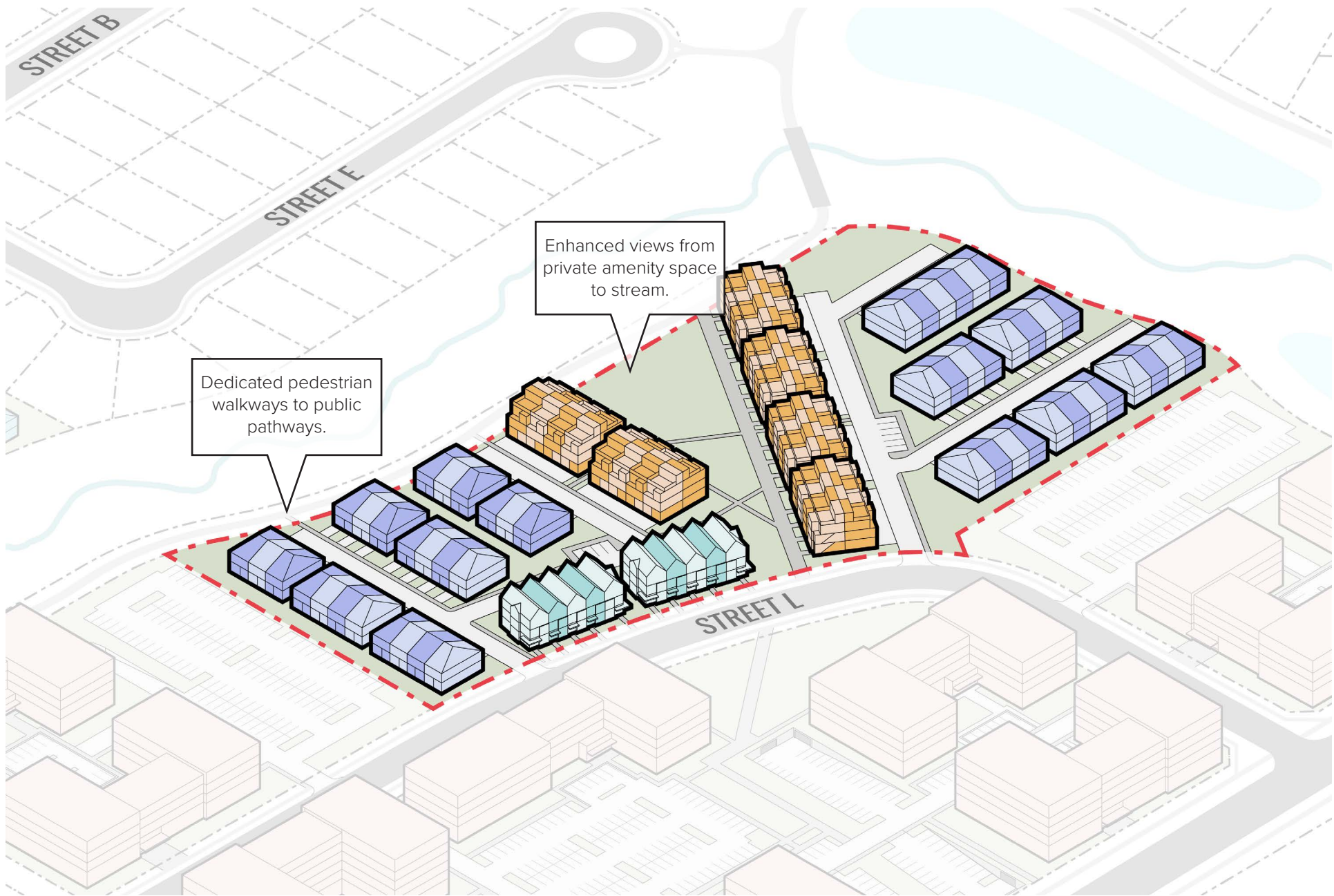


## STATISTICS

<b>Block Area</b>	2.724 ha	
<b>Buildings</b>	21	
<b>Units</b> (By type)	Type 'A'	10
	Type 'B'	50
	Type 'C'	48
	<b>Total</b>	<b>108</b>
<b>Density</b>	40 uph	
<b>Height</b> (By type)	Type 'A'	3-storeys
	Type 'B'	2-storeys
	Type 'C'	4-storeys
<b>Parking Rate</b>	2 per unit	
<b>Parking</b>	Resident	216
	Visitor	10
	<b>Total</b>	<b>226</b>
<b>Yard Depth</b>	North	1.2m
	East	8.0m
	South	4.5m
	West	7.0m
<b>LOS</b>	49%	
<b>Coverage</b>	31%	

**Note:** Type 'A' refers to 3-storey street-oriented/ rear-lane garage townhouses; Type 'B' refers to 2-storey internal-facing front garage townhouses; Type 'C' refers to 4-storey back-to-back townhouses.





**Perspective:** Aerial view of Block 159 looking northeast.

*Conceptual Massing Diagram*



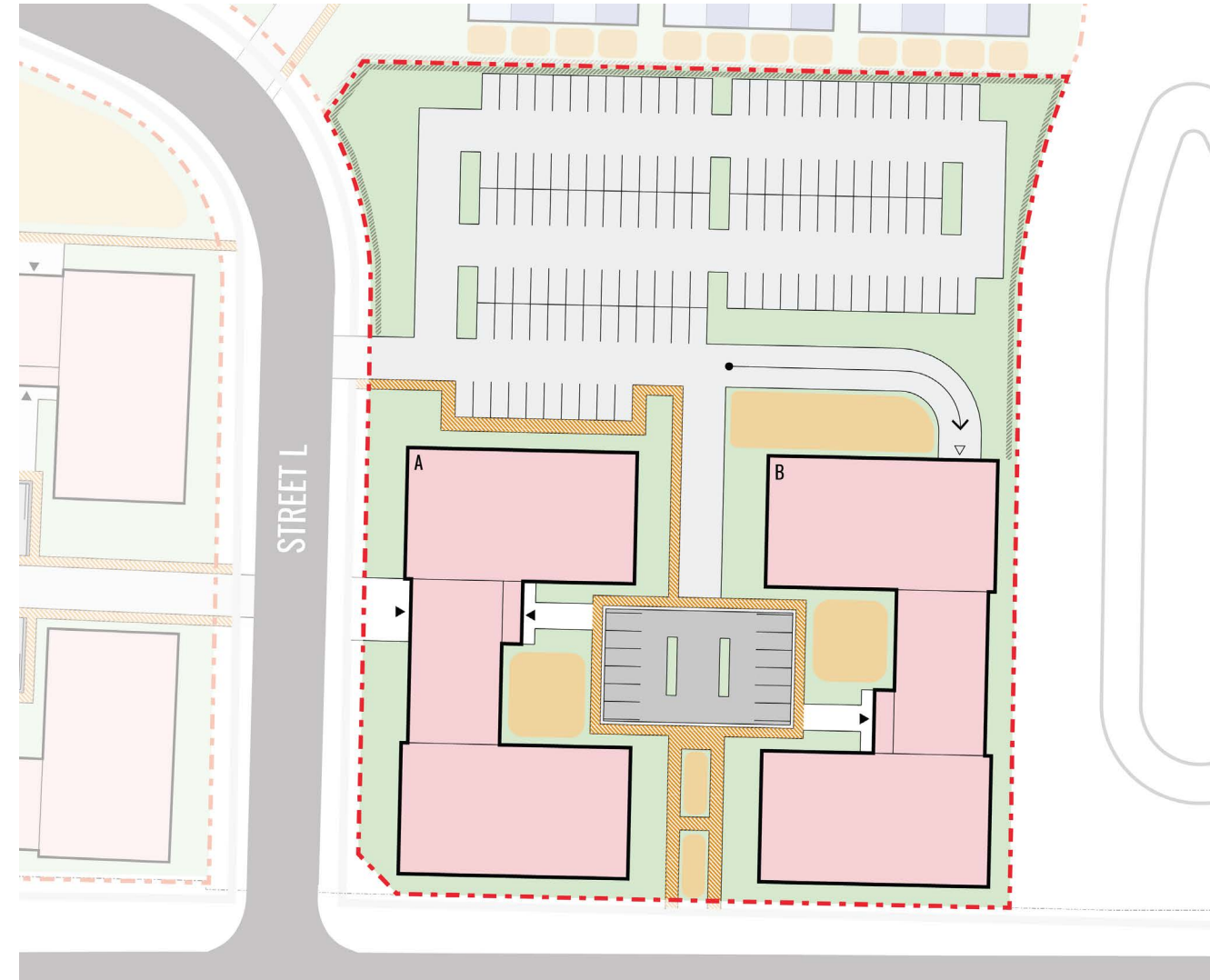
**Perspective:** Aerial view of Block 159 looking northwest.

*Conceptual Massing Diagram*



## / Block 160

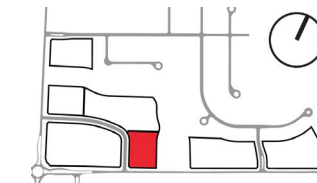
The concept for Block 160 includes two (2) 4-storey apartment buildings with a mix of surface and underground parking. Block 160 is organized in a very similar manner as Block 158. Given the proposed building heights, parking configuration and site layout, it is anticipated that up to 76 apartment units could be accommodated in each building, for a total of 152 new dwelling units (119uph). The proposed built form is generally oriented towards the intersection of Sunningdale Road W and Street "L", with opportunities for principal entrances oriented towards the public streets. This specific site design provides an interesting built edge, defining the intersection as a gateway into the site and screening the surface parking area from view along Sunningdale Road W. Vehicular circulation is provided via a single new access driveway from Street "L", with sufficient spacing from Sunningdale Road W. The site design accommodates internal turnarounds, an enhanced drop off area and a pedestrian circulation network that connects to the sidewalk along proposed "Street L" out to the future sidewalk along Sunningdale Road W.



### LEGEND

- Apartment Building
- Private Amenity Space
- Enhanced Drop-Off Area
- Pedestrian Connections
- Shared Amenity Space
- Green Space
- Principal Entrance
- Enhanced Landscaping
- Garage Entrance

### KEY MAP

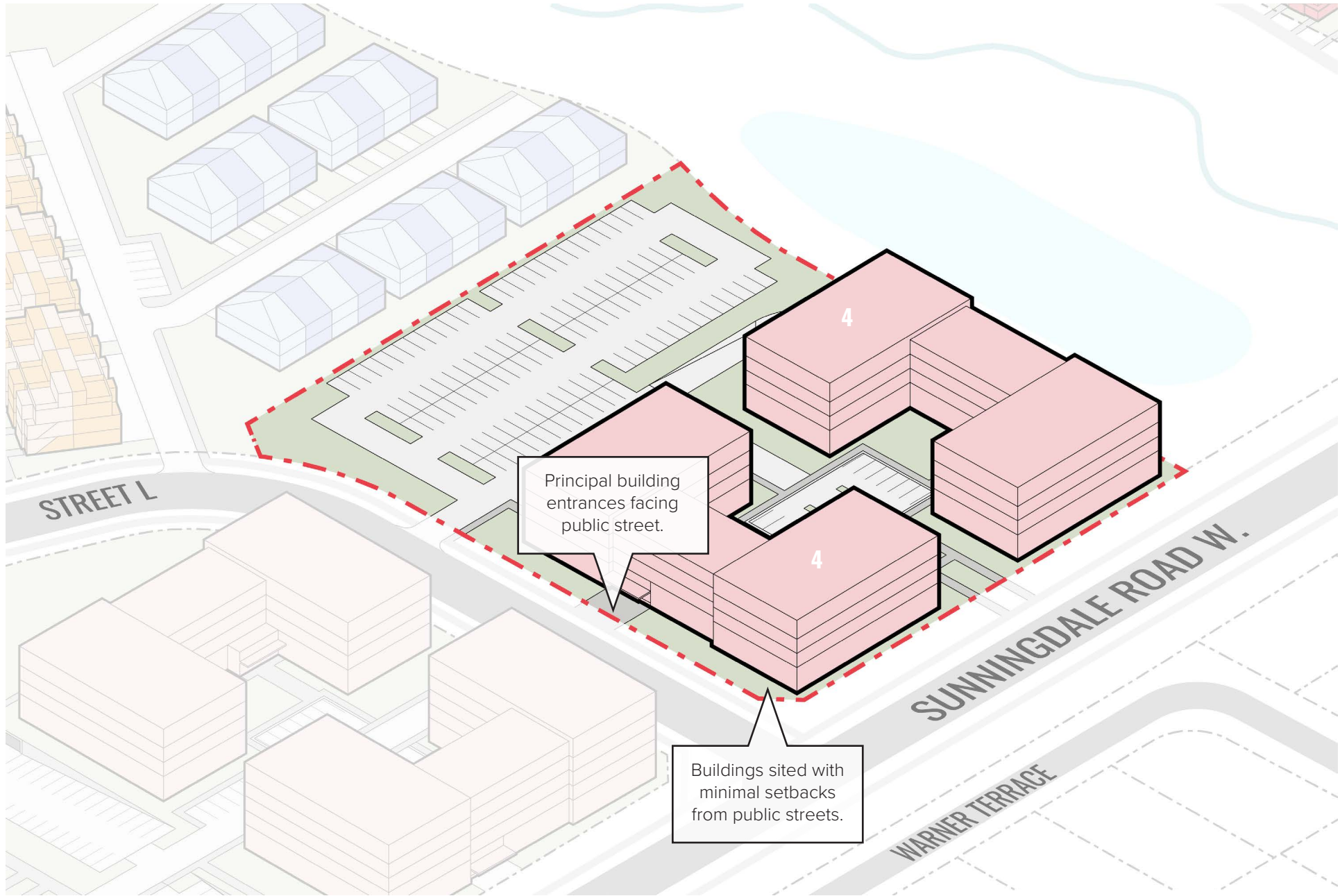


### STATISTICS

Block Area	1.278 ha	
Buildings	Apartments	2
Units	A	76
	B	76
	<b>Total</b>	<b>152</b>
Density	119 uph	
Height	A	4-storeys
	B	4-storeys
Parking Rate	1.25 per unit	
Parking	Surface	141
	Underground	49
	<b>Total</b>	<b>190</b>
Yard Depth	North	58.0m
	East	4.0m
	South	3.0m
	West	6.0m
LOS	38%	
Coverage	28%	

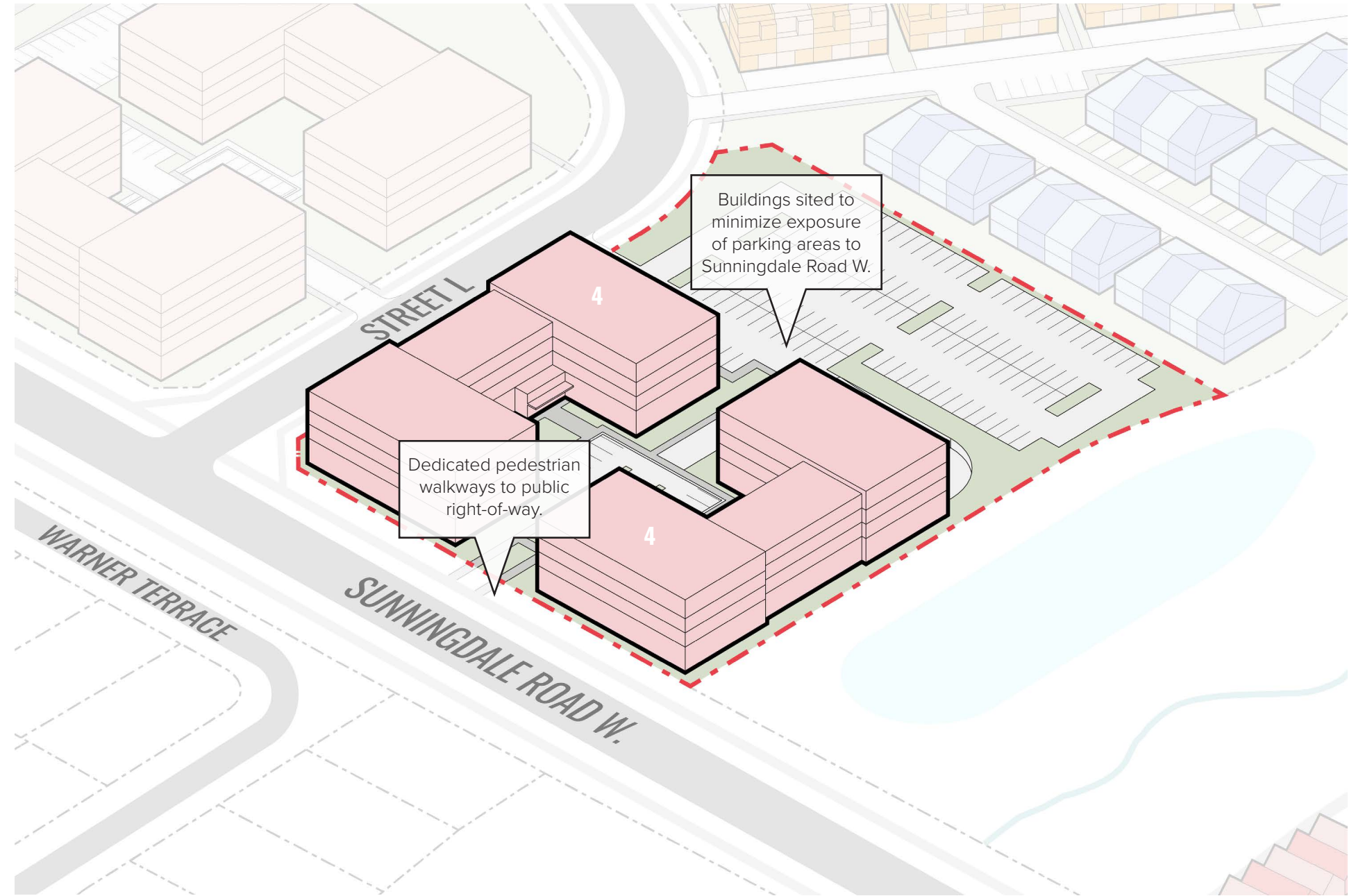
**Note:** The baseline apartment unit yield estimates above have been based on a conservative 80% efficiency ratio and an average unit size of 850sf. Actual efficiency and unit yield requires confirmation from project architect.





**Perspective:** Aerial view of Block 160 looking northeast.

*Conceptual Massing Diagram*



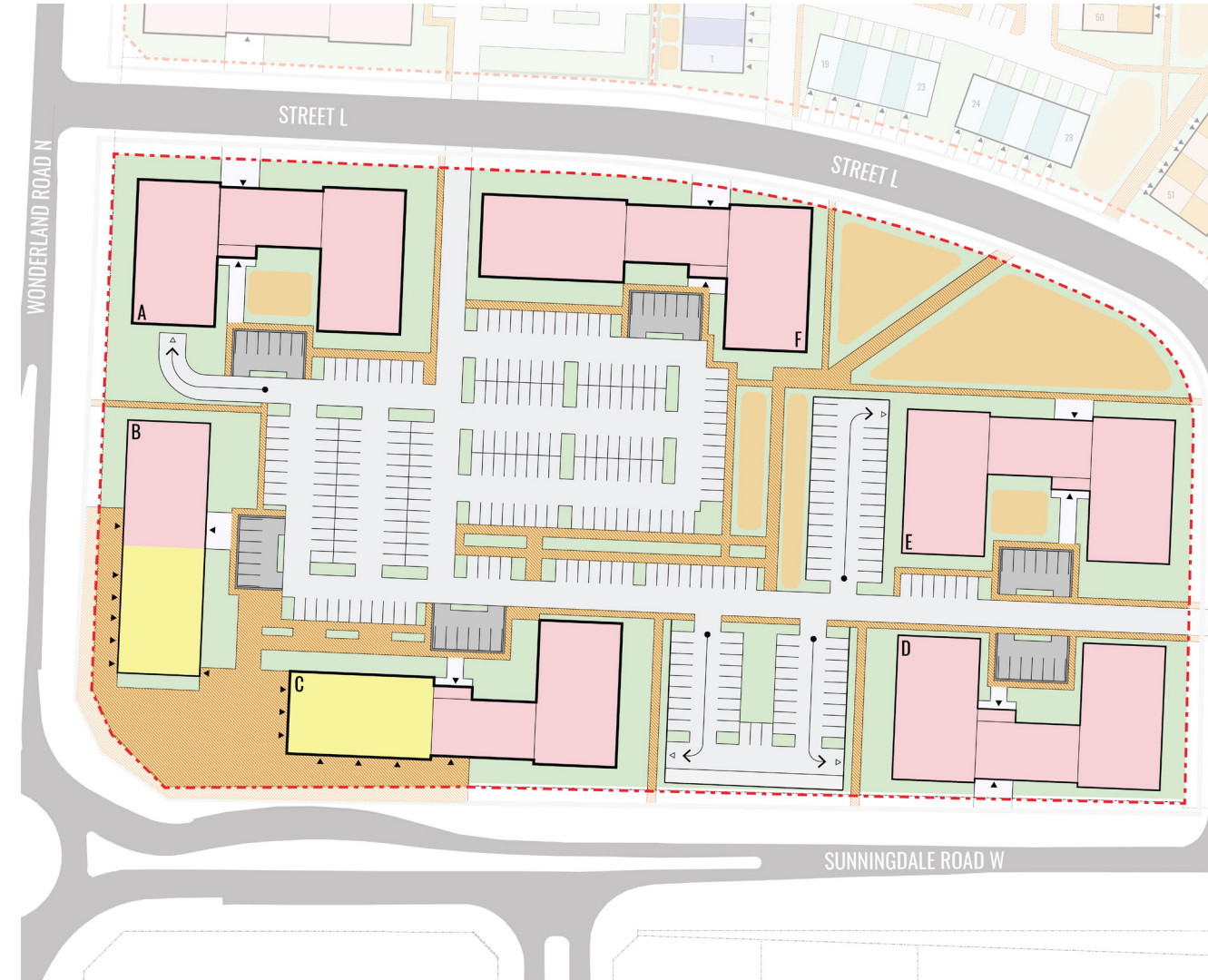
**Perspective:** Aerial view of Block 160 looking northwest.

*Conceptual Massing Diagram*



## / Block 161

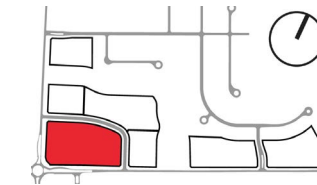
The concept for Block 161 focuses on creating a more intensive activity centre around the intersection of Wonderland Road North and Sunningdale Road W. In doing so, the concept includes seven new apartment building forms ranging from 4 to 6 storeys in height. Buildings B and C which are focused towards the intersection would have opportunities for commercial/retail uses on the ground floor. A large urban forecourt has been incorporated into the conceptual site design to provide further opportunities for definition and activation of the Wonderland Sunningdale intersection. Buildings are generally positioned and oriented close to the surrounding streets to define, activate and provide a sense of enclosure to the adjacent streets/sidewalks. Overall, the intent is that there would be a variation in building heights with the tallest (6-storey) buildings located at the intersection of Wonderland/Sunningdale and gradually stepping down to the north and east. The development concept relies on a mix of surface parking and underground parking stalls. The internal circulation network allows for continuous pedestrian movements across this large block and vehicle connections to two new full-turns accesses from Street "L".



### LEGEND

- Apartment Building
- Commercial with Residential Above
- Pedestrian Connections
- Green Space
- Shared Amenity Space
- Principal Entrance
- Garage Entrance
- Enhanced Drop-Off Area

### KEY MAP

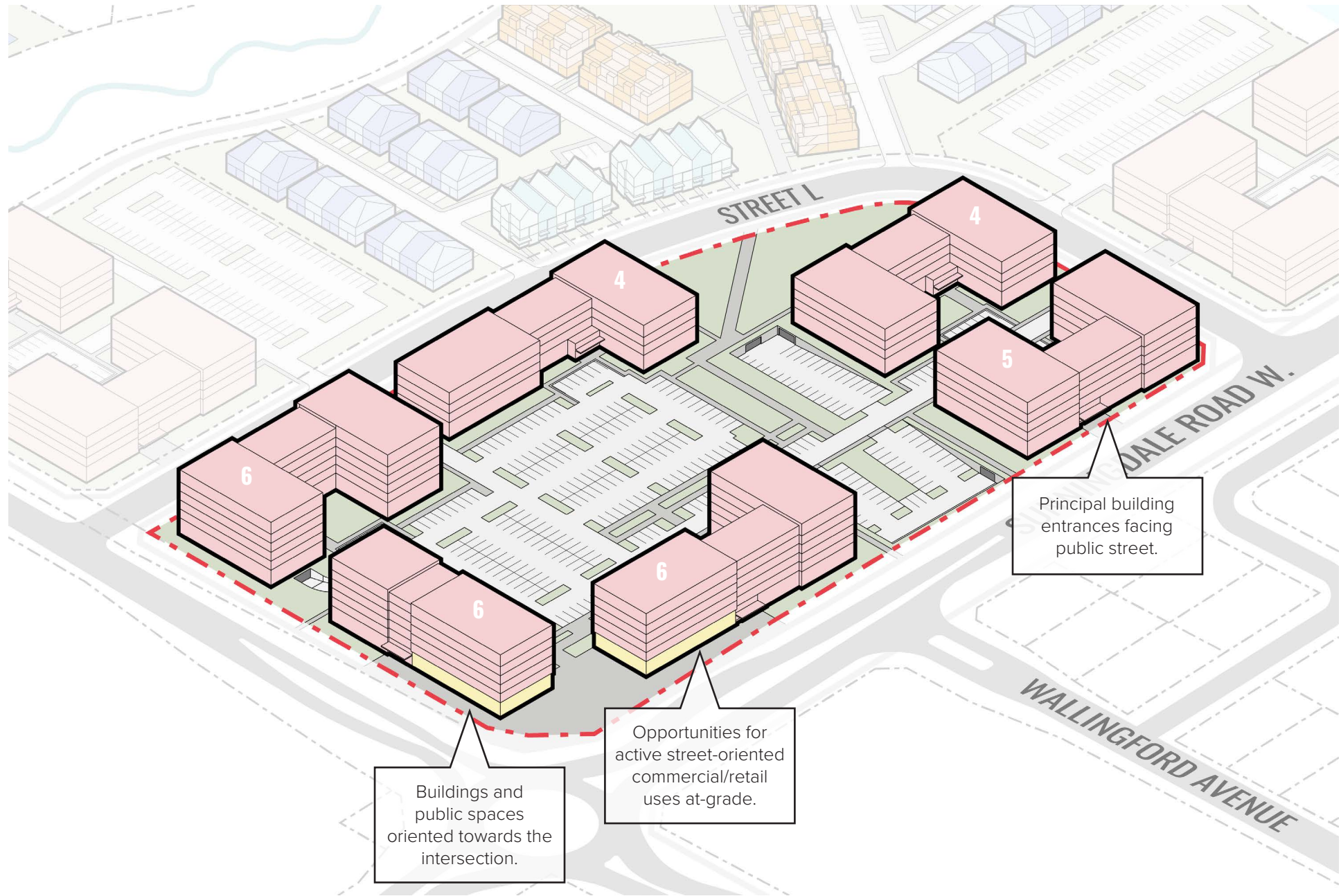


## STATISTICS

<b>Block Area</b>	3,744 ha	
<b>Buildings</b>	Apartments	6
<b>Units</b>	A	114
	B	76
	C	107
	D	95
	E	76
	F	76
	<b>Total</b>	<b>544</b>
<b>Density</b>	145 uph	
<b>Commercial</b>	B	700 m <sup>2</sup>
	C	700 m <sup>2</sup>
	<b>Total</b>	<b>1,400 m<sup>2</sup></b>
<b>Parking Rate</b>	Res.	1.25 per unit
	Comm.	1 per 50m <sup>2</sup>
<b>Parking</b>	Surface	321
	Underground	387
	<b>Total</b>	<b>708</b>
<b>Yard Depth</b>	North	1.0m
	East	4.0m
	South	3.0m
	West	6.0m
<b>LOS</b>	45%	
<b>Coverage</b>	27%	

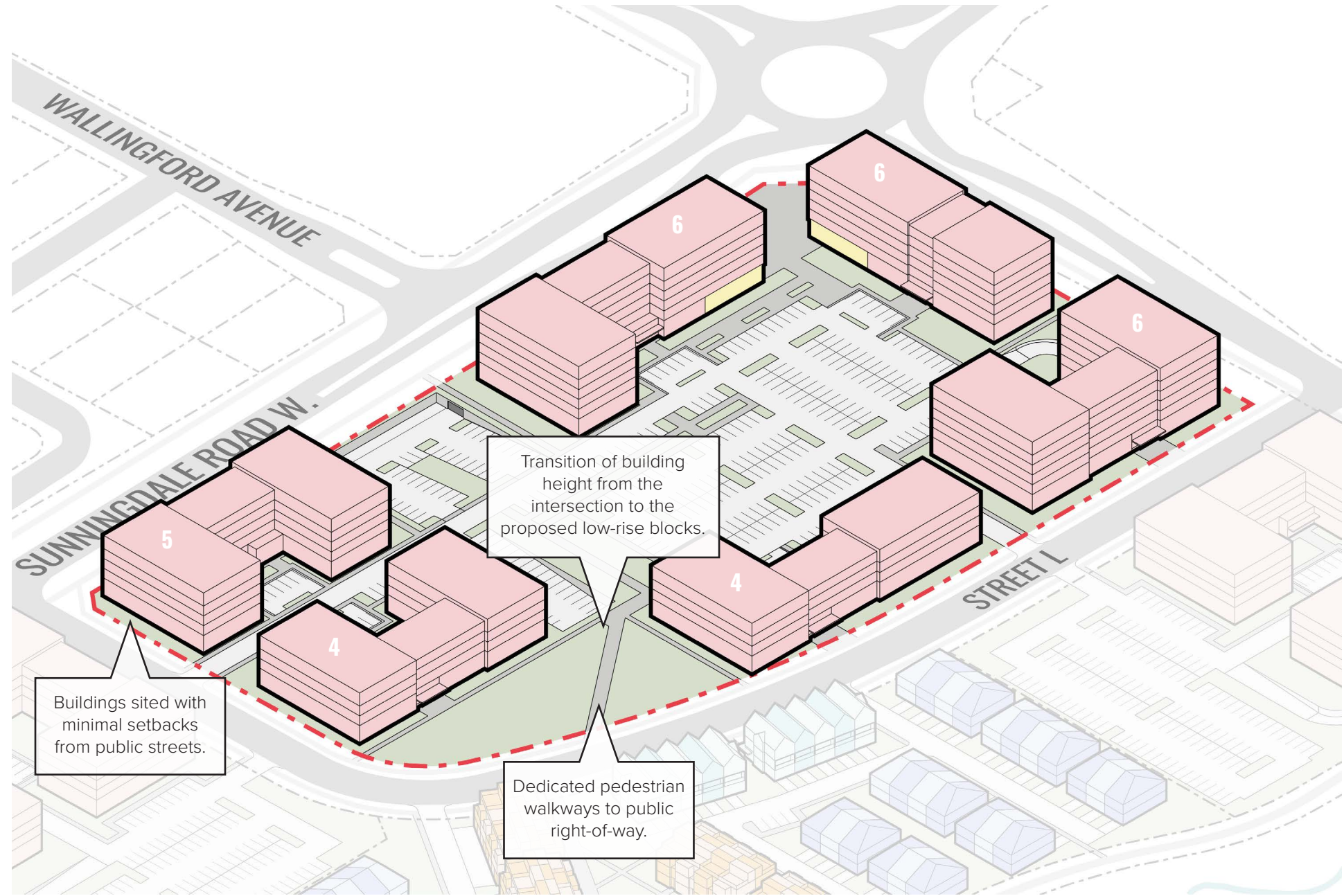
**Note:** The baseline apartment unit yield estimates above have been based on a conservative 80% efficiency ratio and an average unit size of 850sf. Actual efficiency and unit yield requires confirmation from project architect.





**Perspective:** Aerial view of Block 161 looking northeast.

*Conceptual Massing Diagram*



**Perspective:** Aerial view of Block 161 looking southwest.

*Conceptual Massing Diagram*



## / Block 162

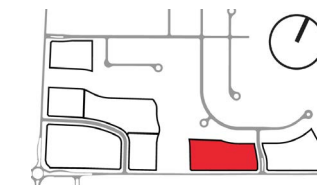
The development concept for Block 162 contains a mix of grade-oriented housing forms including 4-storey “back-to-back” style townhouses with integrated rear garages, 2 and 3-storey “rear-laned” townhouses, and more typical front-garage 2-storey townhouses. Overall, it includes 108 new dwelling units (45uph) spread across 19 new buildings. The concept is structured to enable street-oriented forms of development along Sunningdale Road W and the future Street “A”, have the front face of other units facing towards the multi-use pathway/naturalized corridor, and activate the internal common amenity area. The northern row of townhouses has been intentionally limited to two storeys in order to provide a gradual transition in heights and limit overlook into the rear yard amenity areas on the single detached dwelling lots to the north. The majority of the required vehicular parking is provided by way of integrated/attached garages and individual driveways, with visitor parking broken up into multiple small pockets across the site. Vehicular circulation is provided via a single new access driveway onto Street “A”. Multiple pedestrian accesses connect the continuous internal pedestrian walkway network to the proposed sidewalk along future “Street A” and Sunningdale Road W.



### LEGEND

- 3-Storey Rear-Lane Towns
- Private Amenity Space
- Pedestrian Connections
- Back-to-Back Towns
- Shared Amenity Space
- Green Space
- 2-Storey Standard Towns
- Principal Entrance
- Enhanced Landscaping
- 2-Storey Rear-Lane Towns
- Garage Entrance

### KEY MAP



## STATISTICS

<b>Block Area</b>	2.400 ha	
<b>Buildings</b>	19	
<b>Units</b> (By type)	Type 'A'	43
	Type 'B'	4
	Type 'C'	25
	Type 'D'	36
	<b>Total</b>	<b>108</b>
<b>Density</b>	45 uph	
<b>Height</b> (By type)	Type 'A'	3-storeys
	Type 'B'	2-storeys
	Type 'C'	2-storeys
	Type 'D'	4-storeys
<b>Parking Rate</b>	2 per unit	
<b>Parking</b>	Resident	216
	Visitor	10
	<b>Total</b>	<b>226</b>
<b>Yard Depth</b>	North	6.5m
	East	4.5m
	South	2.7m
	West	2.6m
<b>LOS</b>	39%	
<b>Coverage</b>	34%	

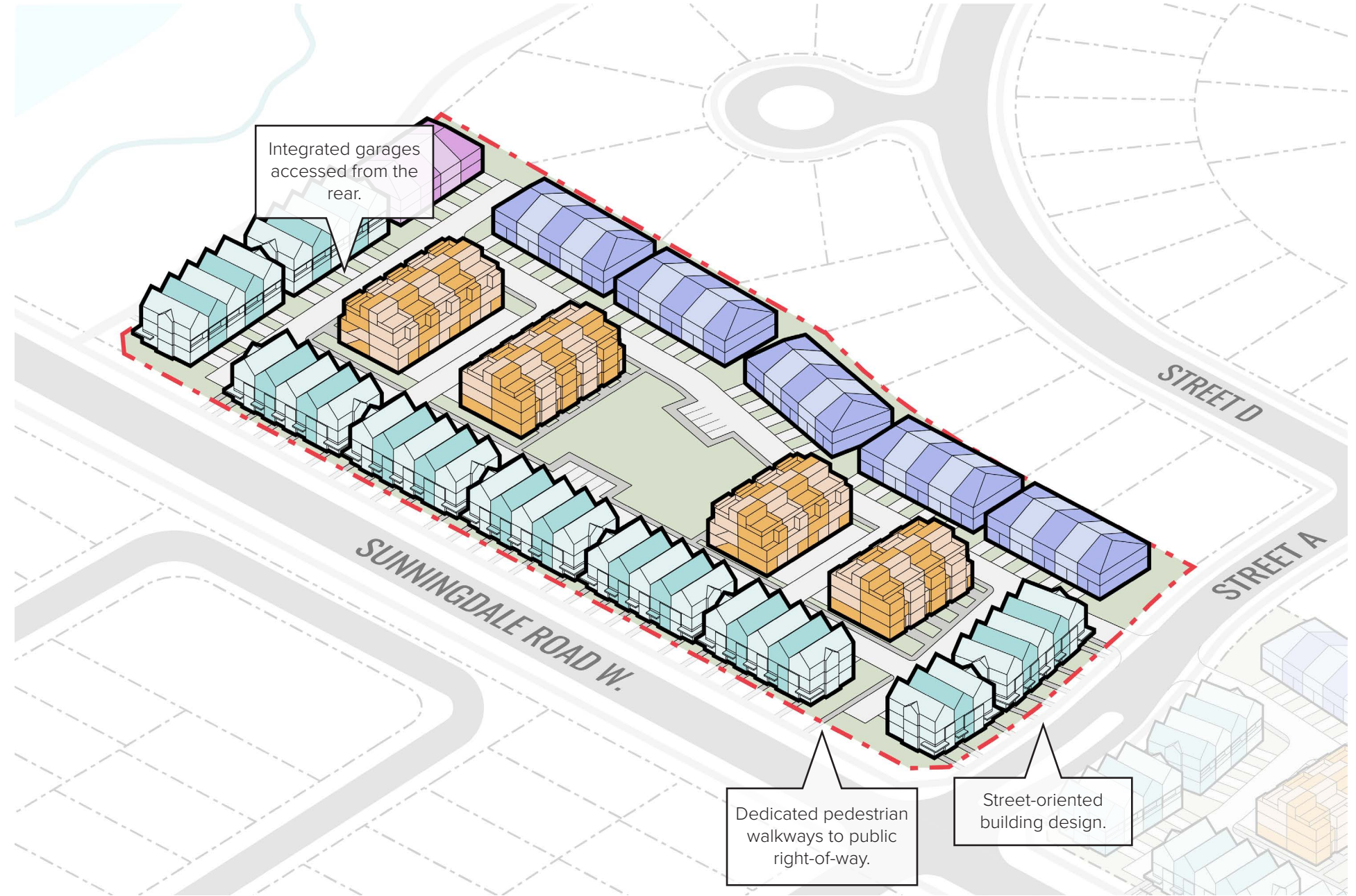
**Note:** Type 'A' refers to 3-storey street-oriented/rear-lane garage townhouses; Type 'B' refers to 2-storey street-oriented/rear-lane garage townhouses; Type 'C' refers to 2-storey internal-facing front garage townhouses; Type 'D' refers to 4-storey back-to-back townhouses.





**Perspective:** Aerial view of Block 162 looking northeast.

*Conceptual Massing Diagram*



**Perspective:** Aerial view of Block 162 looking northwest.

*Conceptual Massing Diagram*



## / Block 163

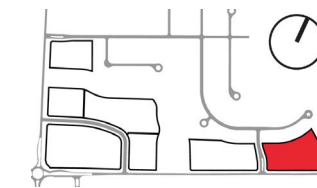
The development concept for Block 163 contains a mix of grade-oriented housing forms including 4-storey “back-to-back” style townhouses with integrated rear garages, 3-storey “rear-laned” townhouses, and more typical front-garage 2-storey townhouses. Overall, it includes 89 new dwelling units (37uph) spread across 15 new buildings. The concept is structured to enable street-oriented forms of development along Sunningdale Road W and the future Street “A” and activate the internal common amenity area. The northern row of townhouses has been intentionally limited to two storeys in order to provide a gradual transition in heights and limit overlook into the rear yard amenity areas on the single detached dwelling lots to the north. The majority of the required vehicular parking is provided by way of integrated/attached garages and individual driveways, with visitor parking broken up into multiple small pockets across the site. Vehicular circulation is provided via a single new access driveway onto Street “A” . Multiple pedestrian accesses connect the continuous internal pedestrian walkway network to the proposed sidewalk along future “Street A” and Sunningdale Road W.



### LEGEND

- 3-Storey Rear-Lane Towns
- Back-to-Back Towns
- 2-Storey Standard Towns
- Private Amenity Space
- Shared Amenity Space
- ▲ Principal Entrance
- △ Garage Entrance
- ▨ Pedestrian Connections
- Green Space
- ▨ Enhanced Landscaping

### KEY MAP

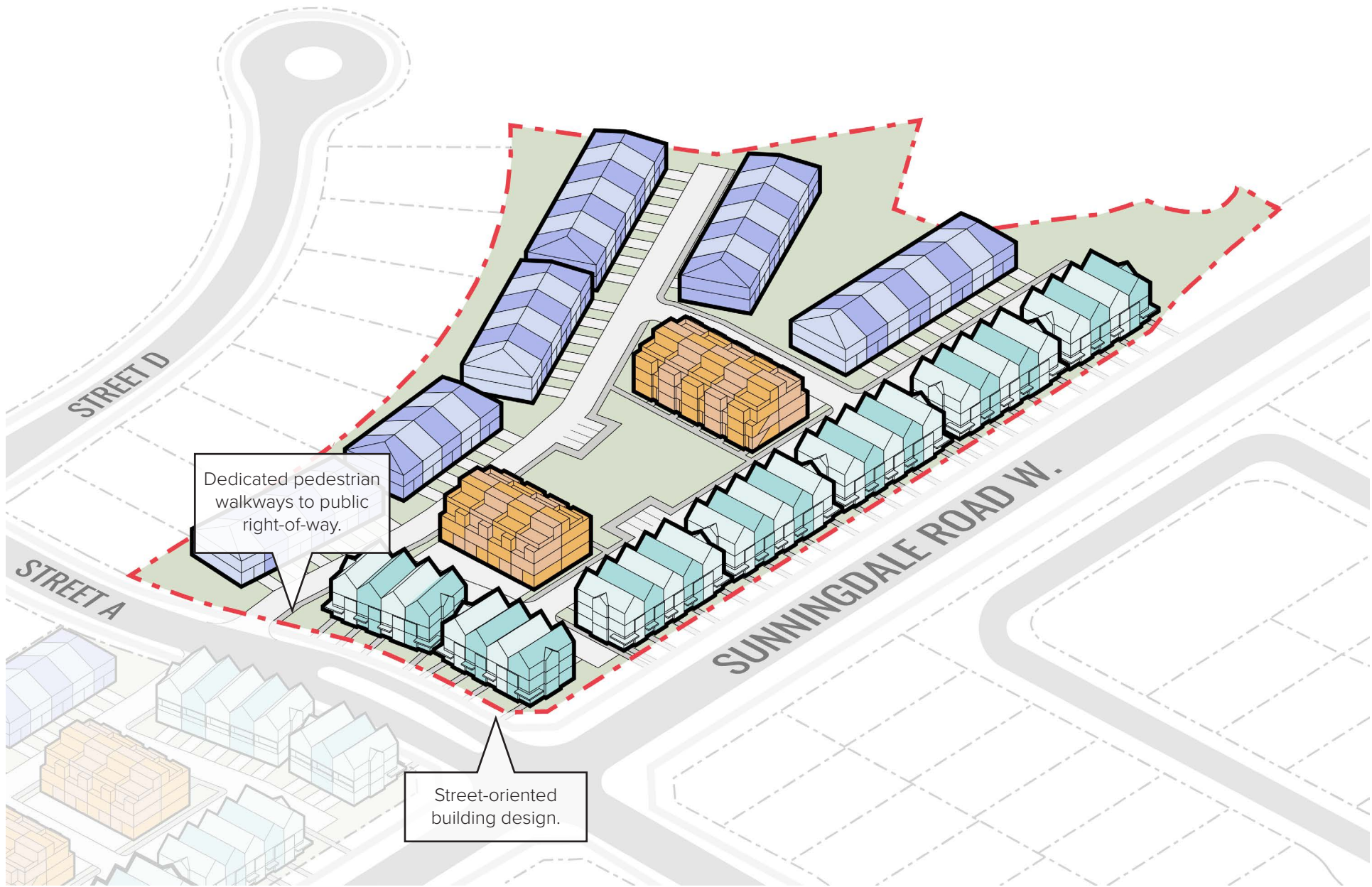


## STATISTICS

<b>Block Area</b>	2.368 ha	
<b>Buildings</b>	15	
<b>Units</b> (By type)	Type 'A'	32
	Type 'B'	39
	Type 'C'	18
	<b>Total</b>	<b>89</b>
<b>Density</b>	37 uph	
<b>Height</b> (By type)	Type 'A'	3-storeys
	Type 'B'	2-storeys
	Type 'C'	4-storeys
<b>Parking Rate</b>	2 per unit	
<b>Parking</b>	Resident	178
	Visitor	8
	<b>Total</b>	<b>186</b>
<b>Yard Depth</b>	North	6.5m
	East	3.3m
	South	2.7m
	West	5.0m
<b>LOS</b>	50%	
<b>Coverage</b>	29%	

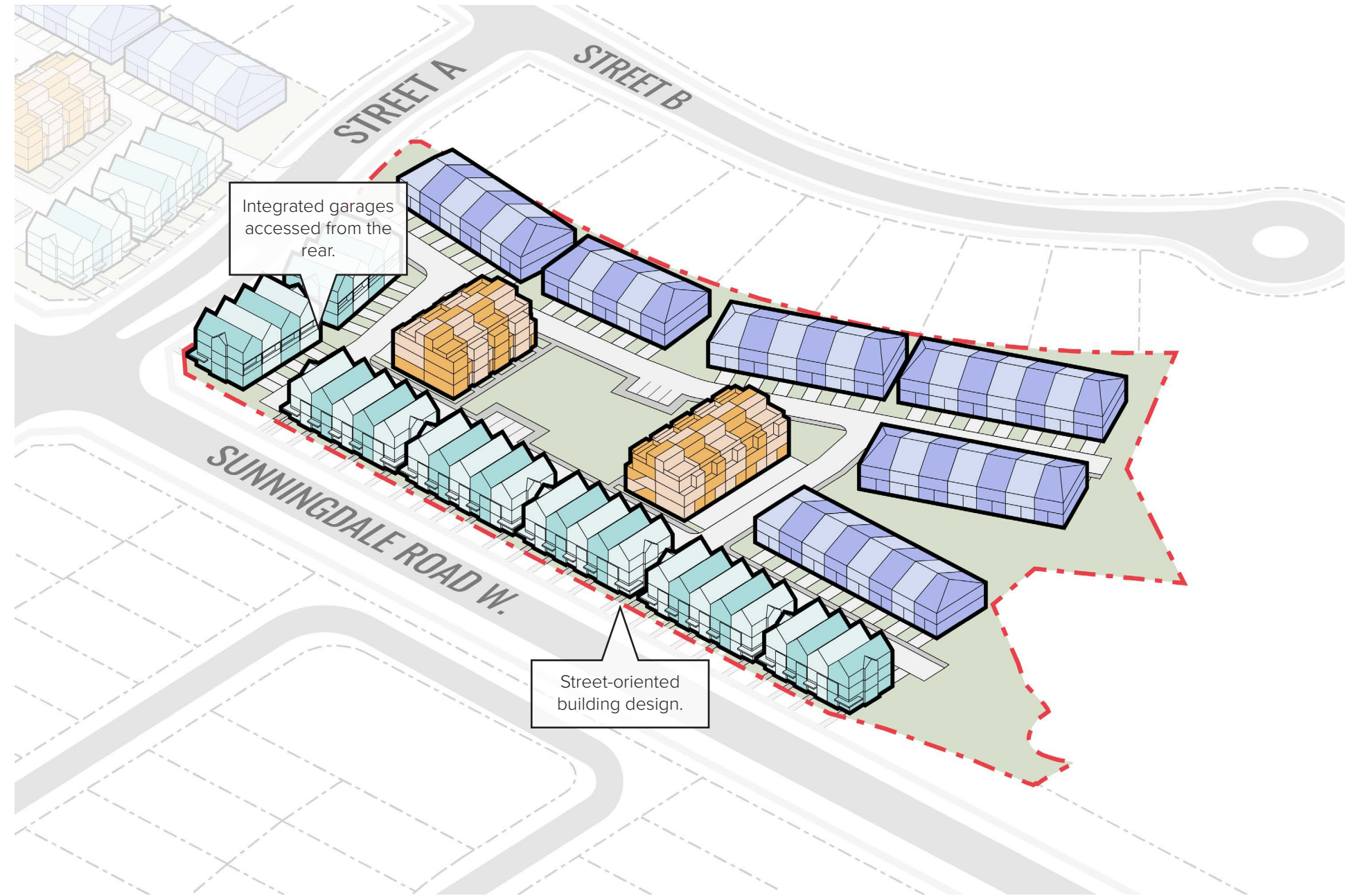
**Note:** Type 'A' refers to 3-storey street-oriented/rear-lane garage townhouses; Type 'B' refers to 2-storey internal-facing front garage townhouses; Type 'C' refers to 4-storey back-to-back townhouses.





**Perspective:** Aerial view of Block 163 looking northeast.

*Conceptual Massing Diagram*



**Perspective:** Aerial view of Block 163 looking northwest.

*Conceptual Massing Diagram*



# S8: PROPOSED ZONING SUMMARY

## S8.1 Zoning By-law Amendment

The proposed Zoning By-laws for each multi-residential block provide a framework for a range of medium to high density building forms to be developed across the southwestern portion of the site, south of the naturalized corridor. The permitted heights and densities generally transition from the highest intensity at the intersection of Wonderland Road N and Sunningdale Road W, stepping down as you navigate towards the proposed single-family blocks north of the naturalized corridor. The proposed zones and associated special provisions are structured to a limited range of desirable built form and site layout outcomes that align with the relevant use, intensity and form policy guidance in the London Plan. The zones are not tied to specific development designs but will “lock-in” the key development and built form standards for each block, while also allowing for flexibility to address site and building design details through the future Site Plan Control application process. The following is a summary of the intent and special provisions for each zone category. Full details regarding the implementing zoning provisions are found in Appendix ‘B’.

### BLOCK 157 - R5-3(L)

The proposed R5-3(L) zone will provide a framework for ground-oriented, low-rise, medium density residential development in the form of cluster townhouses up to a maximum of three storeys and a maximum density of 35 uph. The proposed zone includes special regulations to: prevent further subdivision of the block, require street-oriented built form and design features, establish context specific yard depths and limit the length of individual townhouse blocks.

### BLOCK 158 - R9-4(L)

The proposed R9-4(L) zone will provide a framework for high-density, mid-rise residential development in the form of apartment buildings up to a maximum of four storeys and 120 uph. The proposed zone includes special regulations to: prevent further subdivision of the block, establish more urban front and exterior side yard setbacks, regulate the location of parking, enable appropriate separation from neighbouring low-rise blocks, and establish site-specific minimum and maximum heights.

### BLOCK 160 - R9-4(L)

The proposed R9-4(L) zone will provide a framework for high-density, mid-rise residential development in the form of apartment buildings up to a maximum of four storeys and 120 uph. The proposed zone includes special regulations to: prevent further subdivision of the block, establish more urban front and exterior side yard setbacks, regulate the location of parking, enable appropriate separation from neighbouring low-rise blocks, and establish site-specific minimum and maximum heights.

### BLOCK 161 - R9-7(L)

The proposed R9-7(L) zone will provide a framework for high-density, mid-rise residential and mixed-use apartment buildings up to a maximum of six storeys and 150 uph. The proposed zone includes special regulations to: prevent further subdivision of the block, establish more urban front and exterior side yard setbacks, regulate the location of parking, enable appropriate separation from neighbouring low-rise blocks, and establish site-specific minimum and maximum heights and establish rules for the size and location of commercial uses in the block.

### BLOCK 159 - R5-4(L)

The proposed R5-4(L) zone will provide a framework for ground-oriented, low-rise, medium density residential development in the form of cluster townhouses and stacked townhouses up to a maximum of four storeys and a maximum density of 40 uph. The proposed zone includes special regulations to: prevent further subdivision of the block, require street-oriented built form and design features, establish context specific yard depths and limit the length of individual townhouse blocks.

### BLOCK 162 & 163 - R5-6(L)

The proposed R5-6(L) zones will provide a framework for ground-oriented, low-rise, medium density residential development in the form of cluster townhouses up to a maximum of four storeys. The proposed zone includes special regulations to account for the specific size of each block, to establish a more urban streetscape character, to ensure appropriate separation of buildings from neighbouring single-family blocks and to implement applicable form-based policy directions of the London Plan.

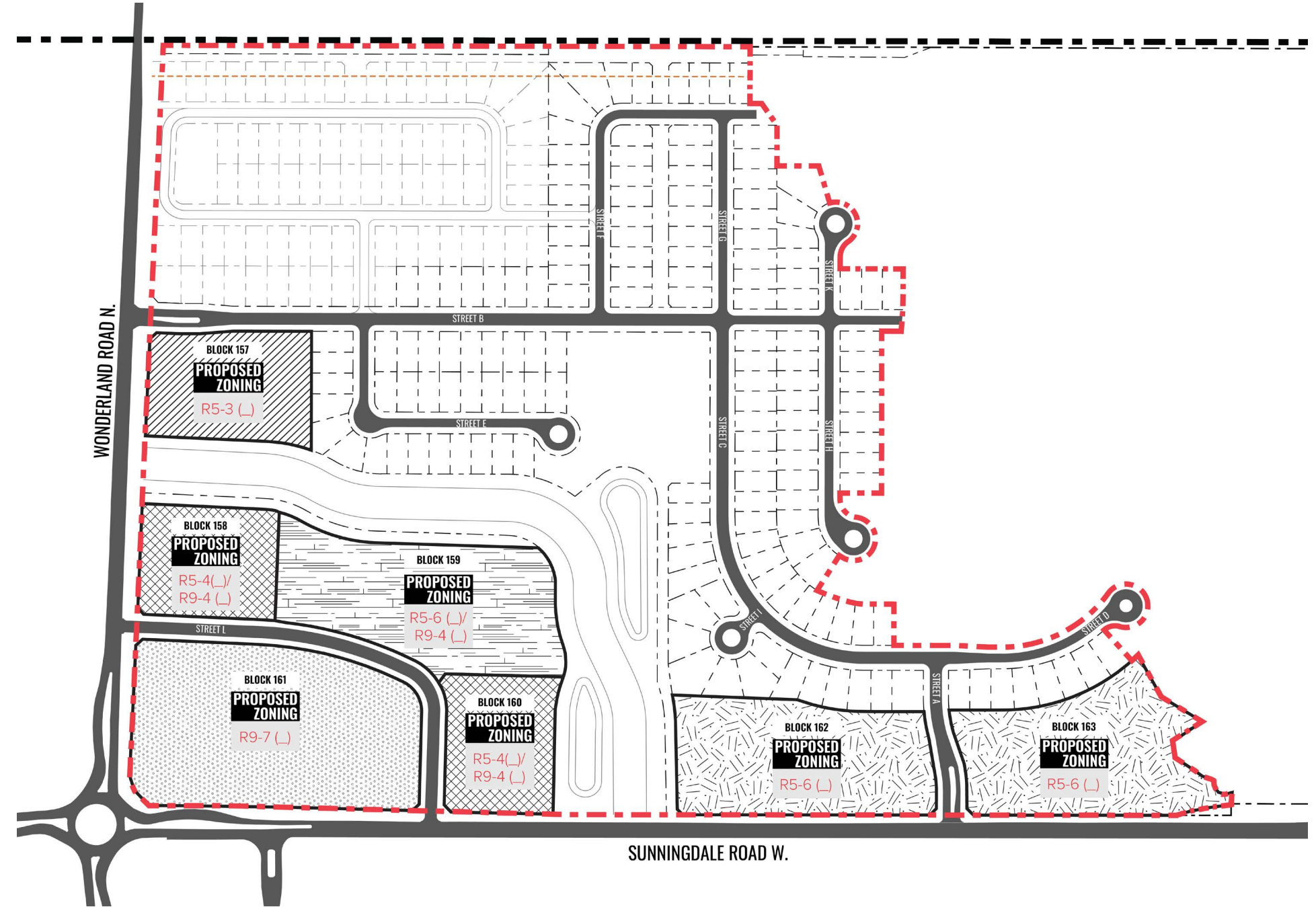


Figure 7. Proposed Zoning Schedule







## S9: INTERPRETATION

### S9.1 Purpose of this Brief

We understand that site's are not blank slates. This Urban Design Brief outlines the overarching community design rationale for the *Neighbourhoods of Sunningdale: Sunningdale North* Draft Plan of Subdivision at 259 Sunningdale Road W. The brief provides an overview of the subdivision plan, which is representative of the project team's best thinking for the development of the site, considering the policy, regulatory and physical context. The brief is meant to highlight the key factors that shape the subdivision design and help stakeholders to understand how those key factors have shaped the proposed development.

### S9.2 Relationship with Design Drawings

This brief has been prepared to support the submission of a Draft Plan of Subdivision and associated Official Plan and Zoning By-law Amendment applications under the *Planning Act*. The graphics included in this brief, in some cases represent simplified versions or diagrams based on the actual Draft Plan of Subdivision drawing prepared by LDS Consultants Inc. These graphics have been prepared to highlight key elements of the subdivision design in a manner that enables a more seamless evaluation by stakeholders (e.g., City Staff, UDPRP, etc.) and decision-makers. The detailed Draft Plan of Subdivision should be referred to where detailed dimensions and specifications are required for review. Similarly, the massing diagrams and illustrations contained within this brief for the multi-residential blocks are representative of Corlon's future intention for the multi-residential built form and site design. They are an illustration of the permissions sought through the proposed Zoning By-law Amendment outlined in Section 8. These concepts are intended to enable the evaluation of the proposed zoning-by-law framework as part of the draft plan of subdivision submission. Detailed design drawings will be prepared at a later phase and vetted through the Site Plan Control application process.



## REFERENCES

1. Sunningdale Neighbourhood Profile (2016)
2. The London Plan.
3. City of London Comprehensive Zoning By-law Z-1.
4. City of London, London City Map (Last updated October 1, 2020).
5. 39T-18501/Z-8888 City of London Staff Report, dated November 12, 2018.
6. Draft Plan of Subdivision, prepared by LDS Consultants Inc.
7. Environmental Impact Study, prepared by Ecosystem Recovery Inc.



## APPENDIX 'A': PROPOSED OFFICIAL PLAN AMENDMENT

**Explanation:** The London Plan plans for the type of place that is envisioned rather than the land use. It seeks to plan highly-functional, connected, and desirable places. The proposed amendment aligns the Place Type policies of the Official Plan with the vision for development by establishing a broad range of housing opportunities and intensities, and a mix of uses. The proposed concept for the project site envisions a combination of Neighbourhoods Place Type and Green Space Place Type designations. The Green Space Place Type is proposed in the location of the proposed park land and open space blocks to limit development and to protect the existing natural heritage features. Two new Neighbourhood Connectors are proposed as well as seven new Neighbourhood Streets.



- |   |  |
|---|--|
| <span style="color: #c8e6c9;">●</span> Neighbourhoods       | <span style="color: #ffc107;">■</span> Urban Thoroughfare      |
| <span style="color: #4caf50;">●</span> Green Space          | <span style="color: #d32f2f;">■</span> Civic Boulevard         |
| <span style="color: #e8f5e9;">●</span> Farmland             | <span style="color: #9e9e9e;">—</span> Neighbourhood Connector |
| <span style="color: #3e8e41;">●</span> Environmental Review | <span style="color: #000000;">▨</span> Special Permissions     |



## APPENDIX 'B': PROPOSED MULTI-RES BLOCK ZONING

### BLOCK 157 - R5-3()

	STANDARD REGS	SPECIAL REGS
<b>Permitted Uses</b>	Section 9.3 of Z-1	-
<b>Lot Area (m<sup>2</sup>) (min.)</b>	2,000	1.495 ha
<b>Lot Frontage (m) (min.)</b>	30.0	-
<b>Front &amp; Exterior Side Yard Depth (m) (min.)</b>	6.0-8.0	North: 3.0m West: 3.0m South: 1.5m
<b>Interior &amp; Rear Yard Depth (m) (min.)</b>	3.0-6.0	East: 1.0m for every 1.0m of main building height.
<b>Landscaped Open Space (%) (min.)</b>	45	-
<b>Lot Coverage (%) (max.)</b>	30	-
<b>Height (m) (max.)</b>	12.0	As per Schedule 'A'
<b>Density (uph) (max.)</b>	35	-
<b>Additional Provisions</b>	<ul style="list-style-type: none"> <li>The front face and primary entrance of all dwelling units located adjacent to a public street shall be oriented to the public street.</li> <li>Townhouse blocks shall be a maximum of 8 units in length.</li> </ul>	

### BLOCK 158 - R9-4() / R5-4()

	STANDARD REGS	SPECIAL REGS
<b>Permitted Uses</b>	Section 13.2 of Z-1	-
<b>Lot Area (m<sup>2</sup>) (min.)</b>	1,000	1.310 ha
<b>Lot Frontage (m) (min.)</b>	30.0	-
<b>Front &amp; Exterior Side Yard Depth (m) (min.)</b>	6.0	North: 3.0m West: 3.0m (Max. 8.0m)
<b>Interior &amp; Rear Yard Depth (m) (min.)</b>	1.2m per 3.0m of main building height	South: 3.0m (Max. 8.0m) East: 1.0m for every 1.0m of main building height.
<b>Landscaped Open Space (%) (min.)</b>	30	-
<b>Lot Coverage (%) (max.)</b>	30	-
<b>Height (m) (max.)</b>	n/a	As per Schedule 'A'
<b>Density (uph) (max.)</b>	115	120
<b>Additional Provisions</b>	<ul style="list-style-type: none"> <li>No parking or drive aisles shall be located between a building and the adjacent street line.</li> <li>Where more than one building is to be developed, the maximum yard depths shall only apply to the building nearest to the lot line shared with the street.</li> </ul>	

### BLOCK 159 - R5-6() / R9-4()

	STANDARD REGS	SPECIAL REGS
<b>Permitted Uses</b>	Section 9.3 of Z-1	-
<b>Lot Area (m<sup>2</sup>) (min.)</b>	1,000	2.724 ha
<b>Lot Frontage (m) (min.)</b>	30.0	-
<b>Front &amp; Exterior Side Yard Depth (m) (min.)</b>	6.0-8.0	North: 1.2m West: 6.0m
<b>Interior &amp; Rear Yard Depth (m) (min.)</b>	3.0-6.0	Southwest: 3.0m Southeast: 6.0m East: 6.0m
<b>Landscaped Open Space (%) (min.)</b>	30	-
<b>Lot Coverage (%) (max.)</b>	45	-
<b>Height (m) (max.)</b>	12.0	As per Schedule 'A'
<b>Density (uph) (max.)</b>	50	-
<b>Additional Provisions</b>	<ul style="list-style-type: none"> <li>The front face and primary entrance of all dwelling units located adjacent to a public street shall be oriented to the public street.</li> <li>Townhouse blocks shall be a maximum of 8 units in length.</li> </ul>	



### BLOCK 160 - R9-4( ) / R5-4( )

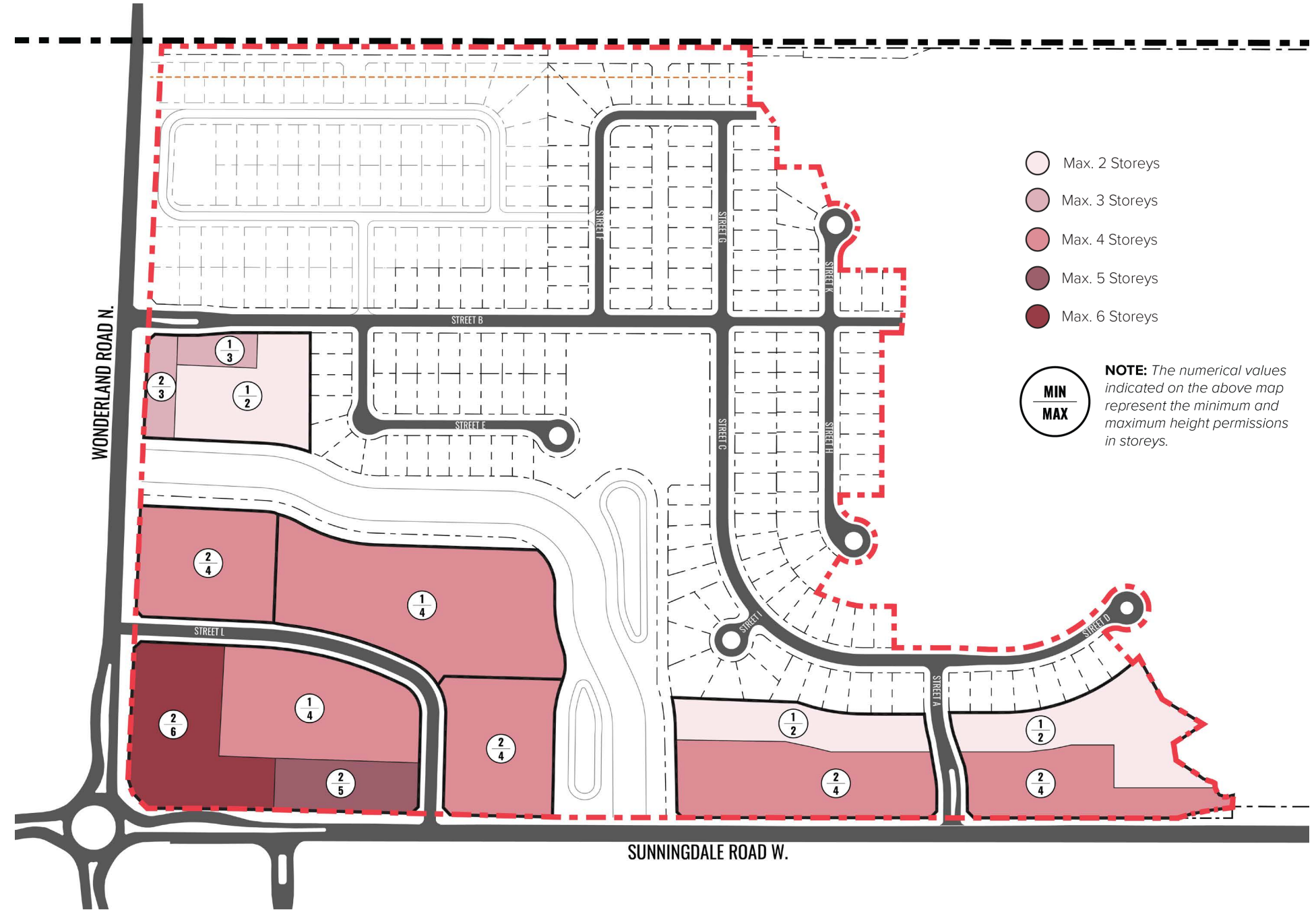
	STANDARD REGS	SPECIAL REGS
<b>Permitted Uses</b>	Section 13.2 of Z-1	-
<b>Lot Area (m<sup>2</sup>) (min.)</b>	1,000	1,278 ha
<b>Lot Frontage (m) (min.)</b>	30.0	-
<b>Front &amp; Exterior Side Yard Depth (m) (min.)</b>	6.0	North: 1.0m for every 1.0m of main building height.
<b>Interior &amp; Rear Yard Depth (m) (min.)</b>	1.2m per 3.0m of main building height	West: 3.0m (Max. 8.0m) South: 3.0m (Max. 8.0m) East: 3.0m
<b>Landscaped Open Space (%) (min.)</b>	30	-
<b>Lot Coverage (%) (max.)</b>	30	-
<b>Height (m) (max.)</b>	n/a	As per Schedule 'A'
<b>Density (uph) (max.)</b>	115	120
<b>Additional Provisions</b>	<ul style="list-style-type: none"> <li>No parking or drive aisles shall be located between a building and the adjacent street line.</li> <li>Where more than one building is to be developed, the maximum yard depths shall only apply to the building nearest to the lot line shared with the street</li> </ul>	

### BLOCK 161 - R9-7( )

	STANDARD REGS	SPECIAL REGS
<b>Permitted Uses</b>	Section 13.2 of Z-1	The permitted uses of the NSA1, NSA2 & NSA5 Zone shall be permitted within the ground floor of a mixed-use building.
<b>Lot Area (m<sup>2</sup>) (min.)</b>	1,000	3,744 ha
<b>Lot Frontage (m) (min.)</b>	30.0	-
<b>Front &amp; Exterior Side Yard Depth (m) (min.)</b>	6.0	North: 1.0m (Max. 8.0m) West: 3.0m (Max. 8.0m)
<b>Interior &amp; Rear Yard Depth (m) (min.)</b>	1.2m per 3.0m of main building height	South: 3.0m (Max. 8.0m) East: 3.0m (Max. 8.0m)
<b>Landscaped Open Space (%) (min.)</b>	30	-
<b>Lot Coverage (%) (max.)</b>	30	-
<b>Height (m) (max.)</b>	n/a	As per Schedule 'A'
<b>Density (uph) (max.)</b>	150	-
<b>Additional Provisions</b>	<ul style="list-style-type: none"> <li>No parking or drive aisles shall be located between a building and the adjacent street line.</li> <li>A maximum of 2,000m<sup>2</sup> of commercial gross floor area shall be permitted within the zone boundaries.</li> <li>Commercial gross floor area shall be confined to portions of the site within 100m radius of intersection of Wonderland Road N and Sunningdale Road W.</li> <li>Where more than one building is to be developed, the maximum yard depths shall only apply to the building nearest to the lot line shared with the street.</li> </ul>	

### BLOCK 162 & 163 - R5-6( )

	STANDARD REGS	SPECIAL REGS
<b>Permitted Uses</b>	Section 9.3 of Z-1	-
<b>Lot Area (m<sup>2</sup>) (min.)</b>	1,000	2,400 ha (Block 162) 2,368ha (Block 163)
<b>Lot Frontage (m) (min.)</b>	30.0	-
<b>Front &amp; Exterior Side Yard Depth (m) (min.)</b>	6.0-8.0	North: 6.0m West: 1.5m (Block 162) 3.0m (Block 163)
<b>Interior &amp; Rear Yard Depth (m) (min.)</b>	3.0-6.0	South: 3.0m East: 3.0m (Block 162) 3.0m (Block 163)
<b>Landscaped Open Space (%) (min.)</b>	30	-
<b>Lot Coverage (%) (max.)</b>	45	-
<b>Height (m) (max.)</b>	12.0	As per Schedule 'A'
<b>Density (uph) (max.)</b>	50	-
<b>Additional Provisions</b>	<ul style="list-style-type: none"> <li>The front face and primary entrance of all dwelling units located adjacent to a public street shall be oriented to the public street.</li> <li>Townhouse blocks shall be a maximum of 8 units in length.</li> </ul>	



Proposed Schedule 'A' - Permitted Heights

