

URBAN DESIGN BRIEF

Rand Developments

415 Oxford Street West

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City of London

Official Plan Amendment and Zoning By-law Amendment

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1.0 INTRODUCTION AND SUMMARY

1.1 Background

Zelinka Priamo Ltd., on behalf of Rand Developments, has prepared this Urban Design Brief in support of a combined Official Plan and Zoning By-law Amendment application for the lands known as 415 Oxford Street West in the City of London (the “subject lands”). This report provides design details relating to the proposed development of the subject lands for two mixed-use buildings, each with a maximum height of 22-storeys (approx. 76m). The proposed development includes a total of 704 dwelling units, 1,826 m² of resident amenity space, 748 m² of retail area, and 700 vehicular parking spaces.

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

Part 1.0

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

Part 2.0

- Proposed Development
- Design in Response to The London Plan

2.0 PART 1

2.1 Subject Lands Overview

The subject lands are comprised of a rectangular-shaped parcel with frontage on Oxford Street West, approximately 300 m east of Proudfoot Lane (Figure 1). The subject lands have total frontage of 189.8 m along Oxford Street West and an area of approximately 3.82 ha (2.50 ac). The subject lands are mostly flat except for a small watercourse (Mud Creek) running parallel to Oxford Street West along the southern portion of the lands. The lands are currently vacant and were previously used as a private recreation facility (Forest Glen Golf Centre), shown in Figure 2.

Figure 1 – Subject Lands (outlined in black) and surrounding area



Figure 2 – The subject lands viewed from Oxford St W (watercourse visible at bottom of frame)



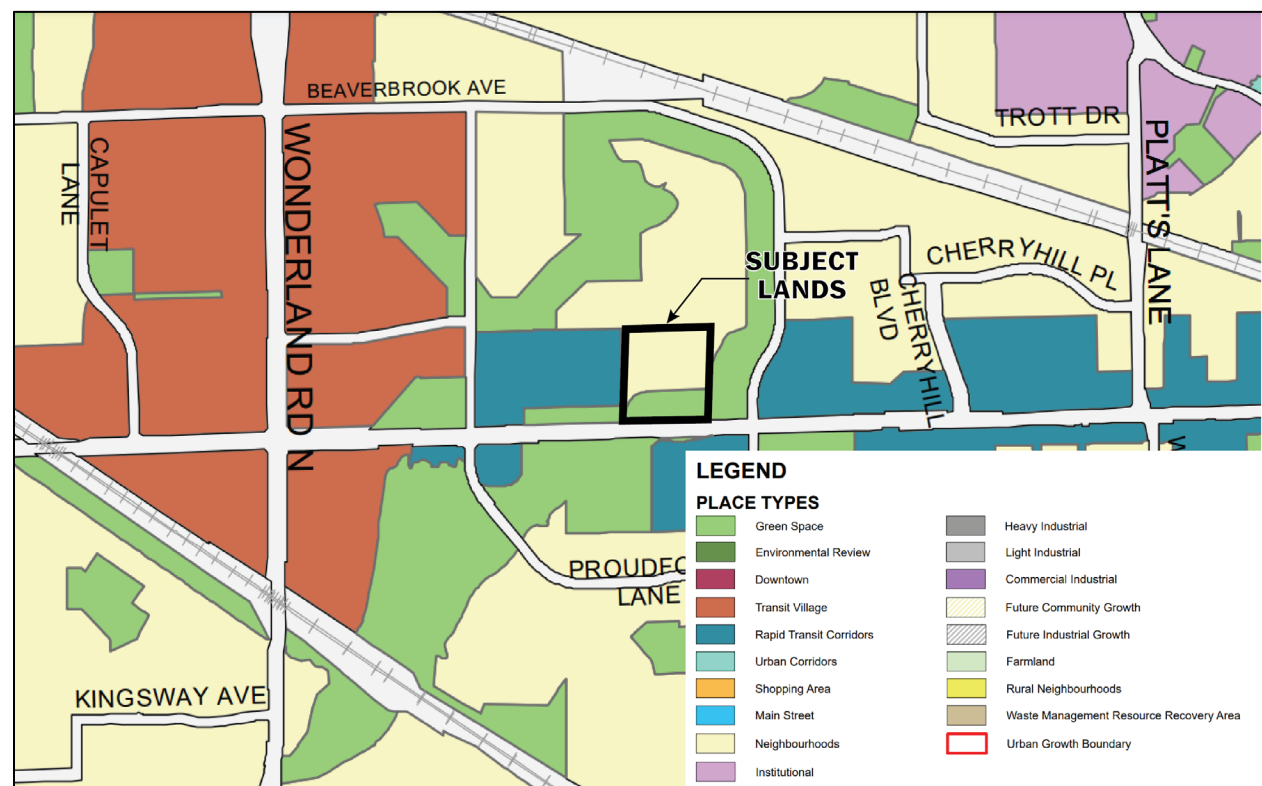
2.2 Land Use Policy

According to Map '1' – Place Types of the London Plan, the subject lands are located primarily within the “Neighbourhoods” Place Type with frontage along a “Rapid Transit Boulevard” (Oxford Street West) while the southern portion is in the “Green Space” Place Type (Figure 3). The lands are also subject to “Special Policy Area 98” which establishes height and built form regulations specific to the subject lands.

The “Neighbourhoods” Place Type encourages a range of residential typologies, including apartment and mixed-use building formats where lands front onto a high-order road. Lands subject to the “Green Space” Place Type will be maintained as natural heritage features, public parkland, hazard areas, or private open space areas (such as golf courses or cemeteries). Parcels surrounding the subject lands are designated as “Green Space” to the east, “Neighbourhoods” to the north, and “Rapid Transit Corridors” to the west.

The maximum permitted height for buildings on the subject lands is 12-storeys (Policy 1067B) and an Official Plan Amendment will be required to permit the proposed form of development (including mixed-use buildings up to 22-storeys in height).

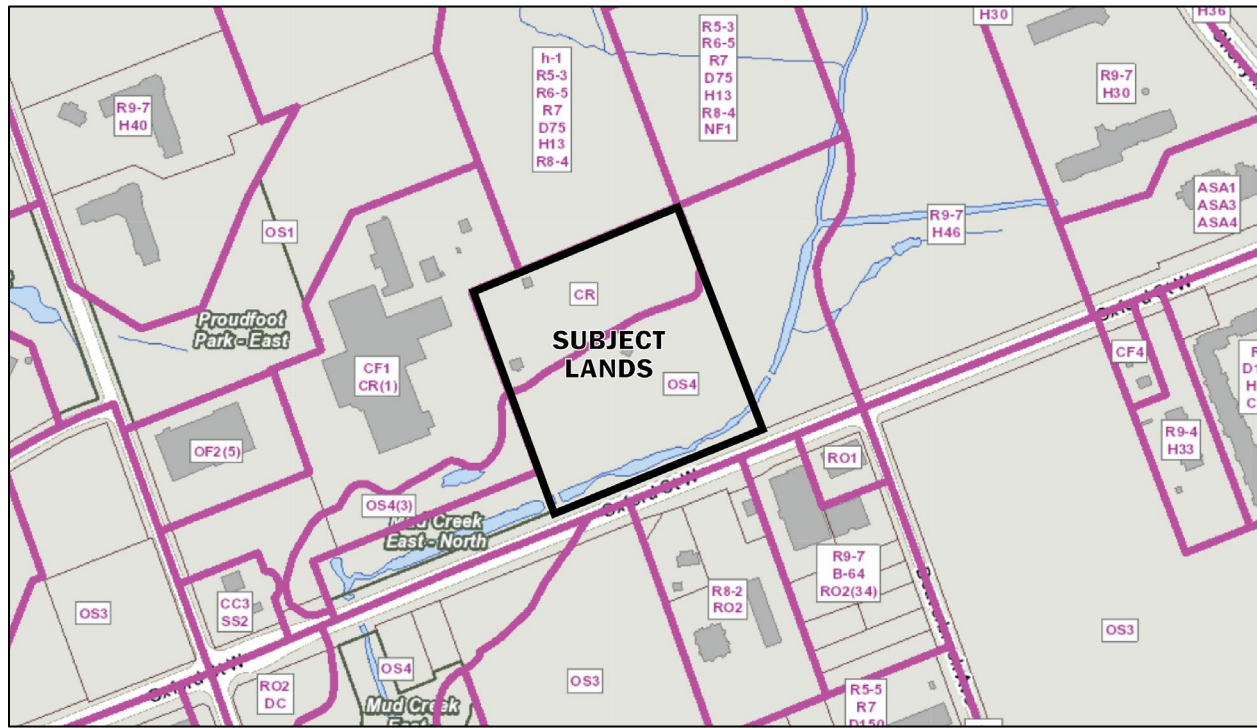
Figure 3 – The London Plan, Map '1' (excerpt) – Place Types



According to the Zoning By-law No. Z.-1, as amended, the subject lands are located in two zones: “Commercial Recreation” (“CR”) at the north (rear) of the subject lands, and “Open Space” (“OS4”) at the south (front), towards Oxford Street (Figure 4, following page). The “CR” zone provides for

and regulates indoor and outdoor commercial recreation facilities, including recreational golf courses, and the “OS4” zone regulates conservation lands as well as recreational golf courses. Residential and retail uses are not permitted in the “CR” and “OS4” zones and a Zoning By-law Amendment will be required to permit the development.

Figure 4 – Zoning By-law No. Z.-1, as amended



2.3 Spatial Analysis and Neighbourhood Character

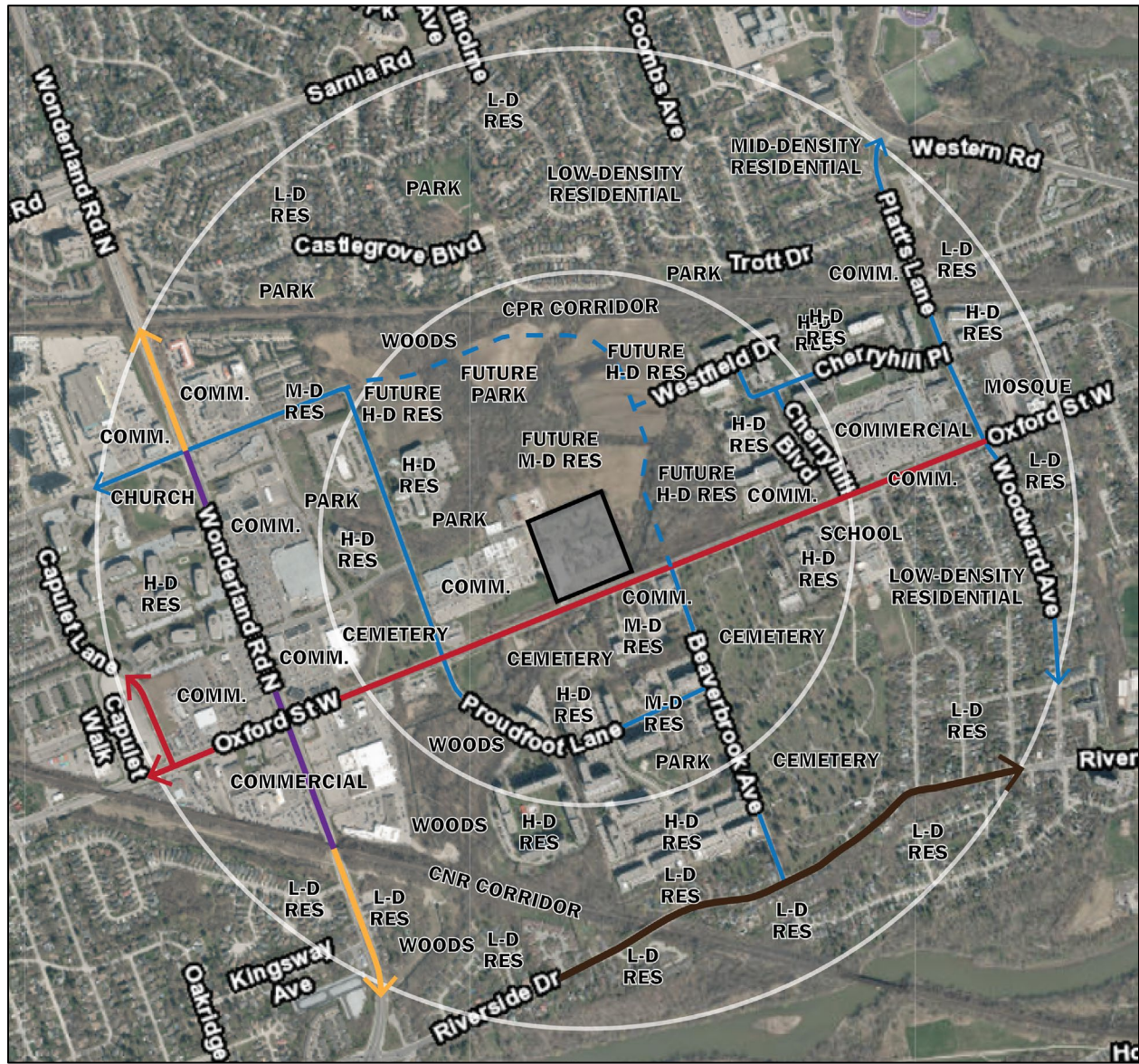
Figure 5 (following page) shows the subject lands, notable features, and land uses within 400m and 800m of the subject lands, representing walking distances of approximately 5 and 10 minutes, respectively, although the radii may not represent true walking times.

The coloured arrows shown in Figure 5 correspond to Map ‘3’ – Street Classifications of the London Plan. Roads designated as “Rapid Transit Boulevards” are shown as red arrows, “Main Streets” are represented in purple, “Urban Thoroughfares” are shown in orange, “Civic Boulevards” in brown, and “Neighbourhood Connectors” in blue.

The subject lands front onto a designated “Rapid Transit Boulevard” (Oxford Street West) which provides two vehicular lanes in each direction as well as sidewalk and landscape boulevards on each side of the vehicle lanes. The right-of-way is proposed to be improved in the future with dedicated rapid transit lanes connecting the Oxford/Wonderland area to Fanshawe College via Downtown London. There are several existing public transit services operating within walking distance of the subject lands including the following conventional/mixed-traffic services: Route #17 (Byron Baseline at Griffith to Argyle Mall); Route #20 (Fanshawe College to Oakcrossing Gt

at Oakcrossing Rd); Route #33 (Alumni Hall to Farrah at Proudfoot); Routes #51-54 (Weekly Community Buses); and, Express Route #91 (Capulet at Oxford to Fanshawe College Stop 1).

Figure 5 – Spatial Analysis



Currently, the immediate area is developed for a variety of uses including high-density residential, multiple cemeteries, a regionally significant service/commercial centre, and large, continuous undeveloped areas/open space uses, primarily along the Mud Creek watercourse. Much of this undeveloped land, including the subject lands and parcels to the north, are designated for future mixed-use and residential development (including townhouses, mid-rise/high-rise apartments, and parkland/natural areas along Mud Creek).

Lands within 400m of the subject lands are bisected by the east-west Oxford Street corridor. Undeveloped parcels north of this corridor are occupied by woodlands, meadows, and ravines

(Figure 6, following page). Developed parcels are used for high-density residential (up to 13 stories) along Proudfoot Lane and Cherry Hill Boulevard, as well as office, commercial recreation (including Fleetway Bowling), and logistics uses immediately west of the subject lands (Figure 7, following page).

Figure 6 – Wooded areas east of the subject lands, viewed from Oxford St W

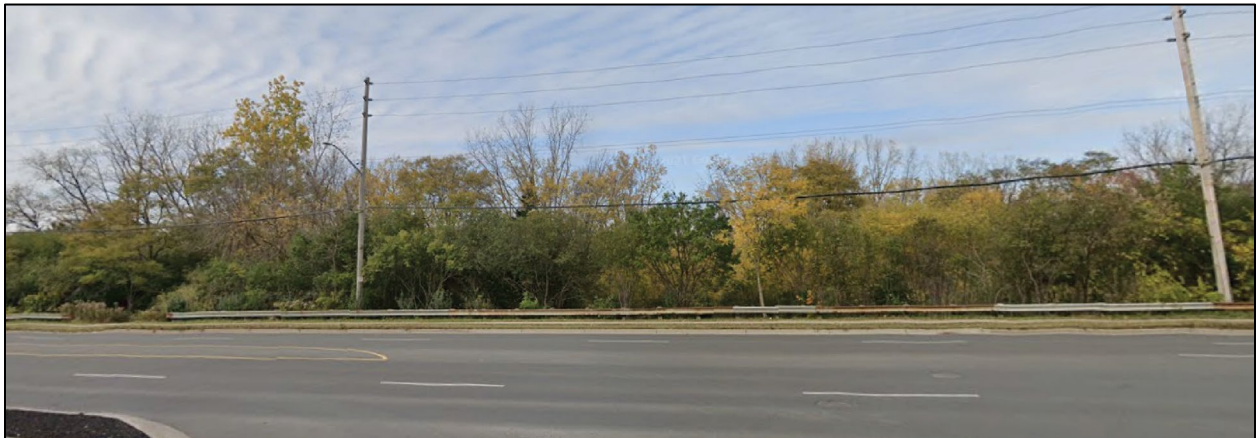


Figure 7 – Commercial recreation and logistics development, immediately west of the subject lands



Lands south of Oxford Street West, opposite the subject lands, are developed for a similar mix of high-density residential and open space uses, as well as cemeteries and office uses at the intersection of Oxford Street and Beaverbrook Avenue (Figure 8, following page). Apartment buildings in this area have heights ranging from ten to fourteen storeys in height (Figure 9, following page).

Figure 8 – Mount Pleasant Cemetery southeast of the subject lands, viewed from Oxford Street West



Figure 9 – High-rise apartment buildings along Proudfoot Ln, south of the subject lands



Areas beyond the 400m radius and within 800m of the subject lands are developed for a broader range of uses, including multiple food stores, public parklands, places of worship, and a public elementary school. The western quadrant, centred on the intersection of Wonderland Road and Oxford Street West, is developed for a range of commercial and high-density residential uses. Notably, this area will be the western terminus of a future rapid transit service. Lands at the north of the 800m radius, beyond the CNR corridor, are comprised of low-density residential development as well as some neighbourhood parks. Areas to the east consist of commercial and institutional uses centred on Cherry Hill Mall (including a public library branch) and low-density residential areas south of the Oxford Street corridor. Finally, the southern quadrant is defined by the CPR corridor and Riverside Drive. Lands south of these corridors consist of wooded areas along the Thames River and low-density residential neighbourhoods, while areas to the north are mostly developed for higher-density residential uses (apartment towers) and the Mount Pleasant Cemetery. Generally, the subject lands are located in a unique area of the City that exhibits a significant amount of undeveloped land with frontage along a future rapid transit route. The area exhibits a wide variety of land uses and a high degree of vehicular and pedestrian connectivity.

2.4 Site-Specific Spatial Analysis

The subject lands present an excellent opportunity for redevelopment and intensification given their proximity to existing high-density residential development, regionally significant commercial areas, public open space, and a variety of public infrastructure and servicing facilities (roads, public transit, schools, utilities). Site-specific development considerations are depicted on the following page in Figure 10.

The site's frontage along a designated "Rapid Transit Boulevard" (Oxford Street West) is shown in red, with a total width of 189.8m. This frontage will provide vehicular and pedestrian access to the subject lands (it is anticipated a new public access road may be introduced along the rear yard as part of the future comprehensive redevelopment of abutting parcels). Any redevelopment of the subject lands should enhance the Oxford Street West interface through quality site design, including landscape areas, active ground floor uses, and well-designed building elevations. Existing land uses south of Oxford Street West, opposite the subject lands, include a cemetery entrance (shown in brown), residential uses (orange), and commercial offices (light blue). These uses are generally compatible with a range of land uses currently permitted on the subject lands.

Figure 10 – Site-Specific Spatial Analysis



Under current conditions, the front yard (south) of the subject lands is occupied by a water course (Mud Creek), shown in blue. This feature continues to the east and west of the subject lands, passing through areas designated “Green Space” in the London Plan (shown in green). As set out in the Mud Creek Environmental Assessment (Mud Creek EA), this river channel is to be augmented and enhanced as part of a comprehensive channel re-alignment. It is anticipated that a 60m wide channel will be used along this section of Oxford Street, including new tree and vegetation plantings, re-graded channel slopes, and a multi-use trail along the north side of the channel. Any proposed redevelopment of the subject lands must not disrupt the ecological function and integrity of this watercourse. Built elements must be sufficiently separated from top-of-bank areas.

The (west) interior side lot line (and a portion of the rear lot line) interfaces with a Canda Post distribution centre and landscape design/maintenance centre, shown in purple on Figure 10. Any buildings proposed for the subject lands should be setback from these uses and screening elements should be provided as deemed necessary. Finally, the remainder of the rear yard interfaces with undeveloped lands designated under the “Neighbourhoods” Place Type that may be developed for cluster townhouse dwellings in the future. Any redevelopment of the subject lands should not negatively impact the future development potential of abutting parcels.

2.5 Design Goals and Objectives

The subject lands are located in an evolving part of the city that is characterized by a broad range of land uses that support/are compatible with higher-density residential and commercial development. The current land use policy framework and planned transit improvements are supportive of significant intensification on the subject lands. The lands are also well-served by public infrastructure, including high-order roads, utilities, and public transit. Finally, the lands are large enough to accommodate significant development while providing sufficient separation from natural areas adjacent to the site. Considering these factors, the design goals and objectives for the redevelopment of the subject lands are as follows:

- Make efficient use of the subject lands for uses that are: permitted under current policy and regulatory frameworks; compatible with/complementary to existing and planned development in the surrounding area; supportive of future public transit investment, and, reflective of projected land use needs;
- Provide a level of intensity that is appropriate for the subject lands, the context of the area, and the context of housing supply in the City of London;
- Support the ecological function of the Mud Creek watercourse that occupies a portion of the subject lands. Ensure development is setback adequately from this feature;
- Exemplify urban design excellence at this prominent location in a transit-oriented, mixed-use, and high-density building format;

- Where possible, provide a continuous building wall parallel to Oxford Street West, supporting a desirable streetscape condition and pedestrian realm. Ensure buildings are designed in consideration of constraints such as access routes and ecological features;
- Minimize potential impacts on surrounding land uses through appropriate siting, scaling, massing, and buffering; and,
- Locate parking and servicing areas underground wherever possible. Where these facilities cannot be located underground, ensure they are well-screened from the public realm through careful positioning of built elements and landscape features.

3.0 PART 2

3.1 Proposed Development

Rand Developments proposes to develop the subject lands for two, mixed-use buildings, each with a height of 22-storeys (approximately 76.0 m). In total, the proposed development will contain a total of 704 residential dwelling units, 1,826 m² of resident amenity space, 748 m² of retail area, and 732 vehicular parking spaces, primarily located within twin five-storey podium structures. The remainder of the subject lands will be used for landscape open space (including Mud Creek/adjacent lands), pedestrian pathways, vehicular circulation areas, and a very limited amount of surface parking. A site plan is displayed below in Figure 11 and a conceptual rendering is provided on the following page (Figure 12). Note: Full-size drawings and renderings are provided in the accompanying architectural drawing package.

Figure 11 – Site Plan

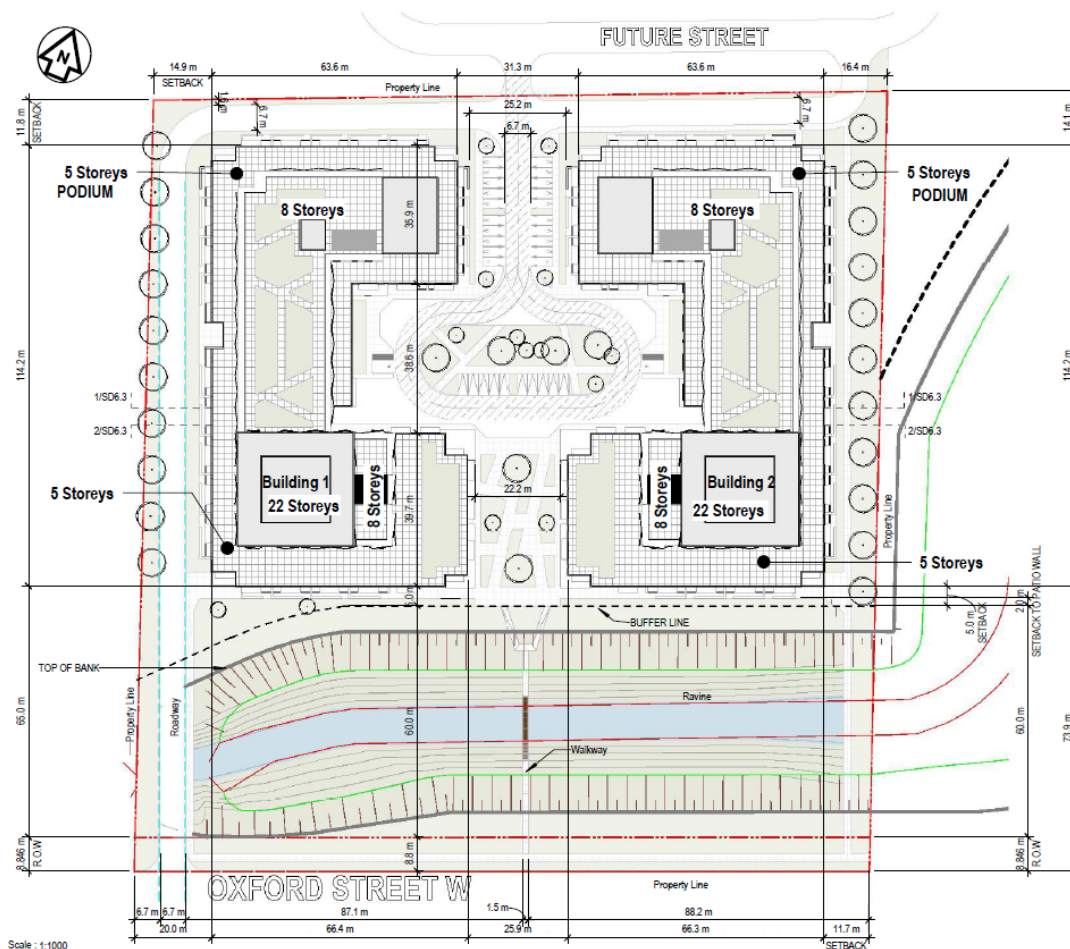


Figure 12 – View of the proposed development from Oxford Street West (facing northeast)



3.1.1 Site Design

The proposed site design is defined by two podium-and-tower buildings located towards the rear of the subject lands, north of Mud Creek. In plan (top view), the buildings appear as mirrored *u-shape* masses, enclosing a central courtyard and private cul-de-sac driveway. The courtyard will function as a main access point for residents and visitors with drop-off/pick-up areas, loading spaces, and access to indoor structured parking. Small-scale commercial uses, such as barber shops, retail stores, and restaurants, are proposed to front onto the courtyard, providing a variety of amenities for both residents and pedestrians transiting the site on the abutting multi-use pathway. The driveway is framed by landscaped areas (hardscape + softscape) as well as lobby and lounge spaces at-grade. The courtyard is shown in Figure 13 (following page).

The courtyard is also linked to public sidewalks along Oxford Street West via a landscaped plaza and pedestrian pathway. The plaza is located between the two buildings (south of the courtyard) and is enclosed on each side by active grade-level uses, specifically residential lobbies and commercial/retail spaces. The pedestrian pathway includes a landscaped garden and small footbridge over Mud Creek (Figure 14, following page). Alternative pedestrian routes are provided along the east interior side yard, abutting future naturalize areas and designated “*Green Space*”, and the west interior side yard, abutting an existing drive aisle. Overall, the proposed design will provide clear, safe, and direct pedestrian paths throughout the site.

The proposed site design maintains a significant supply of landscaped open space on the subject lands, representing approximately 34% of the total lot area. Buildings and hardscape areas are well setback from Mud Creek and top-of-bank areas to support the ecological function of this

naturalized feature. Landscape areas are also provided along all exterior lot lines (including space for tree plantings), supporting an appropriate transition to adjacent land uses.

Figure 13 – Commercial/retail units opening to the landscaped plaza, courtyard area at the middle ground/rear



Figure 14 – Landscaped pedestrian pathway and footbridge linking the proposed development to Oxford St



The proposed site design will urbanize this section of Oxford Street West, to the greatest extent possible given the location of Mud Creek, reflecting the intent of the London Plan. The future Mud

Creek channel that passes through the subject lands restricts any building in the front ± 60 m of the parcel; however, the proposed design will provide a continuous building wall parallel to the right-of-way. Five-storey podium masses will occupy approximately 75% of the site frontage, interrupted only by the landscaped plaza at the center of the site. A similar condition is proposed along the north (rear) yard which functions as the primary vehicular access to the lands and will interface with a public road in the future, with the notable difference between the south and north elevations being only 5-storeys facing north to transition to other lower density residential uses on the opposite side of the street further north. All frontages are designed to a high standard with active uses at-grade, such as entrances/vestibules and ground-level dwelling units. The buildings will also effectively screen vehicular parking, drop-off/loading, and service areas from adjacent parcels and the public realm.

Vehicular access will be provided from a right-in-right-out (RIRO) driveway along the Oxford Street West frontage. The driveway follows the west interior side yard, then turns east along the rear yard then south before ending in a cul-de-sac within the central courtyard (Figure 15). The driveway is designed to the minimum required width (6.7m) in order to minimize hardscape coverage and visual impact. It is also in the same location as an existing driveway which will minimize disruptions, especially to ecological areas along Mud Creek. While it is anticipated that most vehicular traffic will use the Oxford Street access, the main, full-turns access will be from a future road to the north. The northerly access is also free of any flood hazards. Most vehicular parking (96%) will be located inside the podium structures, while the remaining 4% (32 spaces), will be located externally within the central courtyard, well-screened from the public realm and adjacent parcels. Secure resident bicycle parking is provided at the ground level (storage room), with an additional 70 spaces (racks) located outside for visitor use.

Figure 15 – The proposed development and private driveway, facing south towards the central courtyard (view from across the street to the north)



A variety of outdoor amenity spaces are provided on-site for resident use, including the landscaped plaza and courtyard, and amenity terraces at the sixth, ninth, and twenty-first storey of each building (Figure 16, following page). Indoor amenity spaces are also proposed, including lounges (ground floor), multipurpose rooms (sixth floor), and gyms (ninth floor).

Figure 16 – View of the ninth floor amenity terrace, facing southeast



3.1.2 Built Form, Massing and Articulation

Isometric drawings, shown in Figures 17 and Figure 18 (following page), demonstrate the massing and articulation of the proposed development.

Figure 17 – Isometric Diagram, facing northwest

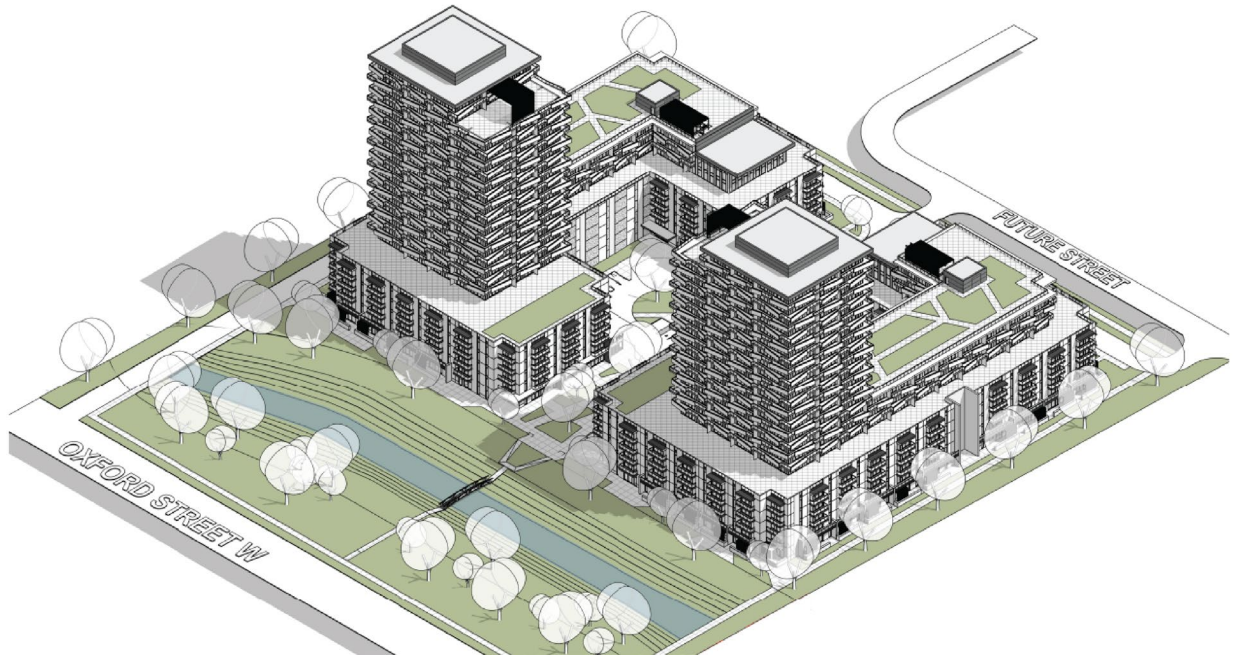
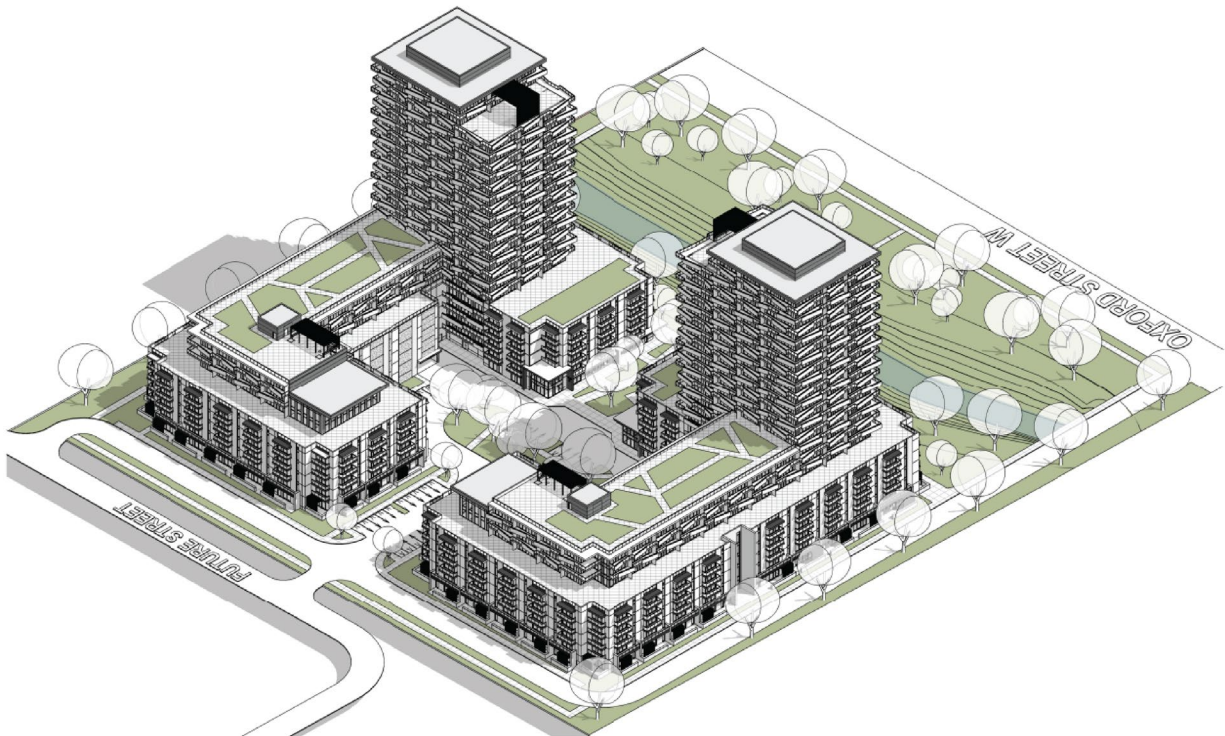


Figure 18 – Isometric Diagram, facing southeast



Each mass is comprised of an eight-storey *u-shaped* podium and twenty-two storey point tower. Towers are located at the centre of the site to limit perceptions of height along Oxford Street West and minimize shade impacts on parcels to the north (subject to the “*Neighbourhoods*” Place Type). Step-backs are provided above the fifth storey on all elevations to minimize shade impacts and to support a human-scaled public realm. Deeper step-backs are provided below the point towers (along the central plaza and front elevation) to emphasize this location as an important node and gateway for pedestrians.

The proposed massing exhibits contemporary best practices in high-rise design with a distinct base, middle, and top. Detailed podiums emphasize the ground level with projections/recessions along each elevation and canopies/overhangs above building entrances. The middle portion, defined by varied balcony arrangements, will appear as distinct from, but cohesive with, the base and top. Finally, step-backs and covered terraces at the top storeys will provide visual interest at the top of each tower.

Each building is designed with flat roofs, screened mechanical equipment, and internalized structural elements to support efficiency and a modern appearance. Buildings are articulated to highlight and frame areas of interest, such as openings and building corners. Continuous vertical elements are provided at entrances and stair cores to emphasize these features and introduce a clear logic to the design. Overall, the proposed form, massing, and articulation will support a desirable outward appearance along the primary public frontage (Mud Creek and the Oxford Street West right-of-way) as well as the interior and rear yards.

3.1.3 Architectural Treatment

The conceptual material palette consists of modern, durable materials that support a contemporary appearance, including masonry, precast architectural panels (white), vision glass, spandrel glazing (white/grey), and a variety of accent materials. Each elevation is designed to a similar standard, ensuring a consistent quality throughout the subject lands. Coloured elevation drawings are provided below in Figures 19-20, and on the following page in Figures 21-22.

Note: full-scale elevations are provided as part of the architectural submission package, including dimensions and material notations.

Figure 19 – Front (south) elevations, facing Oxford Street West

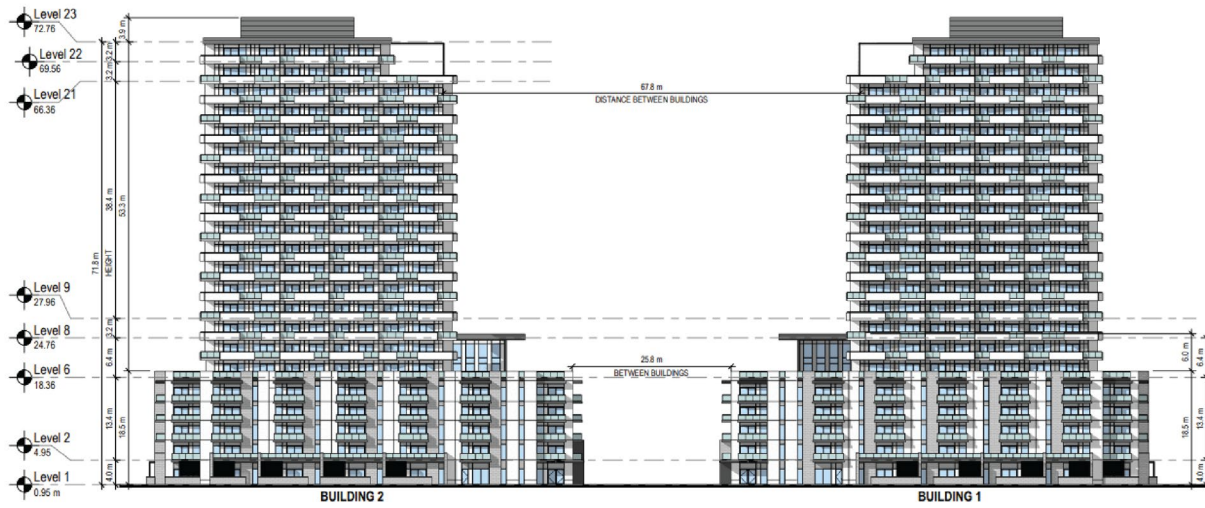


Figure 20 – Interior side elevation, facing the central courtyard and cul-de-sac driveway

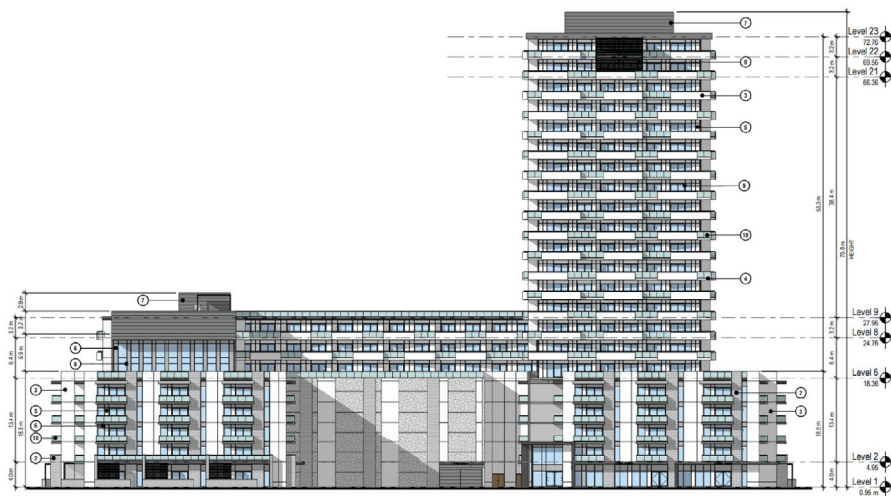


Figure 21 – Rear (north) elevations, facing a future public road and low-density residential areas

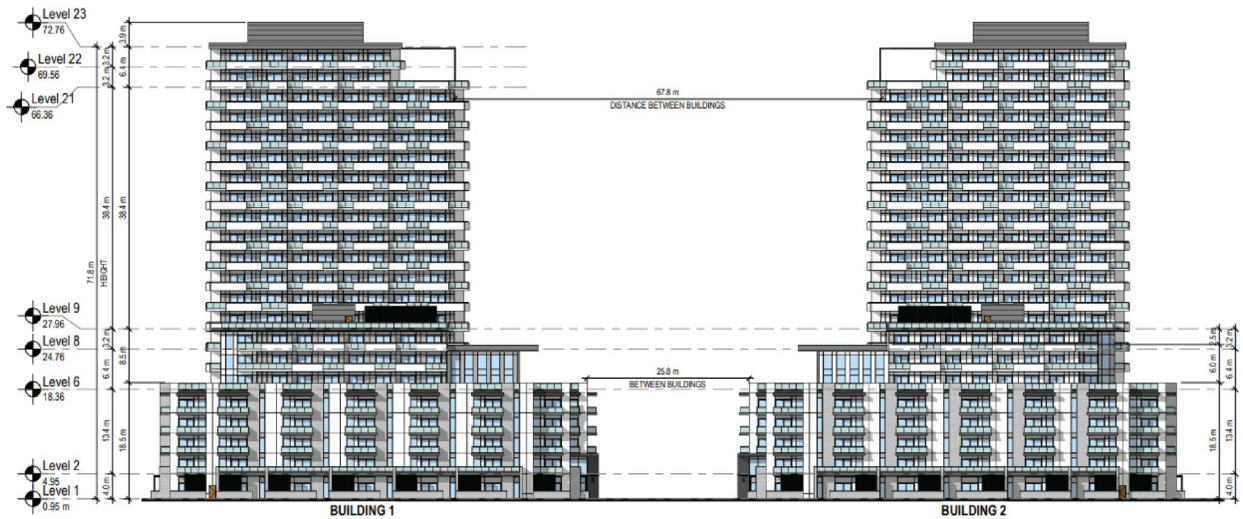


Figure 22 – Exterior side elevation, facing the “Green Space” (E) and “Rapid Transit Corridor” (W) Place Types



The proposed material application will reinforce the massing and articulation, provide visual interest, and delineate openings, entrances, and other important features. ‘Heavier’ materials will be located at the base, including masonry and precast architectural panels. The ground level is also designed with a high proportion of glazing to support an active public realm and ‘eyes-on-the-street’. Towers and upper podium levels will be clad in ‘lighter’ finishes, such as vision glass, spandrel, and aluminum panels to break down perceptions of mass and bulk. Balconies above the fifth storey are designed with offset angular orientations and a mixture of finishes: vision glass for linear segments, and white precast panels for angled portions. This detail will provide visual interest and a varied appearance along each elevation and will distinguish the proposed development from other buildings in the surrounding neighbourhood. An aerial view of ‘Building 1’, showing the proposed balcony detail, is provided on the following page (Figure 23).

Figure 23 – Aerial view of the proposed balcony detail



3.1.4 Lighting

A photometric plan will be provided during the Site Plan Approval process. Care will be taken to limit adverse lighting impacts on adjacent properties where possible.

3.1.5 Servicing

Principal servicing requirements (beyond municipal infrastructure) consist of drop-off/pick-up areas, loading spaces, and refuse removal. Lay-by spaces are provided along the driveway within the central courtyard. These spaces are well-positioned to serve residents, with direct access to the main lobby entrances. Larger loading spaces are provided for each building, separated from the driveway and primary pedestrian areas. The loading spaces are directly adjacent to move-in spaces, mail rooms, and garbage rooms where refuse will be sorted and stored until pick-up times. This arrangement will minimize adverse visual impacts/odors and keep out wildlife. Overall, the proposed site design will effectively screen servicing areas from the public realm and minimize potential conflicts with pedestrian/vehicular traffic.

3.1.6 Public Realm

The proposed development will enhance the primary public interface (Oxford Street West) by maintaining and improving existing green space along Mud Creek and providing a continuous building wall parallel to the public right-of-way. Within the subject lands, the proposed development is centred on a publicly accessible plaza and courtyard – accessible from Oxford Street West via a landscaped pedestrian pathway. This plaza will be outfitted with seating areas and landscape features and surrounded by active at-grade uses such as retail units and residential lobbies. Double-height spaces, canopies/overhangs, and a high proportion of glazing will be provided at entrances to indicate their public function and to support a comfortable transition between public and private realms (Figure 24).

Figure 24 – Double-height residential lobby entrances facing the courtyard and landscaped plaza



The rear yard can also be considered part of the public realm as a new street will be introduced along this frontage as part of the comprehensive redevelopment of areas to the north. The proposed development provides a quality interface in this location, featuring landscaping and continuous, well-articulated building walls with ground-access residential units. Servicing areas are screened in this location, and vehicular access is consolidated in a single driveway. Of note, this northerly driveway is considered the primary driveway as it is not subject to flood hazards, as the southerly driveway is, despite that it is anticipated that the majority of vehicular traffic will use the southerly driveway.

Finally, projected shadow impacts are shown on the following page in Figures 25-27, with shaded areas represented in dark grey (red outline). Impacts during the summer solstice (Figure 25) will be negligible, generally limited to the early morning. No shade will be cast onto public streets and

the publicly accessible plaza and courtyard spaces will remain in the sun for most of the day. Conditions during the spring and fall equinoxes are acceptable, with shadows being cast primarily onto the subject lands (Figure 26). During the early morning the parcel to the west will be subject to limited shadowing, but some degree of shading is anticipated for this area as it is designated for higher-density development. During the winter solstice (Figure 27), longer shadows will be cast; however, the proposed massing strategy (point towers/step-backed podiums) will minimize impacts on adjacent parcels. Note: full-size shadow diagrams are included as part of the architectural submission package.

Figure 25 – Shade conditions at the summer solstice (Jun 21) - 9:00am (L), 12:00pm (C), 5:00pm (R)



Figure 26 – Shade conditions at the spring/fall equinox (Mar/Sep 21) - 9:00am (L), 12:00pm (C), 5:00pm (R)



Figure 27 – Shade conditions at the winter solstice (Dec 21) - 9:00am (L), 12:00pm (C), 5:00pm (R)



3.2 The London Plan: Policy Review and Response

The table below contains a review of the design policies of the London Plan, including “City Building Policies” that apply to all areas of London as well as “Place Types Policies” that apply specifically to designated “Neighbourhood” areas.

Policy	Text	Response
THE GROWTH FRAMEWORK (71-99)		
92.8	<i>“Development within the Primary Transit Area should be designed to be transit-oriented and well serviced by cycling lanes and paths, sidewalks, urban public spaces, and public seating areas.”</i>	The proposed development will provide safe, convenient, and continuous paths for pedestrians and cyclists throughout the subject lands. Commercial units and residential entrances will be connected to public sidewalks and transit services (Oxford Street West) via a network of sidewalks, courtyards/plazas, and greenspaces. Public seating areas will be provided in higher-traffic areas, such as the courtyard/plaza space.
CHARACTER (197-210)		
197	<i>“The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage.”</i>	The proposed development incorporates Mud Creek as a character-defining feature. Quality outdoor recreation areas will be provided along this interface, supporting strong visual and physical connections to the creek. The proposed site layout also supports a desirable interface with Oxford Street West, with landscape areas and a building wall parallel to the street. The orientation of commercial/residential entrances around a plaza/courtyard will also support a sense of place.
202	<i>“Buildings and public spaces at key entry points into neighbourhoods will be designed to help establish a neighbourhood’s character and identity.”</i>	The proposed development will establish a distinct character and entry sequence, with commercial and residential entrances accessed from a plaza/courtyard. These spaces will be connected to Oxford Street West and the remainder of the subject lands by landscaped pedestrian pathways, including a bridge over Mud Creek. These features will support a desirable urban condition at the entrance to a future neighbourhood north of the subject lands.
205	<i>“Public art should be integrated into public spaces such as streets, parks, squares and forecourts, and on the property of public institutions and facilities to help establish character and sense of place.”</i>	The proposed development provides space for integrated public art along the landscaped pedestrian pathway/bridge connecting the subject lands to Oxford Street West.
208	<i>“Signs will be designed as an integral part of development and will be compatible</i>	Signage for ground-level commercial units will be integrated into a canopy/overhang feature to

	<i>with the architectural style of the building and the existing and planned character of the surrounding area.”</i>	maintain compatibility with the architectural style of the proposed development. Signage will not have an overbearing visual presence that detracts from adjacent the landscaped plaza/courtyard spaces.
210	<i>“Trees should be recognized as important features of a neighbourhood’s planned character and sense of place.”</i>	The proposed development provides a high proportion of landscape open space along Mud Creek and all external lot lines. These spaces are large enough to accommodate a variety of plantings, including trees.
STREETSCAPES (221-241)		
222A	<i>“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.”</i>	Vehicular access from Oxford Street West will be provided from a single existing drive aisle along the west interior side yard, designed to the minimum required width. No parking or servicing facilities will be visible from the Oxford Street public realm. Overall, the proposed development will support a pedestrian and cyclist-friendly streetscape.
228	<i>“Neighbourhood streets and all infrastructure will be planned and designed to enhance safety by implementing the principles of Crime Prevention Through Environmental Design, encouraging greater levels of passive surveillance, and providing sidewalks of sufficient width to support planned levels of activity.”</i>	The proposed development will provide a high proportion of transparent glazing and active uses at-grade (residential lobbies, commercial frontages, ground-level residential units) that support passive surveillance and ‘eyes-on-the-street’. Wide sidewalks will be provided in areas of high activity – near building entrances and lay-by spaces, and within/approaching the central landscape plaza and courtyard.
235	<i>“Landscaping should be used to define spaces, highlight prominent features and landmarks, add visual interest, define pedestrian areas, delineate public and private spaces, add comfort and improve health, offer visual screening, and improve the aesthetic quality of neighbourhoods.”</i>	A high proportion of landscape open space will be provided as part of the proposed development. Softscape areas will be located along Mud Creek, supporting its ecological function and providing a green interface with Oxford Street West. Softscape areas will also be located along external lot lines, supporting a desirable transition to adjacent parcels. The central plaza and courtyard areas are mostly hardscape, reflecting anticipated pedestrian traffic levels. These spaces will be framed by planted sections and seating areas, adding comfort and visual interest.
236	<i>“All streets, and the associated infrastructure, should be designed to include space for appropriately sized street trees with tree canopy coverage</i>	The design of the proposed development will not prevent the planting of street trees along Oxford

	<i>that will provide for pleasant pedestrian environments and enhanced aesthetics, afford cooling to adjacent buildings, improve air quality, and offer habitat for urban wildlife.”</i>	Street West or the future public right-of-way north of the subject lands.
237	<i>“Treescapes should be recognized as important features of a neighbourhood’s planned character.”</i>	The proposed site design provides ample space for tree planting, mostly along external lot lines and Mud Creek.
PUBLIC SPACE (242-251)		
242	<i>“Public spaces will be designed to support the planned vision of the place type by enhancing views and vistas, providing places to meet and gather, and establishing connections.”</i>	The proposed development is designed around a central courtyard and plaza that serve as the main points of entry to residential buildings and commercial units. These spaces will provide a place to meet and gather, with pedestrian access to Oxford Street West and views of natural areas.
244	<i>“Public spaces will be located and designed to help establish the character and sense of place of the surrounding area and, where applicable, the positive image of our city.”</i>	The proposed plaza and courtyard area will be visible from Oxford Street West and accessible via a pedestrian bridge and landscaped pathway. These spaces will establish a strong character and sense of place along the primary public frontage of the subject lands.
246	<i>“Public spaces should be designed and located as part of, and to support, the active mobility network.”</i>	The proposed plaza and courtyard are located along the main pedestrian spine of the subject lands. Commercial units and residential lobbies will open on to these spaces, supporting a strong pedestrian function.
247	<i>“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.”</i>	The plaza and courtyard and the centre of the subject lands are connected to Oxford Street West by a landscaped pathway and pedestrian bridge. This plaza will be visible from all parts of the Oxford Street frontage.
248	<i>“Public spaces should be designed to accommodate tree growth to assist in achieving the goals of the Forest City chapter of this Plan.”</i>	Adequate space for tree growth is provided throughout the subject lands, especially along external lot lines and within the designated “Green Space” along Mud Creek.
SITE LAYOUT (252-283)		
252	<i>“The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.”</i>	The proposed development is designed in response to the surrounding context, with Mud Creek incorporated as a central feature. The site design also includes a well-developed active

		transportation network that will support future rapid transit along Oxford Street West.
253	<i>“Site layout should be designed to minimize and mitigate impacts on adjacent properties.”</i>	Adequate setbacks are provided along all external lot lines and the proposed development will not preclude future development in the surrounding area. All parking and servicing areas are fully screened from adjacent parcels, including the public street.
254	<i>“Site layout, and the corresponding building design, should respond to the topography of a site.”</i>	The proposed site design incorporates the Mud Creek watercourse and provides an adequate setback from this topographical feature.
255	<i>“Site layout will promote connectivity and safe movement for pedestrians, cyclists, and motorists between, and within, sites.”</i>	The proposed design includes a complete active transportation network with paths and a central plaza/courtyard. Vehicular areas are separated from active transport routes wherever possible.
256	<i>“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.”</i>	The proposed development is designed with a continuous building wall facing Oxford Street West, occupying ¾ of the frontage, interrupted only by the central plaza. Buildings are setback 64.6 m from Oxford Street West as a result of the Mud Creek re-alignment.
257	<i>“The siting of buildings and layout of sites should preserve or create views of landmarks and natural features from public spaces.”</i>	The proposed site design will preserve views of the Mud Creek natural feature from Oxford Street West. The design will also create views of the new public plaza/courtyard from this streetscape.
258	<i>“The layout and grading of a site should retain and incorporate desirable trees.”</i>	The proposed development provides ample space to incorporate new trees within the Mud Creek buffer area, the central courtyard/plaza space, and along external lot lines.
259	<i>“Buildings should be sited with minimal setbacks from public streets and public spaces to create an inviting, active and comfortable pedestrian environment.”</i>	The Mud Creek watercourse dictated the location of building front walls/elevations. Despite the deep front yard setback, the proposed site design creates an inviting, active, and comfortable interface defined by a high proportion of greenspace, a public plaza, and ground level commercial units.
266	<i>“Loading, garbage and other service areas will be located so that they will not have a negative visual impact from the street or detract from pedestrian connections.”</i>	Servicing facilities are located in the central courtyard, screened from adjacent parcels and Oxford Street by the u-shaped building masses. Servicing areas are separated from main pedestrian routes wherever possible.
268	<i>“Sites shall be designed to provide a direct, comfortable and safe connection</i>	The proposed site design provides direct connections from the sidewalk along Oxford Street

	<i>from the principle building entrance to the public sidewalk.”</i>	West to residential lobby entrances, commercial units, and ground-level residential units.
269	<i>“Buildings should be sited to minimize the visual exposure of parking areas to the street.”</i>	Most of the proposed parking supply will be structured parking (inside the building podiums). A limited amount of surface parking is provided within the central courtyard, fully screened from adjacent parcels and Oxford Street West by the proposed building masses.
270	<i>“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.”</i>	The proposed location of parking (within podium masses) will support the planned vision of the area, establishing a transit-oriented and pedestrian-friendly function and appearance.
272	<i>“The impact of parking facilities on the public realm will be minimized by strategically locating and screening these parking areas. Surface parking should be located in the rear yard or interior side yard.”</i>	All parking spaces will be located within podium structures. A limited number will be provided at-grade, screened from adjacent parcels by the u-shaped building masses.
273	<i>“Parking structures should be integrated into the design of buildings to ensure the public realm is not negatively affected. Structured parking will be screened.”</i>	The proposed structured parking is integrated into the overall building design. The exterior face of podium levels will be used for residential dwelling units.
275	<i>“To reduce the visual impact of parking, make efficient use of land, to provide for outdoor amenity space, and promote active uses on street-facing facades, parking for large buildings, such as high-rise residential buildings, office buildings, and mixed-use buildings should be located underground or integrated within the building design.”</i>	Structured parking will be integrated within the overall building design and will not have a negative visual impact on adjacent parcels/streetscapes.
276	<i>“Where structured parking is located adjacent to a street, the ground floor facing the street should be occupied by active uses such as commercial, office, or residential uses to avoid creating non-active street frontages.”</i>	All exterior-facing elevations of the proposed development are designed with active uses (ground level and upper storeys), including the podium levels that accommodate structured parking.
279	<i>“Lighting of parking areas will be designed to avoid negative light impacts on adjacent properties.”</i>	Parking areas are well-screened from adjacent parcels, and lighting impacts from vehicular areas are anticipated to be negligible.
282	<i>“Surface parking areas will be designed to incorporate landscape areas for visual amenity, to assist with stormwater</i>	The coverage of parking and loading areas is minimal. Surface spaces are well-screened from adjacent parcels and will be broken up by sections

	<i>management, and reduce the heat island effect.”</i>	of softscape, including a large oval-shaped landscape pad in the central courtyard.
BUILDINGS (284-305)		
285	<i>“To support pedestrian activity and safety, large expanses of blank wall will not be permitted along the street edge.”</i>	The proposal includes no large expanses of blank wall on exterior-facing elevations.
286	<i>“Buildings should be designed to achieve human-scale relationships that are comfortable for pedestrians.”</i>	The proposed buildings will achieve human-scale relationships by providing distinct podium levels, step-backs above the fifth storey, active uses at-grade (including commercial units), and pedestrian-oriented elements such as awnings, overhangs, and vision glass at the ground level.
287	<i>“Within the context of the relevant place type policies, the height of buildings should have a proportional relationship to the width of the abutting public right-of-way to achieve a sense of enclosure.”</i>	According to Table 6 of the London Plan, designated “Rapid Transit Boulevards” (including Oxford Street West) have a planned right-of-way width of 50 m. This, combined with the planned 64.6 m front yard setback, will result in a proportional relationship between the street and proposed 76 m towers.
289	<i>“High and mid-rise buildings should be designed to express three defined components: a base, middle, and top. Alternative design solutions that address the following intentions may be permitted.</i> <i>1. The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale.</i> <i>2. The middle should be visually cohesive with, but distinct from, the base and top.</i> <i>3. The top should provide a finishing treatment, such as roof or a cornice treatment, to hide and integrate mechanical penthouses into the overall building design.</i>	The proposed development is designed in accordance with the high-rise policies set out in Section 289, as detailed below: 1. Building bases are designed to support a human-scaled public realm with active uses (commercial units, lobbies/vestibules, amenity rooms, street-access residential dwellings) and a high proportion of glazing at ground level. Landscaped courtyard and plaza spaces will reinforce the pedestrian realm. Articulated massing, including continuous vertical elements (with masonry) and canopy/overhangs, will also contribute to a distinct building base. 2. The middle portion is stepped back above the fifth storey. Façade design also changes at this level, mostly comprised of glass as well as spandrel and angled balconies clad in white precast panels. Windows and balconies are provided at regular intervals, supporting an orderly and cohesive appearance. 3. The building top is designed with step-backs above the 21 st storey and partially enclosed amenity terraces. Mechanical equipment will be contained within a penthouse structure and integrated into the overall design.
289 cont'd		

291	<i>“Principal building entrances and transparent windows should be located to face the public right-of-way and public spaces, to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access.”</i>	Principal entrances for lobbies and commercial units will be oriented towards the central courtyard and plaza (facing Oxford Street West). This arrangement will activate the public realm and establish a pedestrian-oriented frontage along an important street.
292	<i>“High-rise buildings will incorporate a podium at the building base, or other design solutions to reduce the apparent height and mass of the building on the pedestrian environment, allow sunlight to penetrate into the right-of-way, and reduce wind impacts.”</i>	The proposed development is designed with a well-articulated podium, stepped-back above the fifth and eighth storeys. Canopies/overhangs above entrances, and a transition to ‘lighter’ cladding materials (glass/spandrel) at upper storeys will minimize perceived height and bulk. Overall, the proposed building form reflects contemporary best practices in high-rise design.
293	<i>“High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties. To achieve these objectives, high rise buildings should take the form of slender towers. High rise buildings should not be designed with long axes where they create an overwhelming building mass.”</i>	The proposed podium/point tower design will minimize shadowing as demonstrated in the accompanying architectural drawing package. The podium levels will frame important public spaces, specifically designated “Green Space” areas along Mud Creek and the central plaza and courtyard spaces.
295	<i>“Residential and mixed-use buildings should include outdoor amenity spaces.”</i>	Private outdoor amenity spaces are provided at the 6 th , 9 th , and 21 st storeys, co-located with indoor resident amenities, including a gyms and multi-purpose room. Publicly accessible outdoor amenity spaces are provided at ground level, including open space along Mud Creek and the main plaza/courtyard.
296	<i>“Rooftop utility equipment should be screened from view and integrated into the overall building design.”</i>	Rooftop utility equipment is contained within the mechanical penthouse or otherwise integrated with the overall building design.
298	<i>“Design measures relating to building height, scale and massing should be used to provide a transition between development of significantly different intensities, considering the existing and planned context.”</i>	The proposed site design locates point towers towards Mud Creek and Oxford Street, with shorter podium masses towards the rear (north) of the parcel. This design will support an appropriate transition to lands designated under the “Neighbourhoods” Place Type.
301	<i>“A diversity of materials should be used in the design of buildings to visually break</i>	The proposed buildings will be clad with materials that reinforce the overall massing strategy. The podium will be finished balance of textured

	<i>up massing, reduce visual bulk and add interest to the building design.”</i>	(masonry) and transparent (glazing) materials, supporting to a strong pedestrian realm. Upper levels will be treated with glass, spandrel, and white panels, reducing perceptions of mass/bulk.
302	<i>“Materials should be selected for their scale, texture, quality, durability, and consistency within their context.”</i>	The selected material pallet is comprised of durable, high-quality components that are standard in contemporary high-rise construction.
NEIGHBOURHOODS (916-1077C)		
953.2	<p><i>Compatibility and fit, from a form perspective, will be evaluated based on such matters as:</i></p> <p><i>a. Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking.</i></p> <p><i>b. Building and main entrance orientation.</i></p> <p><i>c. Building line and setback from the street.</i></p> <p><i>d. Character and features of the neighbourhood.</i></p> <p><i>e. Height transitions with adjacent development.</i></p> <p><i>f. Massing appropriate to the scale of the surrounding neighbourhood.</i></p>	<p>The proposed development is compatible with the existing and planned context of the surrounding area:</p> <p>a. The proposed development emphasizes the pedestrian realm, with active uses at-grade and large, publicly accessible outdoor amenity spaces. Parking will be located inside the podium and vehicular areas designed to the minimum required width. This layout will contribute to a quality pedestrian realm close to a future rapid transit corridor.</p> <p>b. The development will provide a strong, continuous building wall parallel to Oxford Street West. Entrances are oriented towards the sidewalk and connected via a landscaped plaza and path network.</p> <p>c. Buildings are located as close to the public street as possible without impacting Mud Creek.</p> <p>d. The proposed development will preserve natural areas along Mud Creek as a character defining feature. The proposed design provides opportunities for residents and visitors to enjoy this natural feature (i.e. pedestrian paths, bridge, landscaped plaza).</p> <p>e. Taller elements are located towards Oxford Street West/Mud Creek, with low-rise (podiums) at the rear of the subject lands which interfaces with a designated “Neighbourhood” Place Type.</p> <p>f. The proposed massing is appropriate for a site in an established apartment neighbourhood along a future rapid transit corridor.</p>
953.3	<i>The intensity of the proposed development will be appropriate for the size of the lot such that it can accommodate such things as driveways, adequate parking in appropriate locations, landscaped open space,</i>	The proposed intensity of development can be accommodated on the subject lands while providing appropriate setbacks, vehicular/pedestrian access, and a high proportion of landscape open space. Servicing and parking areas will be screened from adjacent lands, and all

	<i>outdoor residential amenity area, adequate buffering and setbacks, and garbage storage areas.</i>	built areas will be adequately buffered from designated “Green Space” areas along Mud Creek.
1067B (excerpt)	<i>“...Buildings within 150 metres of the Oxford Street right-of-way shall have their primary entrances and orientation toward Oxford Street West. Buildings up to a maximum of 12 storeys may be permitted within 150 metres of the Oxford Street West right-of-way...”</i>	All primary entrances to residential lobbies and commercial units are oriented towards Oxford Street West and front onto the publicly accessible plaza. An Official Plan Amendment will be required to permit the proposed building height and is discussed and evaluated in the accompanying Planning Justification Report.
ECOLOGICAL BUFFERS (1412-1416)		
1413	<i>“Ecological buffers will generally be required on lands contiguous to a specific natural heritage feature or area. Ecological buffer requirements shall be determined as part of an Environmental Impact Study.”</i>	The proposed development provides a deep landscape buffer along Mud Creek. No development is proposed within the area designated as “Green Space”.

4.0 CONCLUSION

This Urban Design Brief finds the form, scale, and massing of the proposed development to be appropriate for the subject lands and a 'good fit' within the existing and planned built context. The proposal will result in the development of an underutilized but prominent site along a designated "*Rapid Transit Boulevard*". It will provide high-quality landscape and architectural design in an established apartment neighbourhood, incorporating a significant natural feature (Mud Creek) as a character-defining element. Continuous building will frame this natural feature, with active at-grade uses and large, publicly accessible outdoor amenity areas (plaza, pathways, pedestrian bridge) activating the space. The proposed building design is well-articulated and detailed, with varied material treatments that will minimize perceptions of bulk while emphasizing the ground level. The proposed massing will also provide a compatible interface with low-density residential areas to the north in the form of height transitions and physical separation. Overall, the proposal will introduce a form of development that is appropriate, desirable, and designed to a high standard, representing a quality addition to this developing neighbourhood.