

U R B A N
D E S I G N
B R I E F

ELITE M.D DEVELOPMENTS
1944 BRADLEY AVENUE
CITY OF LONDON

JULY 2023
WESTON FILE #10574

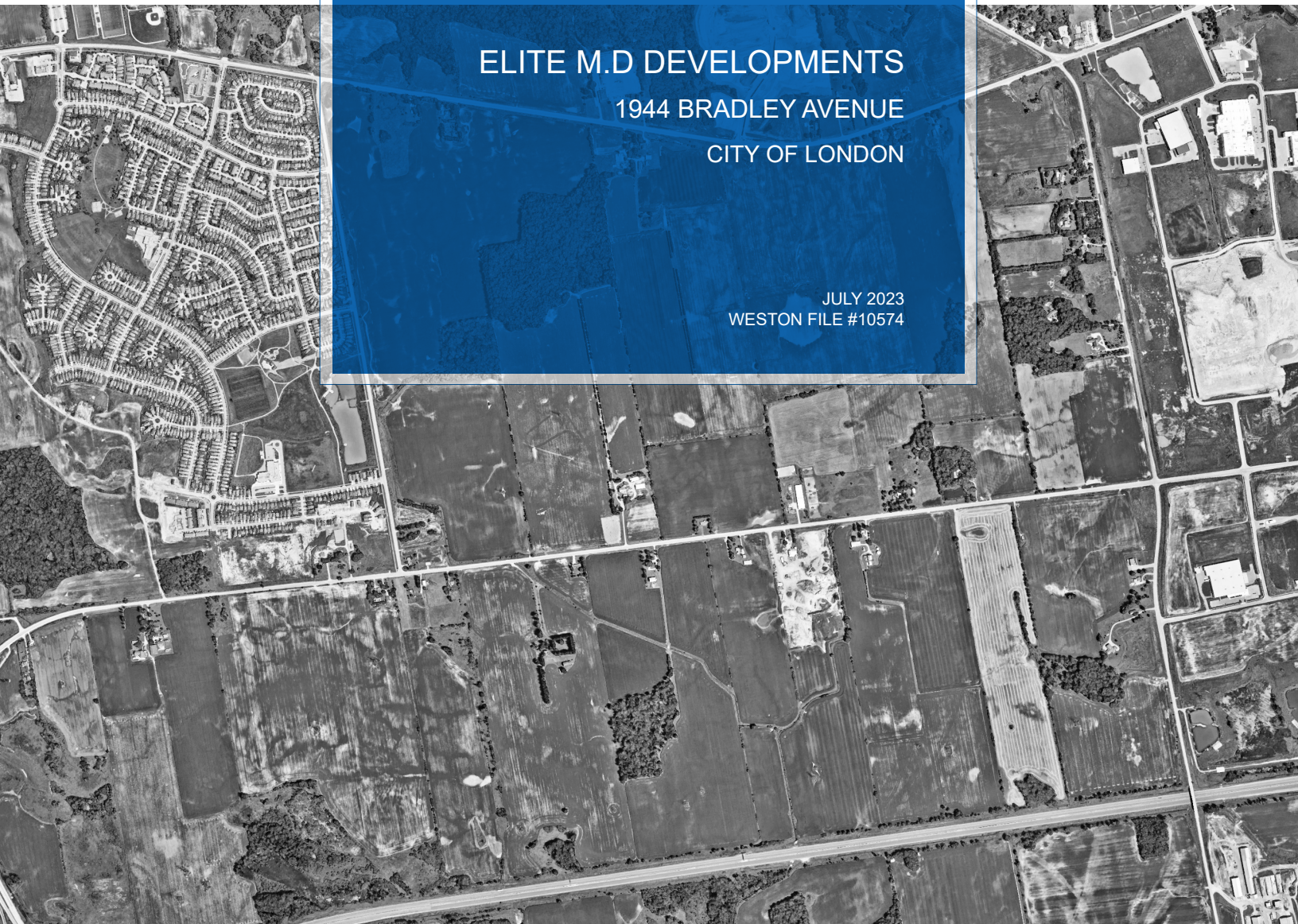



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1
INTRODUCTION

This Urban Design Brief ('UDB' or 'Brief') has been prepared by Weston Consulting on behalf of Elite M.D Developments. The purpose of this Brief is to provide the design rationale for the proposed development of the lands ('Subject Lands') located at 1944 Bradley Avenue in the City of London that will include 45 single-detached residential dwellings, 136 townhouse units and 88 condo townhouses.

The Brief has been prepared in support of a Draft Plan of Subdivision. The Brief responds to City staff direction on November 21, 2022 that outlined specific requirements for this Brief. This direction included a request to follow the guidelines described in the sections 'Urban Design Briefs for Subdivisions', and 'Vision and Analysis'. As defined in Policy 198 of the London Plan, all proposals for new neighbourhoods must establish a vision to guide planning for the character and sense of place.

The Brief describes how the proposed development will conform to the London Plan as well as the city's Urban Design Brief Terms of Reference as discussed with City staff.



Figure 1: Air Photo of Subject Lands

1.1 DESIGN VISION GOALS AND OBJECTIVES

The goals and objectives for the proposed subdivision development have been tailored to the context of the site and is guided by key urban design considerations and principles. The vision for the proposed development is to:

- Optimize the irregular geometry of the site to introduce moderate density while accommodating smaller block sizes;
- Provide a diversity and mix of units to avoid a broad segregation of different housing types, intensities, and forms;
- Protect and provide access to the *Natural Heritage System*, adding to neighbourhood health, identity, and sense of place; and
- Provide attractive streetscapes and residential buildings.

The proposed development will support the City of London's Official Plan vision by supporting key directions as outlined in the Plan:

- *Direction #1: Plan strategically for a prosperous city;*
- *Direction #4: Become one of the greenest cities in Canada;*
- *Direction #5: Build a mixed use compact city;*
- *Direction #6: Place a new emphasis on creating attractive mobility choices;*
- *Direction #7: Build strong, healthy and attractive neighbourhoods for everyone; and,*
- *Direction #8: Make wise planning decisions.*

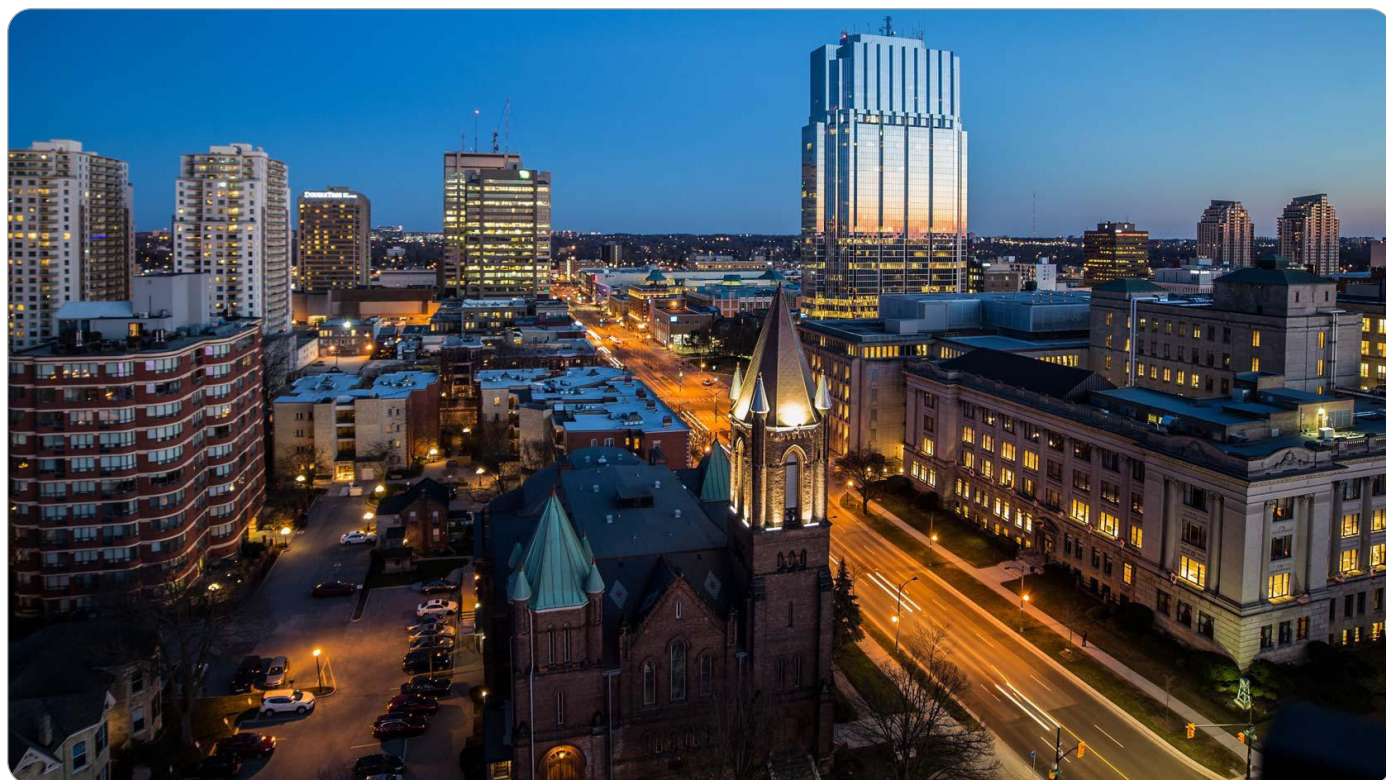


Figure 2: Downtown London (Source: Google Images)

The proposed development adheres to the key directions through a strategically located residential subdivision that is in-line with nearby low-rise residential developments while protecting green space within the immediate vicinity. The proposed development also provides a range of typologies that increase density within compact neighbourhood blocks. The proposed development supports the City's vision for neighbourhood buildings and offers a high-quality design for residential uses providing a range of housing options such as single detached, townhouse and condo units. Collectively these moves ensure the development conforms with the Key Directions listed in the Official Plan.

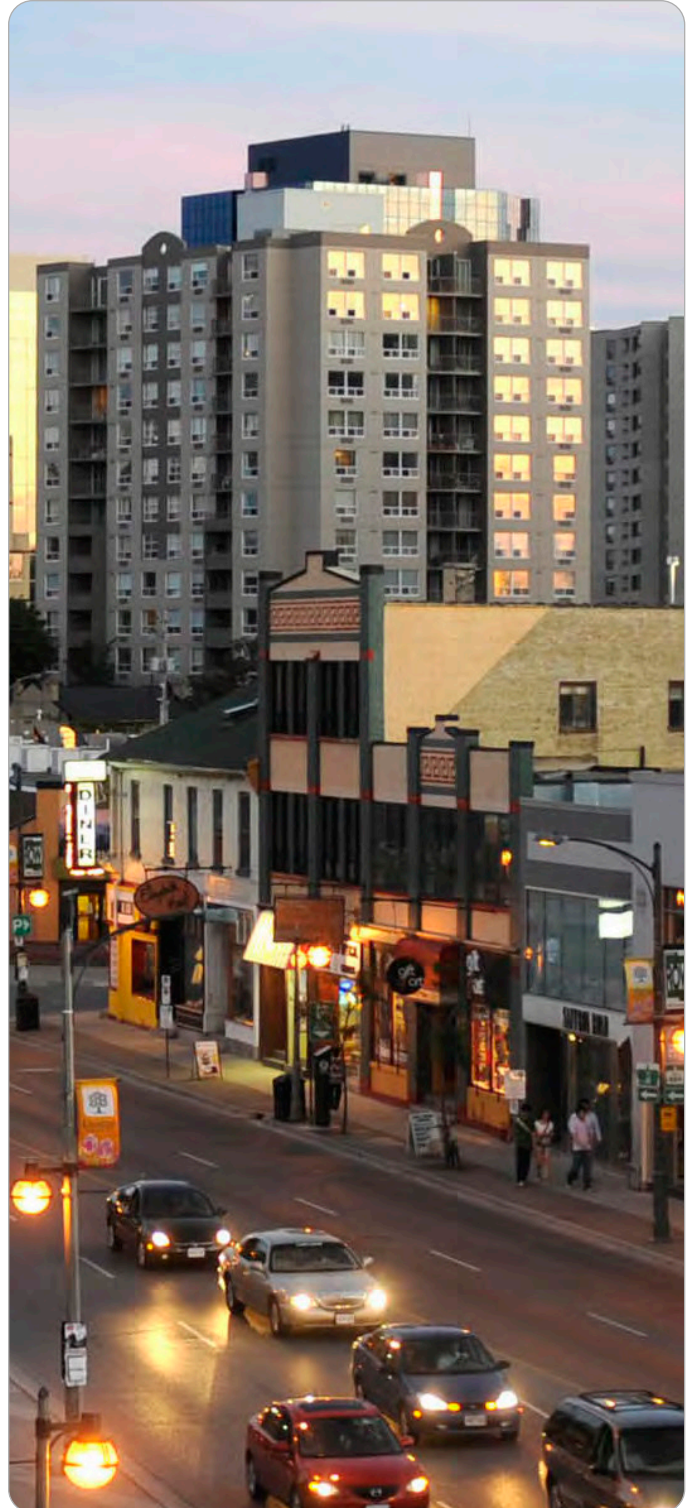


Figure 3: Downtown London (Source: The London Plan)

1.2 DESIGN RESPONSE TO CITY DOCUMENTS

1.2.1 THE LONDON PLAN (OFFICIAL PLAN)

The London Plan ('the Plan') was approved May 25, 2022 and outlines the new planning policy framework for the City of London over the next twenty years. The Plan aims to create vibrant, healthy, safe and fulfilling neighbourhoods that support affordability and multi-mobility.

According to the Plan, the subject lands are designated '*Neighbourhood*' based on Map 1 – Place Types. Overall, the proposed design will support the directions outlined in the Plan including the development strong and healthy neighbourhoods with a range of housing options.

The proposed development will address the policies outlined in the following key sections:

City Building Policies

City Building Policies are aimed at providing growth direction for the next twenty years by establishing what growth will look like in the City in terms of shape, character, and form. City Building Policies encompass a wide range of areas including City Design, Parks and Recreation, Cultural Heritage and Food Systems. The policies discussed in the following sections will focus on City Design and Mobility as they relate to the proposed development.

The City Building Policies portion of the Plan includes a City Design section that outlines policies related to built form and includes elements such as streets, streetscapes, public spaces, landscapes and buildings. The goal of the City Design policies is to plan for the future and create pedestrian and transit-oriented environments that encourage land use and mobility integration [Policy 191].

The proposed development supports the vision of the City Design policies through the following:

Character

193_7. A mix of housing types to support ageing in place and affordability.

199_ All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals.

204_ *Natural heritage is an important contributor to the character of an area and influences the overall street network. Neighbourhoods should be designed to preserve or create views to natural heritage features and landmarks through lotting patterns, street patterns, or building placement.*

The proposed development introduces new housing typologies to the neighbourhood such as single-detached residential dwellings, street townhouse units and condo townhouses. These typologies will benefit from future transit networks while ensuring the development fits within the existing neighbourhood context and adjacent future planned low-rise residential developments. In terms of natural heritage, access and open views to the natural areas are supported by a 30 metre Green Space connection to the existing naturalized woodland. The open space connection is located at the corner of Street 'B', maintaining high visibility within the proposed community.

Street Network

211_ *The City's street network will be designed to ensure high-quality pedestrian environments, maximized convenience for mobility, access to focal points and to support the planned vision for the place type.*

212_ *The configuration of streets planned for new neighbourhoods will be of a grid, or a modified grid, pattern. Cul-de-sacs, deadends, and other street patterns which inhibit such street networks should be minimized. To ensure connectivity and integration with existing and planned neighbourhoods, new neighbourhood street networks will generally be designed to have connections to existing and future neighbourhoods.*

213_ *Street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services.*

217_ *Neighbourhood street networks and block sizes will be designed to ensure connectivity and support transit and active mobility. Infrastructure and amenities to support transit and active mobility will be incorporated.*

219_ *Neighbourhood street networks will support the delivery of emergency services.*

220_ *Neighbourhoods should be designed with a diversity of lot sizes to support a range of housing choices, mix of uses and to accommodate a variety of ages and abilities.*

The street network is designed to ensure a high-quality pedestrian environment, maximized convenience for mobility, and support the 'neighbourhoods' place type. The proposed 23 metre street network will be easy and safe to navigate and integrate sidewalks and cycling infrastructure. The street layout maximizes the irregular geometry of the site and its constraints and is designed to mimic the strengths of a modified grid pattern to optimize connections and accessibility. The R.O.W. of the public street and the condo block street network will support the delivery of emergency services with multiple vehicular access points to residential units. Overall, the proposed development will include varying lot sizes to support a range of housing choices and to accommodate a variety of ages and abilities.

Streetscapes

- 221_ *The design of streetscapes will support the planned vision for the place type and will contribute to character and sense of place. The parameters for street character are defined in Table 6 - Street Classification Design Features of the Mobility chapter of this Plan.*
- 222A_ *The proportion of building and street frontages used for garages and driveways should be minimized to allow for street trees, provide for on-street parking and support pedestrian and cycling-oriented streetscapes.*
- 223_ *Street design standards will be adopted to reflect pedestrian, cycling, and transit priorities within neighbourhoods.*
- 224_ *The paved portion of streets within neighbourhoods should be as narrow as possible, while meeting required design standards, to calm traffic and emphasize the priority of the pedestrian environment. Street rights-of-way should be of adequate size to accommodate all services within an efficient space and allow sufficient room for street tree planting and the long-term growth of mature trees.*

The proposed streetscapes will support the planned vision for the 'Neighbourhoods' place type and will contribute to a high-quality public realm, a local character and sense of place. This includes conforming to guidance within the London Complete Streets Design Manual regarding 'Neighbourhood Connector' street type classification to accommodate various servicing requirements. In terms of private residential parking, attached garages will be limited to 50% of the unit width to enable street tree planting and support pedestrian and cycling-oriented streetscapes.

Public Space

- 243_ *Public facilities, parks, trails, seating areas, play equipment, open spaces and recreational facilities should be integrated into neighbourhoods to allow for healthy and active lifestyles.*
- 247_ *Public spaces should be located and designed within neighbourhoods to ensure access, visibility, safety, and connectivity to the adjacent street network. To accomplish these objectives, public spaces within neighbourhoods should have wide exposure to public streets.*
- 249_ *Neighbourhoods will be designed with a high-quality public realm, composed of public facilities and public spaces such as parks, squares, sitting areas and streets.*

The existing naturalized woodland area will be integrated with the proposed development through a 30 metre Green Space connection between the single detached dwellings. This connection will link the subdivision to the existing open space and provide a place for recreation, gathering and leisure. The overall subdivision design will maintain building orientations parallel to streets to maximize visibility within the community and provide passive surveillance. The public realm will be supported through high-quality built form and landscaping design throughout.

Site Layout

- 252_ *The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.*
- 255_ *Site layout will promote connectivity and safe movement for pedestrians, cyclists, and motorists between, and within, sites.*
- 256_ *Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street wall or street line.*
- 261_ *Buildings at corner sites should be oriented towards the higher-order street classification.*
- 268_ *Sites shall be designed to provide a direct, comfortable and safe connection from the principle building entrance to the public sidewalk.*
- 270_ *The location, configuration, and size of parking areas will be designed to support the planned vision of the place type and enhance the experience of pedestrians, transit-users, cyclists, and drivers.*

The site layout of new development is designed to respond to its context and the existing and planned character of the surrounding area. This includes the woodlands to the north, the hydro corridor and potential proposed future development to the south, and the proposed future neighbourhood to the west. The proposed street network considers future developments adjacent to the subject lands and provides potential street connections to the proposed future neighbourhood to the east and west.

Buildings located at the intersection of two streets will have regard for their corner location with the massing/ articulation and architectural features emphasizing the intersections. Pedestrian activity will benefit from direct and safe sidewalk infrastructure that offers connections from individual residential units to public sidewalks within the broader subdivision.

Buildings

- 286_ *Buildings should be designed to achieve human-scale relationships that are comfortable for pedestrians.*
- 288_ *Buildings fronting onto public spaces should establish an edge to provide definition, and a sense of enclosure around, the public space.*

The proposed buildings will support the development of a comfortable pedestrian environment through the integration of human-scale built form. The consistent setback along the building frontages will establish a consistent street edge that will help shape the public realm.

Streets

The proposed development will connect to Bradley Avenue identified as a 'Urban Throughfare' with additional connections proposed to connect the site to Jackson Road that is identified as a 'Civic Boulevard'. The proposed development consists of a street classified as 'Neighbourhood Connector' roads through the subdivision. The proposed development adheres to the Street Classification Design Features as identified in Table 6 – Street Classification Features in the London Plan.

Place Type Policies

The Place Type Policies section of the London Plan outlines policies related to various ‘place types’ within the City of London, recognizing that the urban fabric is made up of various uses, building types and amenities. The Place Type Policies section of the London Plan specifically focuses on providing guidance for various geographic areas within the City. The aim is to establish permitted uses, intensity of development, and guide the overall built form in the different ‘place types’. The following sections will address how the proposed development will support the vision for the ‘Neighbourhoods’, ‘Greenspace’, and ‘Farmland’ place types.

Neighbourhoods

The London Plan outlines the following key elements to support the ‘Neighbourhoods’ vision:

916_ In 2035 the Neighbourhoods Place Type will be vibrant, exciting places to live, that help us to connect with one another and give us a sense of community well-being and quality of life. Some of the key elements of our vision for the Neighbourhoods Place Type include:

- 1. A strong neighbourhood character, sense of place and identity.*
- 2. Attractive streetscapes, buildings, and public spaces.*
- 3. A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so.*
- 4. Well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown.*

8. Parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places.

The proposed development addresses the elements of a successful ‘Neighbourhood’ by introducing various built form typologies to the proposed community. The proposed housing units will benefit from a well-connected road network, proximity to naturalized areas and pedestrian networks.

918_ We will realize our vision for the Neighbourhoods Place Type by implementing the following in all the planning we do and the public works we undertake:

- 11. Public parks and recreational facilities will be designed to support a strong sense of identity and place and to serve as a meeting place with appropriate infrastructure to attract and support neighbourhood residents of all ages and demographics.*
- 12. Neighbourhoods will be designed to protect the Natural Heritage System, adding to neighbourhood health, identity and sense of place.*

The development will protect the Environmental Protection Area to the north and provide a Green Space connection from the residential area to enhance the overall identity of the community, provide an area for recreation and leisure.

919_ *The policies and tables within this chapter implement the following basic approach to plan for both new and existing neighbourhoods within the Neighbourhoods Place Type:*

6. *In general terms, the intent of this approach is to balance neighbourhood stability and predictability with the goals of creating neighbourhoods that allow for different housing types, an appropriate mix of uses, affordability, aging in place, and vibrant, interesting communities*

The proposed development falls within the 'Neighbourhoods' Place Type and supports the various principles and policies for achieving the desired urban form. With single-detached residential dwellings, street townhouse units and condo townhouses, the proposed development adheres to the range of permitted uses in the 'Neighbourhoods' Place Type as defined in Table 10: Range of Permitted Uses in Neighbourhood Place Type in the London Plan.

789_ 6. of the London Plan specifies the following policies on the determination of the range of permitted uses for Neighbourhood Place designation types:

“that the intensity of development and range of uses that may be permitted varies, depending upon the street classification that a property fronts onto, in addition to a number of other factor”.

The street classification of the proposed development includes 'Neighbourhood Connector' streets. The London Plan currently does not identify Neighbourhood Connectors east of Jackson Road. Street 'N' in the Parker Jackson Subdivision, however, is identified as such in the draft approved plan. Street 'N' will be extended through the proposed development as dimensioned on Concept Plans. The Neighborhood Connector street designation will allow for the development townhouses in the proposed development.

Green Space

The Green Space Place Type policies of the London Plan promote the preservation of environmentally significant lands. 1206_ of the London Plan states the following on the Green Space designation: “Green space and conservation uses will support the retention, enhancement, and conservation of natural heritage features and areas and their ecological functions”.

The proposed development strongly promotes these policies by providing strong buffers from the environmentally significant lands on the property. The enclosed Concept Plan indicates the range of these buffers and also indicate enhancements of the natural heritage features through the promotion of pedestrian connections to these features. Conservation of the Green Space designated lands will help strengthen the resiliency of the Dingman Creek Subwatershed.

Farmland

The Farmland Place Type policies of the London Plan promote the continuation of areas of intense agricultural production and vibrant economic activity. Policies 1179_ of the London Plan specify the following:

“The Farmland Place Type is the prime agricultural area of London, and consists of prime agricultural land (Canada Land Inventory Classes 1, 2, and 3 soils) and associated Class 4 through 7 soils that will be protected and maintained for the long term as the base to support a healthy, productive, and innovative agricultural industry as a key component of the city’s economic base and cultural heritage”.

The proposed development envisions continuation of the lands for their agricultural uses. These lands are outside of the Urban Growth Boundary and provide the City with the opportunity for intense agricultural production and vibrant economic activity in close proximity to the City’s urban areas.

Summary

The proposed development at 1944 Bradley Avenue considers the Place Type and Key Direction policies and is in conformity with the policies of the Plan. They reflect patterns of development and a mix of housing types that will better use London’s natural and financial resources so as to create sustainable forms of development within London’s neighbourhoods.

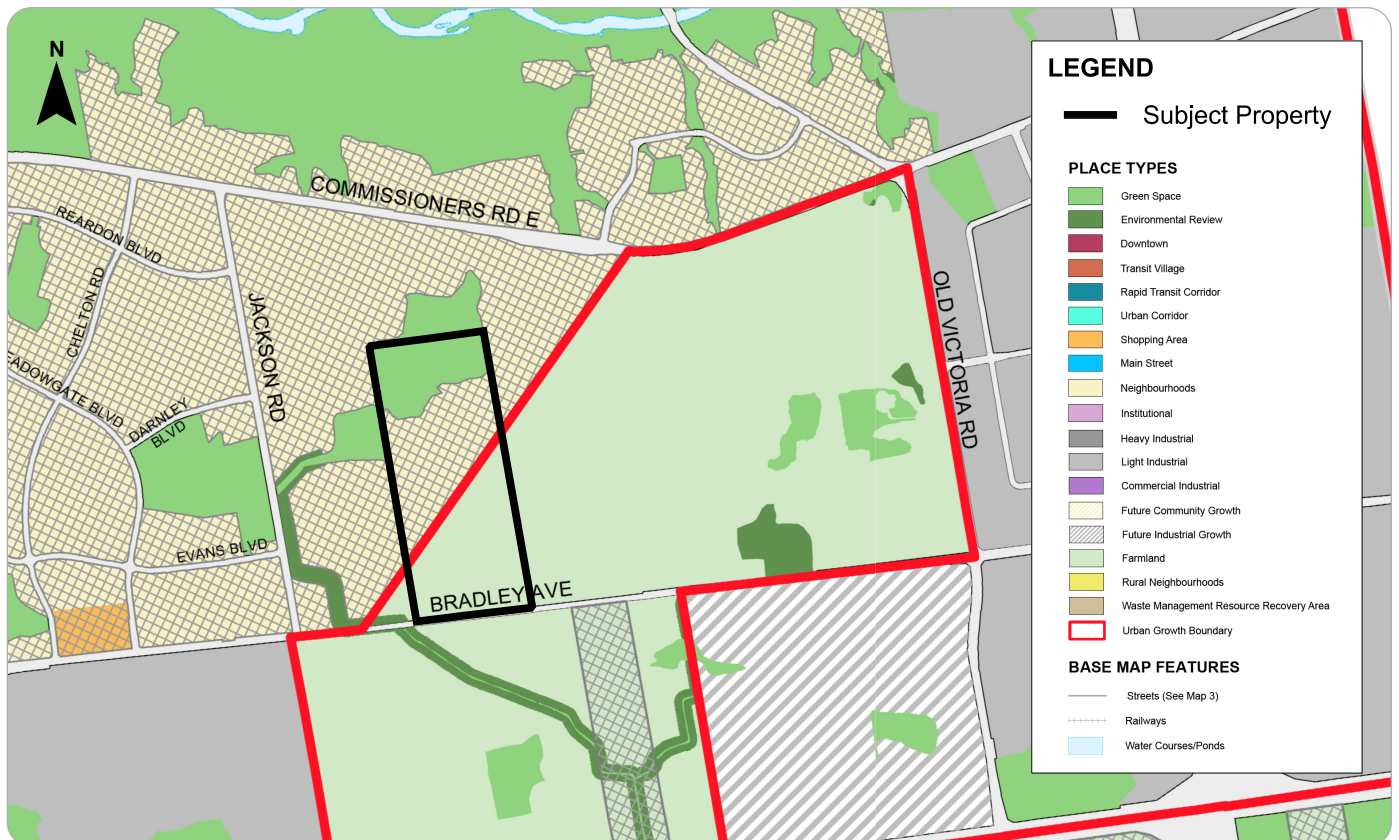


Figure 4: Subject Lands and Place Type

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1.2.2 DRAFT CITY-WIDE URBAN DESIGN GUIDELINES

The Draft City-Wide Urban Design Guidelines ('Guidelines') was prepared by City Staff and is based on three City Building Policies of The London Plan. The aim of the Guidelines is to provide written, photographic and rendered examples of each of the relevant city building policies from The Plan. It will assist in implementing the City Building Policies of The London Plan and act as a guide to help establish exceptionally designed built spaces that are operationally sustainable in various contexts.

The Guidelines, once adopted, will demonstrate how the various policies within The Plan will be applied in various contexts across the City of London. The following section will outline key design guidelines that were considered in the proposed development design related to Character, the Street Network, and overall Site Layout.

Character

Neighbourhood Character

1. *Strategically locate new parks, pathways and open spaces in central locations, adjacent to natural heritage features, at corners, view termini and adjacent to community facilities to form focal points and provide views throughout the neighbourhood.*
3. *Consider the design of streetscapes, setbacks, façade rhythm, architectural datum lines, and landscaping, to contribute to the unique character of the neighbourhood for new or infill development.*

Natural Character

5. *Integrate the pathway network to provide convenient access and views to natural features.*

The proposed developments seeks to maintain a visible connection to the naturalized woodland area to the north. An approximately 30 metre Green Space & Connector is proposed between the single-detached dwellings to provide an area for recreation and access to the natural heritage features. The Green Space is proposed at the corner of Street 'B' to maximize views from various residential units within the development.

In terms of built form design, the proposed development seeks to maintain consistent setbacks for its residential units to ensure a cohesive built form design. The building design will integrate similar architectural elements, including articulation and materiality, to contribute to the overall neighbourhood character.

Street Network

Grid/Modified Grid Street Network

8. *In new Neighbourhoods, the street network should protect for street connections to future development.*

Grid/Modified Grid Street Network

4. *Provide a variety of lot sizes to accommodate a mix of building forms throughout new neighbourhoods.*

The proposed street network provides an adequate right-of-way according to city policies that will enable sidewalk and streetscaping integration. The road network integrates with the surrounding land uses and protects connections for future development to the east and west of the development area, increasing overall permeability in the neighbourhood. The overall design, including the condo block, provides a variety of lot sizes to accommodate various housing typologies. Within the condo block, several mid-block connections are provided to the surrounding street network.

Site Layout

Building Location

- 5. Orient buildings with their long axis parallel to the streetscape to provide a continuous street wall.*


Surface Parking

- 5. Design parking lots with pedestrian routes that are aligned and direct from the public sidewalk to buildings and between buildings.*

Site Circulation

- 2. Design new development with connections to existing and new pathway systems.*
- 6. Provide direct walkways from the front entrances of different buildings/developments to other buildings/development and to public sidewalks.*
- 10. Design pedestrian routes to be direct and efficient paths of travel.*

The proposed development maintains consistent building setbacks to ensure a consistent streetwall is formed for single detached, street townhouses and condo townhouse units. The condo block features several surface visitor spaces that are located along the block entrances with pedestrian access. The proposed condo block considers the overall circulation within the broader context and provides a series of sidewalks that connect to the 23 metre R.O.W. The sidewalks offer access from the condo block to the surrounding neighbourhood, including the proposed Green Space at the corner of Street 'B'.



2
S P A T I A L
A N A L Y S I S

2.1 NEIGHBOURHOOD SPATIAL ANALYSIS

Built Form Character of Surrounding Area

The Subject Lands at 1944 Bradley Ave are located approximately 518 metres north of an existing road access along Bradley Avenue. Most of the subject lands is occupied by an agricultural field but also includes a wooded area located at the northern portion. The southeast corner of the subject lands also feature a residential dwelling, a barn, and several accessory structures. The subject lands are also bisected by a Hydro corridor.

Area Context and Surrounding Land Uses

The subject lands are located within the vicinity of the Jackson neighbourhood, approximately 3 kilometres away from the Veterans Memorial Parkway and approximately 4 kilometres away from the Macdonald-Cartier Freeway (Highway 401). The subject lands are also approximately 0.85 kilometres away from the intersection of Bradley Avenue and Jackson Road. The surrounding area is characterized by residential, agricultural, and natural area uses. Within the vicinity of the subject lands are as follows:

- **North:** Directly north of the subject lands are woodlands that also continue into the subject lands. These are identified on the London Plan as “Provincially Significant Wetlands and Significant Woodlands”. Further north are agricultural lands that front onto Commissioners Road East. The lands further north of Commissioners Road East are also agricultural lands that are bound by a woodlot.
- **East:** Directly east of the subject lands are agricultural lands which are being used for livestock and associated stable uses (Fox Hollow Stables). Further east are lands being used for industrial uses (Sodecia Automotive London, Dr Oetkers Pizza Factory) and institutional uses (Fanshawe College – Continuing Education).



Figure 5: Current view from Bradley Avenue facing north

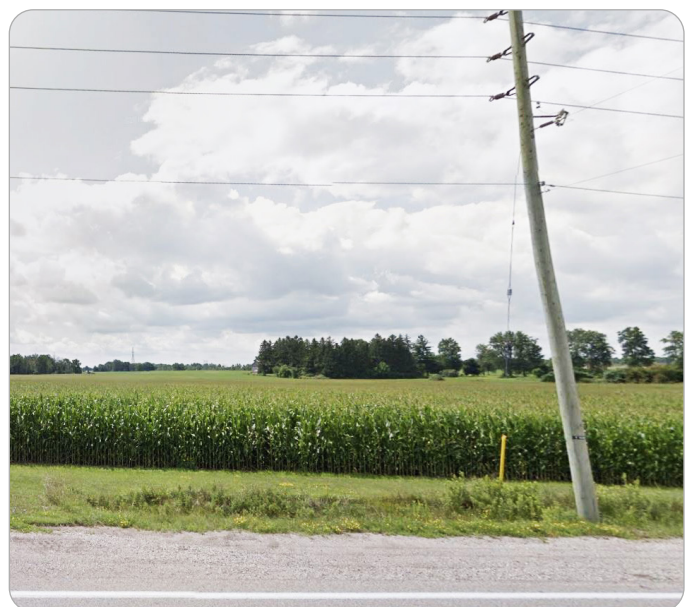


Figure 6: Farmland Directly South of the Subject Lands (Source: Google Maps, 2022)

- **South:** South of the subject lands are agricultural lands also fronting onto Bradley Avenue. These lands also feature a woodlot and are bound by the Macdonald-Cartier Freeway (Highway 401).
- **West:** West of the subject lands are vacant agricultural lands undergoing a Development Application with the City of London Staff known as the Parker Jackson Subdivision. Further details can be found in Section 3.4 of the Planning Justification Report. The lands front onto Bradley Avenue to the south and Jackson Road to the west. The Jackson neighbourhood of London is further to the west, partially fronting onto Jackson Road.



Figure 7: Residential Development West of the Subject Lands (Source: Google Maps, 2022)



Figure 8: Residential and Industrial Buildings South-East of the Subject Lands (Source: Google Maps, 2022)



Figure 9: North-East of Subject Lands (Source: Google Maps, 2022)

Community Services and Amenities

The subject lands are located east of the Summerside neighbourhood in southeast London. Within 1.5 kilometres from the subject lands is Meadowgate Park and Soccer Fields. The subject lands are located approximately 1.5 kilometres from Ecole Secondaire Gabriel-Dumont (Catholic Secondary School).

Local transit (Route 24) operates within the vicinity of the subject lands are approximately 1.9 kilometres from the site offering connections to community services and amenities along Commissioners Road to the north, and Wellington Road to the west, as well as connections to the wider transit network. Numerous community services and amenities are clustered along Wellington Road an approximate 7-10 minute drive from the subject site.

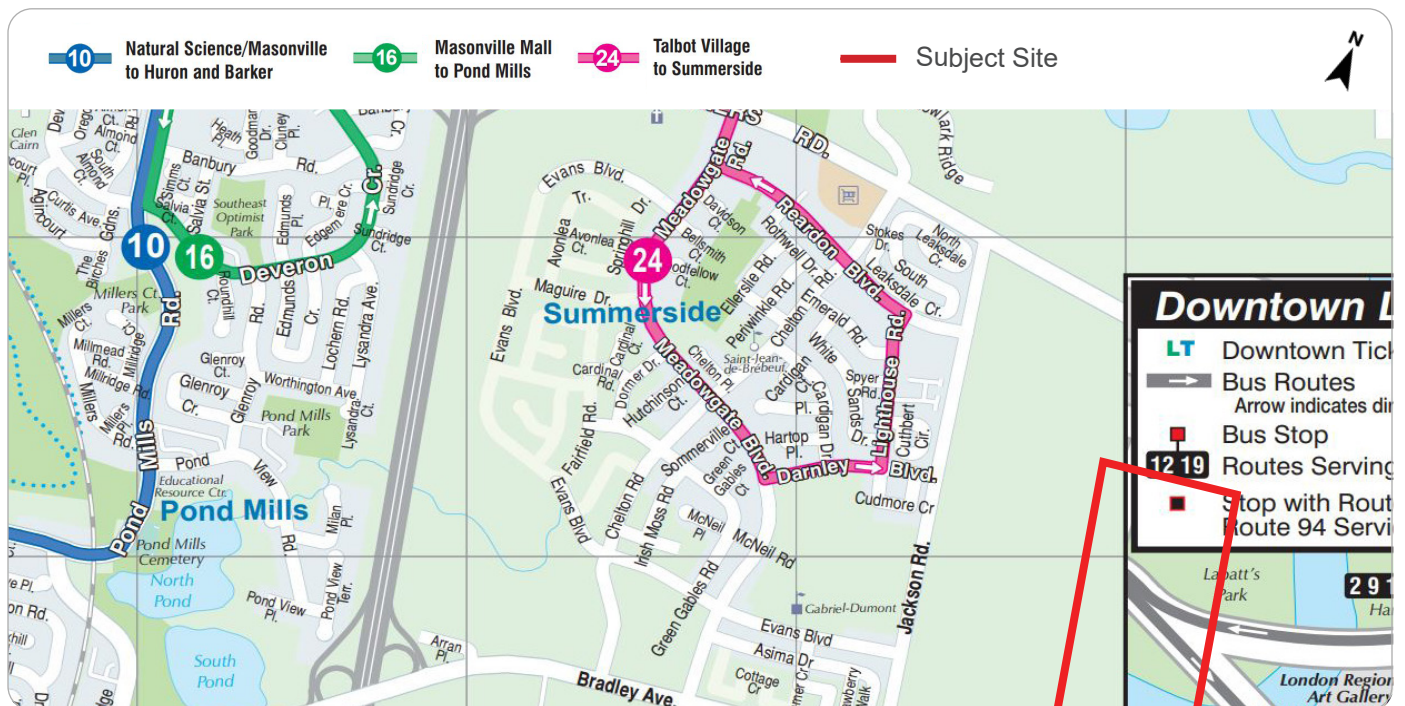


Figure 10: London Transit Map

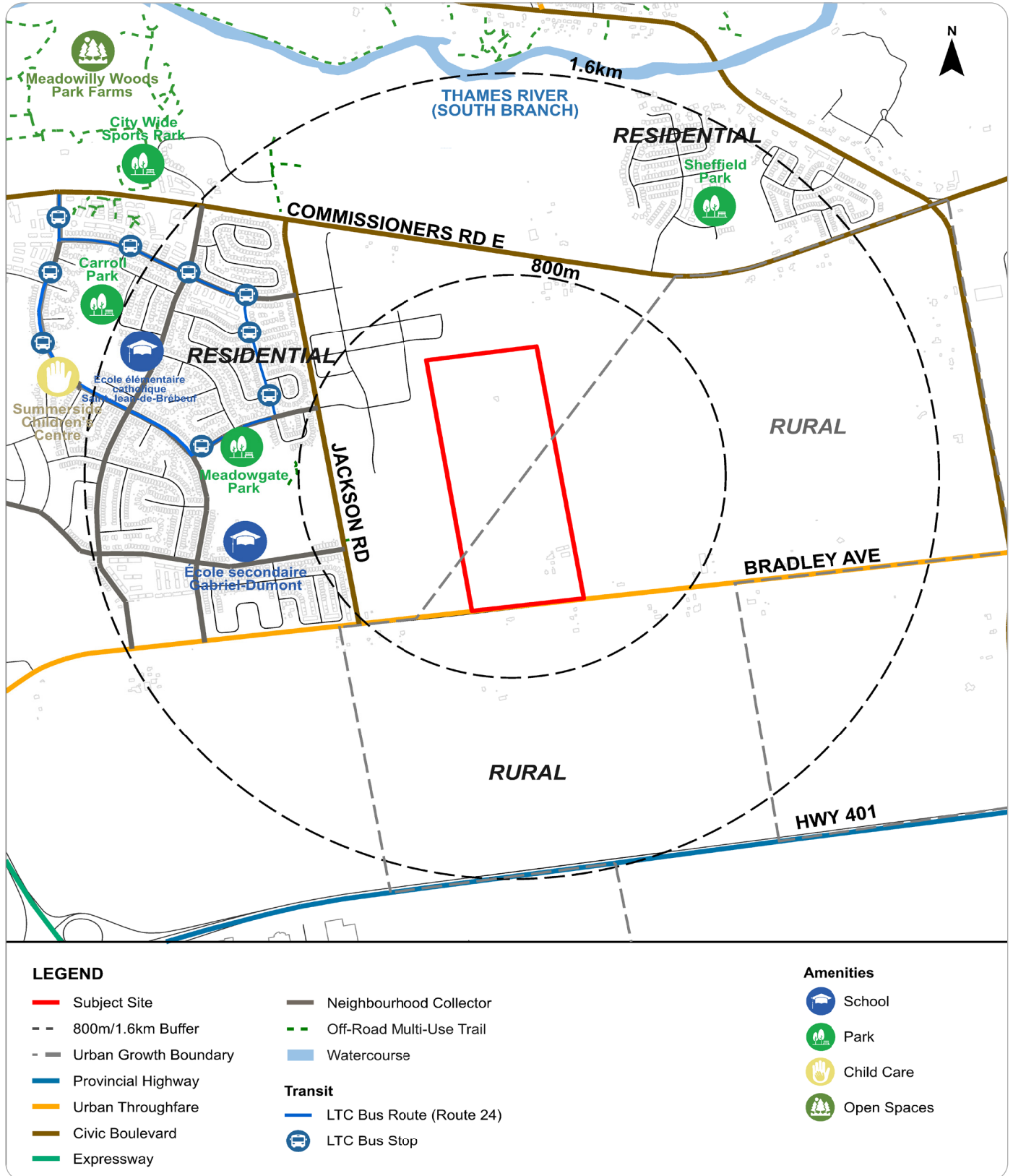


Figure 11: Context Map

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2.2 SITE-SPECIFIC SPATIAL ANALYSIS

Physical Barriers

The subject lands are subject to a number of constraints that will impact the location of the proposed design. As mentioned, the subject lands are bisected by a diagonal Hydro corridor to the south. To the north is a wooded area, constraining development and providing a naturalized area for residents. These constraints have shaped the proposed subdivision design and its configuration, streets and block design, as well as access and circulation routes.

Lot Fabric

The proposed development ensures a typical lot fabric is developed to align with the existing and proposed residential context. The subject lands mimic a typical lot frontage and depth seen in adjacent subdivision proposals to ensure an overall cohesive design is achieved.

Sensitive Adjacencies

The proposed development reflects the adjacent proposed built form and neighbourhood character of the low-density Parker-Jackson subdivision. A proposed street connection – ‘Street C’ – will connect the subject lands with the wider Parker-Jackson subdivision to the west. The consideration of surrounding uses will encourage the proposed development to provide a seamless connection to the adjacent lands.

Circulation

The subject lands will have direct access to Bradley Avenue to the south. A road connection is also proposed to connect the subject lands to Jackson Road via ‘Street C’. The proposed connection to Jackson Road would greatly enhance connectivity to the surrounding neighbourhood and amenities. An additional potential road connection is proposed on the east side of the subject lands that could connect to future development.

Pedestrian connections are included throughout the site that provide for safe, direct and convenient pedestrian connectivity between public sidewalks, building entrances and parking areas. Pedestrian circulation on-site is acomodated through a network of pedestrian sidewalks.

All walkways will be at least 1.5 or 2.1 metres when abutting parking spaces. Pedestrian pathways will also be graded and designed with applicable universal accessibility design standards. For further detail regarding circulation within the condo townhouse block area see Figure 12.

Linkages to Public Open Spaces

As mentioned, the subject lands are located next to a naturalized woodland area to north. To give residents convenient access to the existing naturalized area, a connection is provided between residential lots. The hydro corridor to the south provides an additional green space for community residents accessible off the R.O.W connecting south to Bradley Avenue.



Figure 12: Site Specific Spatial Analysis

3

DEVELOPMENT FRAMEWORK, MASTERPLAN & DESIGN DIRECTION

3.1 DEVELOPMENT FRAMEWORK AND MASTERPLAN

The Development Framework and Master Plan below provides a detailed description and illustrations for each of the structural elements which creates the overall layout of the proposed subdivision.

Street Network & Proposed Circulation

The proposed development creates a network of streets, sidewalks and links to green spaces to enhance mobility options to and from the site. The street network is designed to managed motor vehicle speeds and volumes and support a high quality of life within the neighbourhood.

The street network connects to Bradley Avenue to the south with additional road connections are proposed to connect to 'Street C' west of the subject lands north of the hydro corridor. The proposed street network is designed to connect to future proposed roads west and east of the site.

The 23-metre R.O.W's will follow municipal guidelines (see Figure 14). As per the guidelines, pedestrian sidewalks will be provided on both sides of R.O.W where feasible. The condo townhouse unit block provides three access points from the 23-metre R.O.W for convenient emergency service access, access to guest parking and overall pedestrian site permeability. Additional sidewalks are included at the entrance of the condo townhouse unit blocks connecting to the sidewalk(s) on the 23-metre R.O.W.

The pedestrian pathways also connect to the woodland to the north through a green space connector and to the hydro corridor to the south.

Open Spaces Consideration

The proposed development abuts woodlands identified on the London Plan as '*Provincially Significant Wetlands and Significant Woodlands*'. As discussed, a connection to the woodland is proposed that will provide residents convenient access to the existing naturalized area. Within 1.5 kilometres of the subject lands, approximately 20-minute walk or a 7-minute cycle from the subject lands, is Meadowgate Park and Soccer Fields.

Block Arrangement

The proposed block arrangement considers the irregular site geometry of the developable lands and provides a block pattern that maximizes the use of the lands. Given that a traditional grid pattern layout is not feasible, the proposed block layout offers a solution that is context-specific. The street and block layout is designed to provide convenient access for emergency vehicles, site permeability, ease of access for guest parking, and promote walking and cycling. Many blocks are in an east-west orientation benefiting from south solar exposure and active and passive solar energy. Moreover, the block arrangement is in-line with surrounding subdivision development to the southwest. A variety of block and lot sizes are provided to accommodate a range of residential built forms and to enhance visual interest along the streetscape. Overall, the block arrangement makes optimal use of the irregular triangular shape of the proposed development site while respecting both the hydro corridor to the south and woodland constraints to the north.



Figure 13: Draft Plan Prepared by Weston Consulting

Pattern of Land Uses

The proposed development is in-line with surrounding development to the southwest and the wider Parker-Jackson subdivision. The proposed development does not interface with existing residential development, however, is in the periphery of the proposed Parker-Jackson subdivision. The east and west edges of the site are designed to anticipate and compliment future growth in the area through the street network connection.

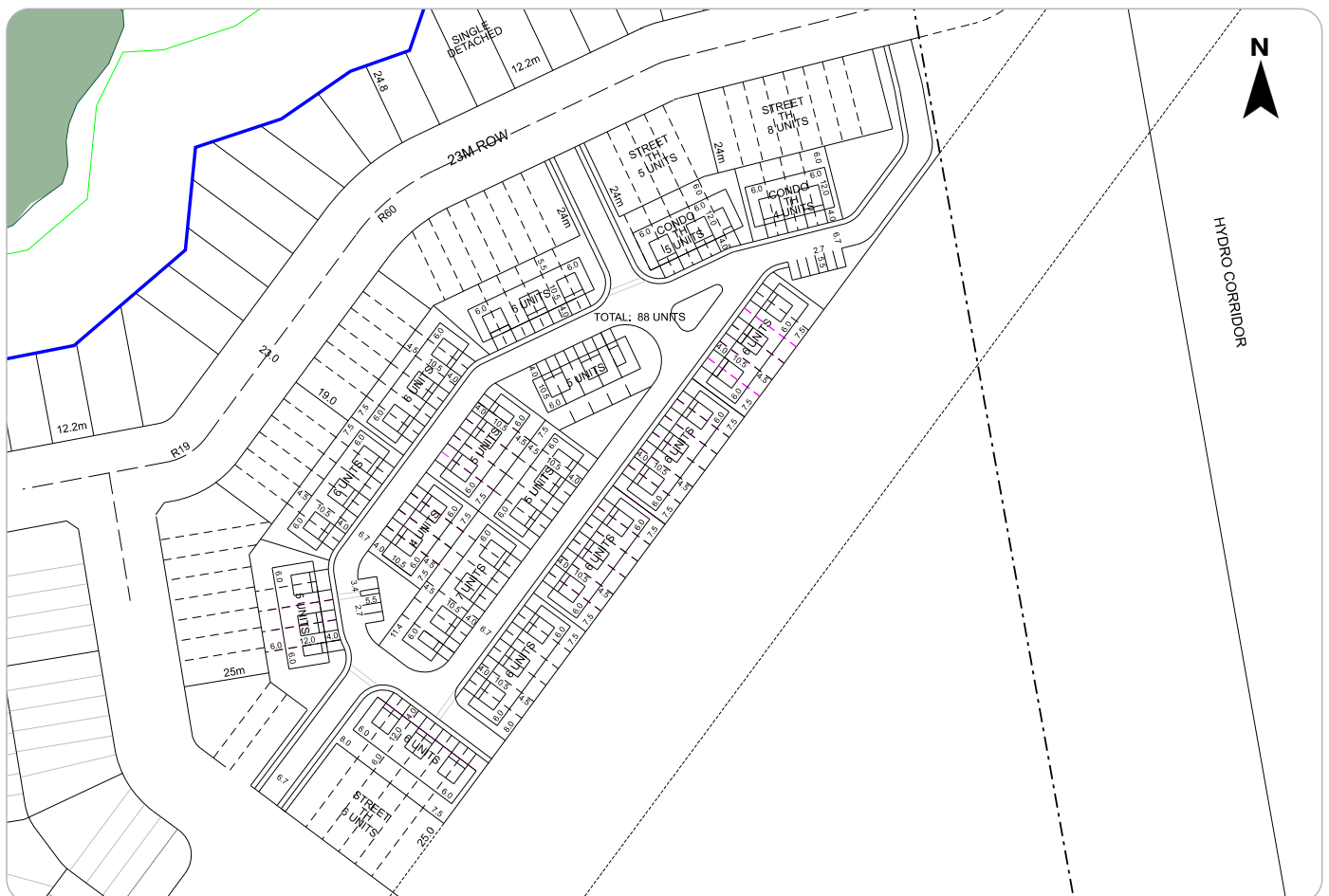


Figure 14: Condo Block Concept Prepared by Weston Consulting

3.2 DETAILED DESIGN DIRECTION

3.2.1 SITE DESIGN CONSIDERATIONS

Streetscape

The proposed development incorporates strategies to facilitate and promote active transportation and a sense of neighbourhood. The streetscape design is enhanced through a balance between the needs of car users and pedestrians enabled by short blocks designed to moderate car traffic and speed. Street furnishing such as lighting will be provided for a unified streetscape appropriate for the area context. The placement of street trees and plantings will be well-coordinated with the placement of sidewalks and utilities.

Sidewalks will be provided as per the City's London Complete Streets Manual. The 23-metre R.O.W will adhere to the municipal guidelines for 'Neighbourhood Connectors' within neighbourhoods (see Figure 15).

All sidewalks will remain clear of any obstructions. The transition area between the sidewalk and property line will include landscaping to provide a seamless integration between the public-private realm of the development. Street trees will be planted throughout the development accounting for quantity and shade coverage along the streetscape. Moreover, street trees and vegetation will be planned according to the City's tree planting and landscape design standards. Trees and plant species will be selected according to soil conditions and drought tolerance; priority will be given to local and non-invasive species. In addition, species will be selected considering year-round colour, texture, and shade during summer and sun access during cold periods to ensure comfortable outdoor conditions.

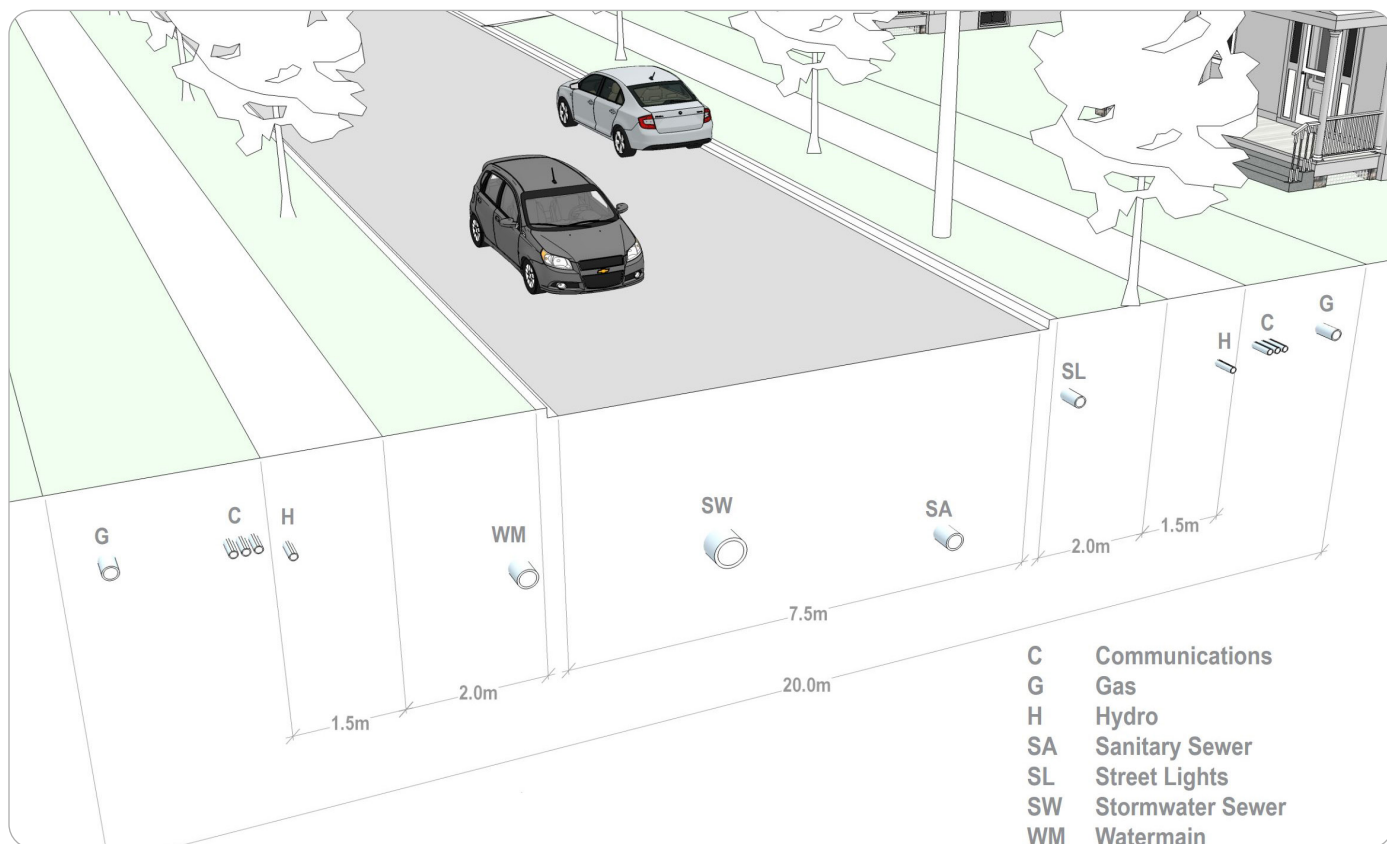


Figure 15: Neighbourhood Street - from the London Complete Streets Manual

Parking

The design strategy for off-street parking is to reduce the impact of garages and driveways on the streetscape where possible and balance the needs of emergency vehicles and managing motor vehicle speeds in the area. The townhouses will include integrated front garages. However, building and landscape design strategies will be employed to reduce the impact of garages and driveways on the streetscape such as the provision of recessed garages, front yard landscaping and tree planting. Off-street surface visitor parking spaces associated with the condo townhouses are located in two locations for convenience and accessibility. In total, 98 car parking spaces will be provided which includes 10 visitor parking spaces located at either end of the condo block.

Connections

Pedestrian walkways will be designed to provide clear, accessible, and safe access from main building entrances to public sidewalks, on-site parking areas and common amenity areas. Walkways will be clearly differentiated from vehicular paths of travel using distinctive paving materials and physical separation. This will encourage and promote pedestrian safety and support safety and assist in orientation and contribute to the aesthetics of the site.

Priority Lots

The focal nature and high visibility of buildings on priority lots, such as corner lots and lots on elbow rounds will be emphasized through architectural design, detailing and materiality provided at a later stage of development. Main building entrances will be distinct and easily identifiable from public streets with the use of appropriate articulation, materiality, colours, lighting, landscaping and signage.



Figure 16: Precedent Image of Single Detached Dwellings and Green Space Access (Source: Google Images)

Building Placement & Orientation

One of the key design strategies is to place and orientate buildings to frame active edges along streets. The proposed buildings also have regard for corner locations with massing emphasize the intersections. The single detached units are located orientated along the northern 23 meter R.O.W with many backing onto the woodland buffer to the north. The condo townhouse units are clustered together and orientated towards an internal R.O.W. Street townhouses are orientated along the main 23 R.O.W. The condo townhouses maintain a consistent 4.0 metre front yard setback throughout to ensure a consistent streetwall is developed.

Built Form

The proposed built form design corresponds to the surrounding existing and planned physical context of low-rise residential neighbourhoods. An attractive human-scaled built form will be created through a variety of building types which include single detached units, street townhouses, and condo townhouses. Front doors, windows and entry features will be visible from and oriented towards streets to encourage pedestrian mobility and an active streetscape.

A variety of architectural expressions, elements, and elevation treatments, exterior materials and colours that are complimentary will be used to promote visual harmony along the streetscape. Facade detailing will be consistent with architectural styles present within the surrounding area.



Figure 17: Precedent Image of Townhouse Design (Source: Google Images)

3.2.2 BUILT FORM DESIGN

The design proposes several housing typologies within the development to provide a range of housing options within the City of London. The following section outlines each of the key housing typologies:

Single Detached

The proposed design features 49 single detached dwellings within the development located along the natural woodland area buffer to the north. The location of the single detached dwellings maximizes the lands abutting the woodland area and results in irregular lot patterns with various depths. The single detached dwellings will front onto the 23 metre R.O.W. and will feature front-integrated garages.

The single detached dwelling lots are designed with a typical lot depth of 32 metres and lot width of 12.2 metres. There are variations in lot depth from 32 metres to 42 metres due to the site's irregular configuration.

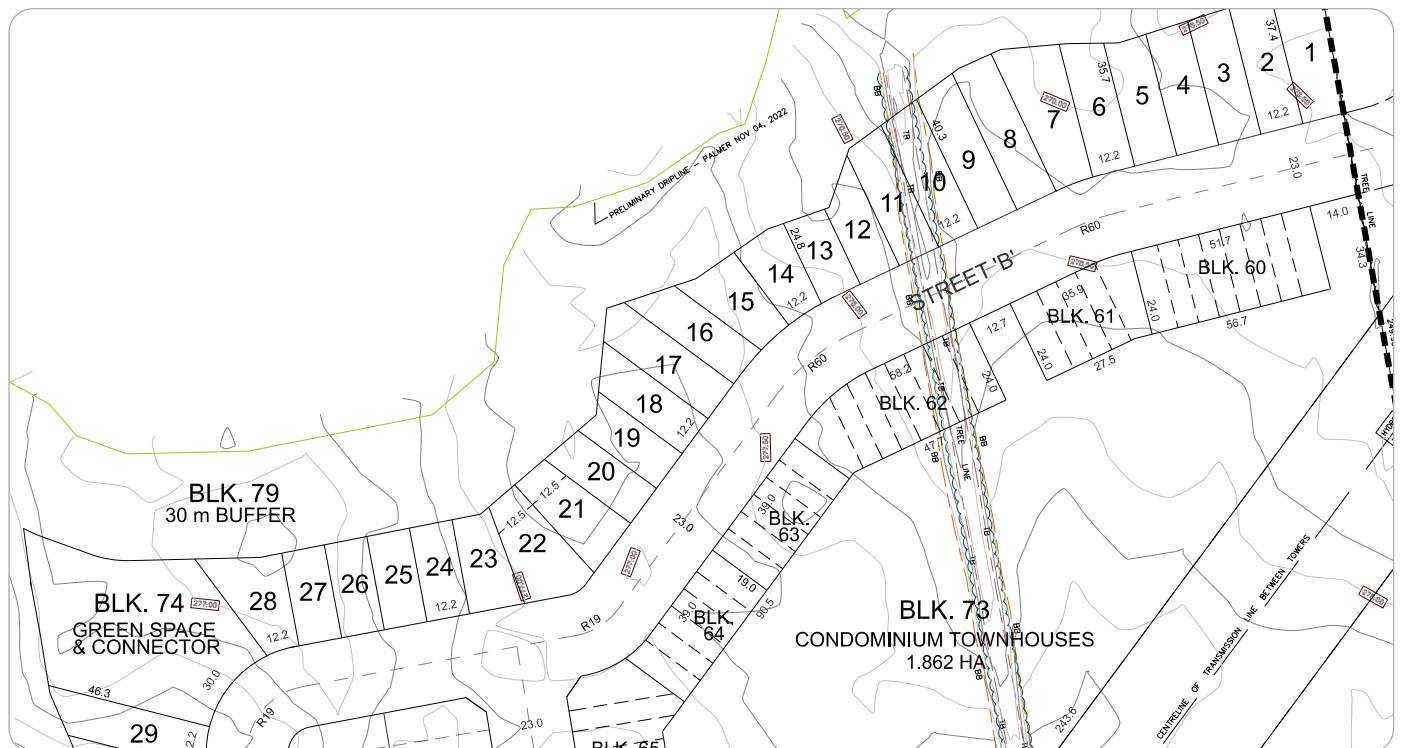


Figure 18: Proposed Single Detached Lots (Draft Plan Prepared by Weston Consulting)

Street Townhouses

Street townhouse dwellings will front onto streets with front-integrated garages with paired driveways. High quality materials with a generous amount of fenestration will be used in all facades from the streets.

The main entrance door will be fully visible from the street they front onto and will be close to grade. Where possible, walkways will provide direct and clear pedestrian routes between the front entrance, driveway and sidewalk.

The typical lot size for the street townhouses is 6.5 metre width 20 metres in depth. There are variations in lot width and depth due to the site's irregular configuration.

The lot width varies from approximately 6.5 to 7.4 and the lot depths varies from 20 to 23 metres.

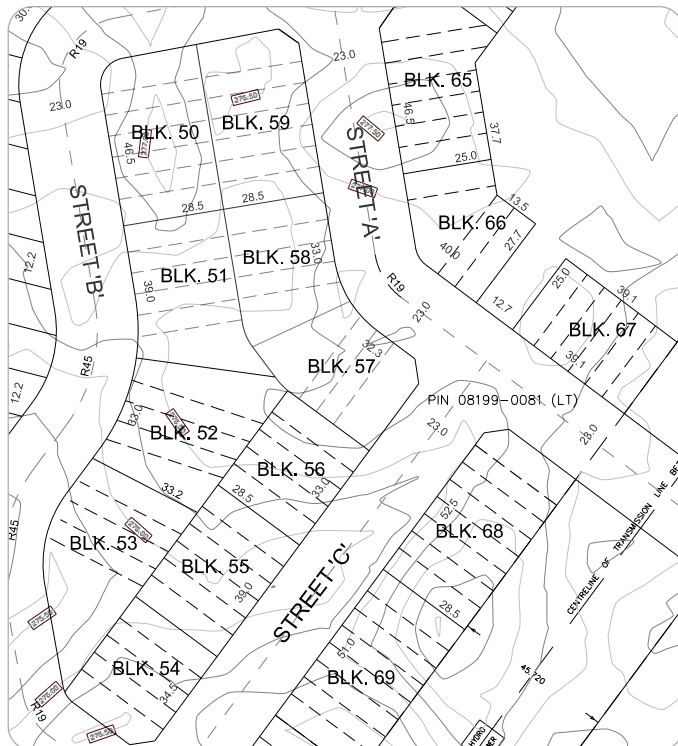


Figure 19: Proposed Street Townhouse Lots
(Draft Plan Prepared by Weston Consulting)

Condo Townhouses

The condo townhouse blocks are located within the site's south-eastern area. Their inclusion within the proposed development are to provide higher-density building typologies within the neighbourhood that will compliment existing and future development within and near the site. The length of the condo buildings will be physically and visually broken up using building articulation and materiality. At-grade residential units are anticipated for the condo buildings with direct access to the street.

There are variations in lot width and depth due to the site's irregular configuration. The lot width varies from approximately 6.5 to 11.4 metres, and the lot depths vary from 22 to 25 metres. The typical lot size for the condo townhouses is 7.5 metres in width by 18.5 metres in depth. The townhouse blocks will include a minimum 4 units to a maximum of 7 units in a row.

The total number of condo townhouses proposed as part of the design includes 88 units. The number of condo townhouses is part of the conceptual design and is subject to change. A formal site plan application will be provided at a later date for the detailed condo block design.

A uniform and consistent street wall will be established with the siting of the condo townhouses at a consistent setback from the street line. The setback areas will also facilitate landscaping that will provide transitions between the public-private realm. For condo block plan details see Figure 20.

Additional details regarding the condo block design considerations, including circulation, corner lot treatment and landscaping, will be discussed in the following section.

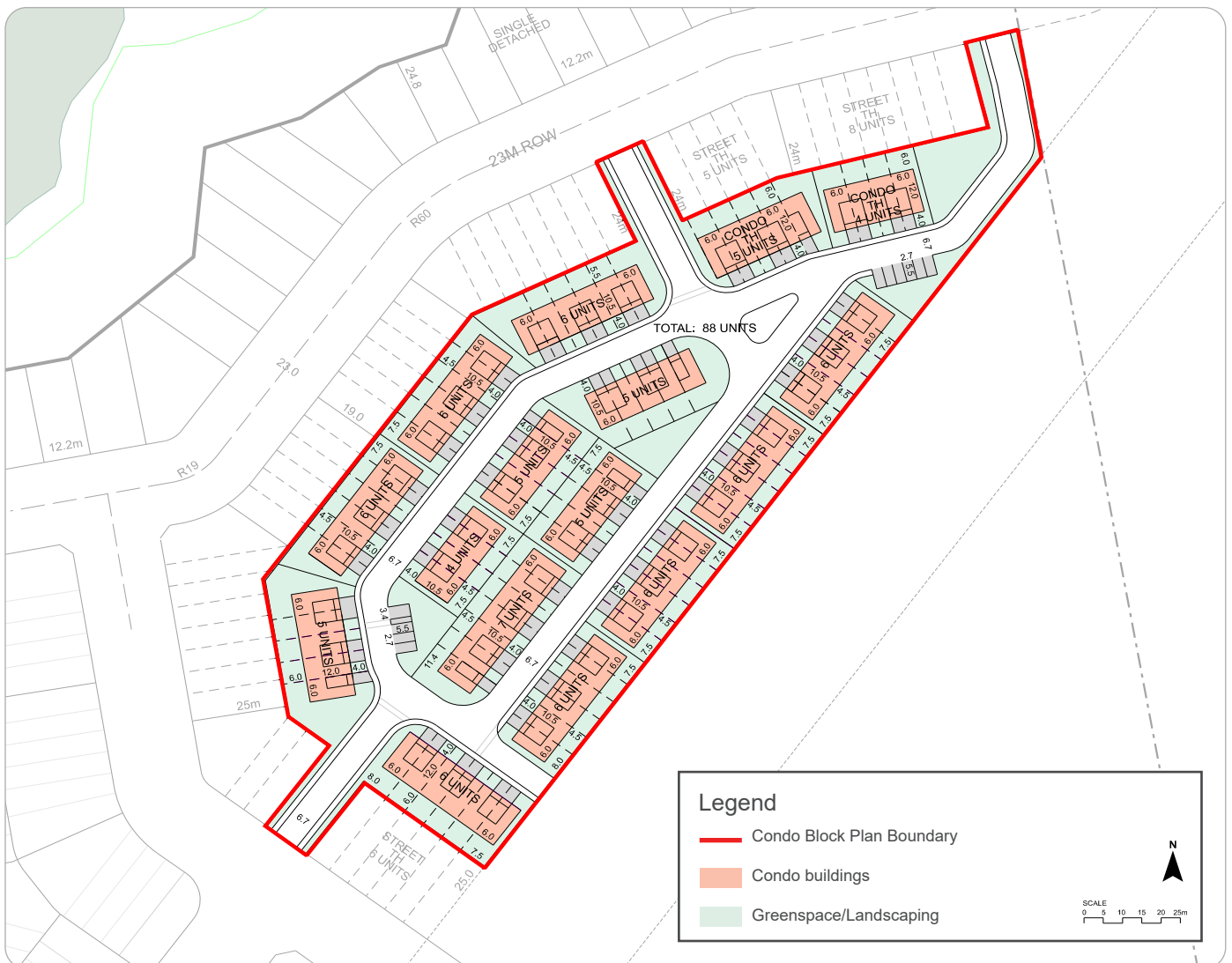


Figure 20: Condo Townhouses Block Plan

Condo Townhouses - Circulation & Parking Plan

The proposed condo townhouse network of streets and sidewalks will enhance mobility options to and from the site. Pedestrian walkways will be designed to provide clear, accessible and safe access from unit entrances to public sidewalks where possible. Walkways will be clearly differentiated from vehicular paths of travel to encourage and promote pedestrian safety. Semi-private open spaces will be located in view of occupied indoor areas and will be accessible for people of all ages and abilities.

Parking for each individual unit is provided in front of each unit with additional guest parking provided in two locations within the condo block area (see Figure 21).



Figure 21: Condo Block Circulation and Parking Plan

Condo Townhouses - Corner Units

At corner units, the design and articulation of the townhouse blocks will use distinct but complementary façade designs, materials and architectural details to distinguish and have regard for the corner location(s). Specific corner units are identified below (see Figure 22).



Figure 22: Condo Block Corner Units

Landscaping

The intensity of the proposed condo townhouses is appropriate for the size of the lots such that it can accommodate landscaped open space, adequate buffering and setbacks. The condo townhouse buildings will be sufficiently setback from the street line to accommodate front yard landscaping and help provide transitions between the public-private realm. Green space will be provided in private yards around the buildings to absorb heat during summer, supporting thermal comfort and contributing to a comfortable microclimate.

New plant material and trees in landscaped areas will also contribute to a pleasant microclimatic conditions and reduce the risk of a heat-island effect. The use of drought-tolerant species for landscaping will be encouraged where feasible.

As discussed, street trees will be planted accounting for quantity and shade coverage along the streetscape. Moreover, street trees and vegetation will be planned according to the City's tree planting and landscape design standards.



Figure 23: Condo Block Landscaping

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4

CONCLUSION

The proposed development at 1944 Bradley Avenue supports the policies of The London Plan and relevant urban design policies in the draft City-Wide Design Guidelines. The proposed development also reinforces the vision of the City Design policies as well as the 'Neighbourhoods' place type policies.

The proposed development adheres to key policy directions through a strategically located residential subdivision that is in-line with nearby low-rise residential developments while protecting green space within the immediate vicinity. The proposed development supports the City's vision for neighbourhood buildings and offers a high-quality design for residential uses providing a range of housing options such as single detached and townhouse units. The proposed development aims to seamlessly integrate with the surrounding land uses by providing a connecting street network. Collectively these moves ensure the development conforms with the Official Plan.

Overall, the proposed design will support the directions outlined in The London Plan including the development of strong and healthy neighbourhoods with a range of housing options.



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