1.0 INTRODUCTION

1.1 Background

MHBC has been retained by 731675 Ontario Limited (c/o York Developments) to assist with the preparation of Urban Design Guidelines to support a Master Planned development proposal for a portion of the property addressed as 3080 Bostwick Road, London. The subject lands (Site) measure approximately 1.5 ha (3.8 ac) in area and are located at the southeast corner of the Southdale Road West and Bostwick Road intersection.

York Developments envisions that, in its entirety, 3080 Bostwick Road will develop into a vibrant, intensified neighbourhood that will function as both a multi-use village centre and a local activity hub. Once completed this Master Planned development will include a wide diversity of land uses including residential, commercial, office and recreation to meet the varied lifestyle needs of residents and the larger community. Moreover, the active parkland, walkway system and street network incorporated into the Master Plan reflect a campus setting that is closely connected with the Bostwick Community Centre (located adjacent to these lands).
1.2 Guideline Development Process

The design guideline development process was informed by technical feedback and input received from the City of London Urban Design Peer Review Panel (UDPRP) and the City’s Development Services Division. Design elements for Sites 1, 2, 5 and 6 of the Master Plan Concept were specifically reviewed by the UDPRP at a meeting held October 10, 2018. Additionally, the Urban Design Briefs prepared by MHBC for these Sites (dated October 2018) provided background information and design direction for these Guidelines.

To assist in understanding the local design context, field visits for 3080 Bostwick Road were conducted, as well as site assessments. In addition, a number of local background documents and studies were reviewed and considered, including urban design policies integrated into the City of London’s Official Plan (1989), new Official Plan (‘The London Plan’), Southwest Area (Secondary) Plan and Placemaking Guidelines

The current provincial legislative and policy context (Planning Act, Provincial Policy Statement) were also considered in the preparation of these Guidelines.
These Guidelines are specifically required to satisfy Holding Provision ‘H-220’ that was applied by the City of London to portions of the subject lands in conjunction with approval of By-laws Z.-1-182711, Z.-1-182712 and Z.-1-182713. Specifically, these By-laws were approved to implement Official Plan Amendment and Zoning By-law Amendment applications to facilitate development of Sites 1, 3 and 5 of the ‘Master Plan Concept’ prepared by York Developments for 3080 Bostwick Road and illustrated on Page 3.

Holding Provision ‘H-221’ was also applied to the zoning regimes of Sites 1, 3 and 5 to ensure that development of these lands has regard for the aforementioned Urban Design Guidelines. It is anticipated that this holding provision will be applied to the balance of the development sites within 3080 Bostwick Road (i.e., Sites 2 and 6 of the Master Plan).

**Holding Provision H-220:**

Purpose: To ensure that the built form is guided by a consistent design approach, Urban Design Guidelines shall be prepared for the High Density Residential designated lands within the Bostwick Neighbourhood, and adopted under Section 19.2.2 (Guideline Documents) of the Official Plan; with the input of the Urban Design Peer Review Panel and to the satisfaction of the City of London, to establish an overall design vision based on holistic and comprehensive consideration of all development sites within the master plan lands.

*Permitted Interim Uses: Existing uses*
MASTER PLAN CONCEPT
2.0 PURPOSE AND APPROACH

The design guidelines and associated imagery set out in this document have been prepared to establish design direction for development and redevelopment projects being considered for lands within the boundaries of 3080 Bostwick Road; specifically development on Sites 1, 2, 3, 5 and 6.

Additionally, this Guideline document is intended to assist with the implementation of Provincial and Official Plan policies relating to such matters as the promotion of efficient land use and development patterns, the creation of strong, livable and healthy communities and the protection of the environment and public health and safety.

The design analysis and guidelines component of this document provide direction on considerations such as site layout, building orientation and massing, architectural elements, landscaping and public realm elements.
3.0 GENERAL DESIGN CONTEXT

3.1 Site Location

The subject lands are located entirely within the City’s Urban Growth Boundary and form part of the Southwest Planning Area. Development of these lands is subject to the policies of the approved Secondary Plan for this community; the ‘Southwest Area Plan’ (SWAP). The Secondary Plan delineates a series of neighbourhoods within the planning district and defines specific policies for each area. The subject lands are located within the SWAP’s ‘Bostwick Residential Neighbourhood’ as defined in the SWAP.

The site is proximate to regional retail/service commercial uses associated with the Wonderland Road Community Enterprise Corridor, as well as existing and planned residential development areas and the Bostwick Community Centre.
3.2 Design Goals and Objectives

The overall goal of this project design is to establish a development that: supports a mix of residential, commercial and office uses; has regard for sustainability principles; and is pedestrian-oriented, transit supportive and accessible to the surrounding community.

To achieve this project vision, several core design themes have been integrated into the Master Plan Concept:

1. Provide a range of high density residential forms complemented by limited commercial uses, office, and open space features;

2. Incorporate building forms designed to integrate into a Master Planned community that has consideration for the existing and proposed development context;

3. Position buildings to address the Southdale Road West and Bostwick Road corridors and internal streets, and to promote prominent views and vistas;

4. Provide enhanced treatments for the building designs and landscaping elements, with special attention paid to building facades and streetscape components at the arterial road intersection (recognizing this Site represents a key gateway to the 3080 Bostwick Road development);

5. Orient high-rise forms to support an appropriate gradation in building scale;

6. Integrate vehicular and pedestrian transportation linkages throughout the Site to promote safe and efficient circulation, and to facilitate connectivity with surrounding developments, arterial road corridors and public transit facilities; and

7. Provision of structured parking facilities to reduce surface parking requirements.
MASTER PLAN CONCEPT (INTERSECTION PERSPECTIVE)
4.0 DESIGN GUIDELINES

4.1 Site Design

The site layout for the Master Plan Concept was designed: to promote continuity in built form within 3080 Bostwick Road; to contribute positively to the Southdale Road West and Bostwick Road streetscapes; and to be compatible with the local development context. The following specific site design principles provided direction for the Master Plan Concept. Detailed designs for individual development Sites should have due consideration for these principles.

**Design Principles:**

- Proposed buildings should be positioned on the Site in a manner that optimizes the development potential of this property, while also supporting an animated streetscape and a pedestrian orientation.

- Buildings should be located in close proximity to street corridors, where practical, to help enclose the adjacent pedestrian realm and activate the streetscape.

- High-rise towers should be oriented to define a positive relationship between these buildings and the adjacent streets. Consider views from the tall buildings when evaluating building placement and orientation.

- Buildings situated along the Southdale Road West and Bostwick Road frontages should be positioned to frame the arterial road intersection and to establish a prominent gateway element for the larger Master Plan.

- Development blocks should be designed with an internal circulation system to promote a pedestrian-oriented community with outdoor common amenity spaces connected via walkways, trails and/or sidewalks.

- Crime prevention through environmental design (CPTED) principles should be employed in architectural design and site layout to promote natural surveillance of public spaces (e.g., integrate windows/balconies that overlook streets, parks and walkways).

- Where practical, multiple pedestrian access points should be provided to the surrounding public road and public sidewalk systems.

- Enhanced landscaping should be provided in the public realm, including multiple outdoor terraces and courtyards, landscaped areas, and parking islands. Particular attention should be paid to the landscaping design at the corner of the arterial road intersection and along the Southdale Road West development setback.

- Structured parking should be provided for apartment buildings, and accessed from the rear of the sites where practical. Surface parking will be generally restricted to visitors and should be largely screened from public view by the high-rise towers or appropriate landscaping.

- Appropriate ecological buffers should be provided in the site design in accordance with approved environmental studies.
4.2 Building Form, Massing and Articulation

It is an objective of the Master Plan Concept that building massing, orientation and articulation be designed to create a comfortable and engaging pedestrian environment. To support this objective, detailed designs for individual Sites should consider these guiding principles:

- Building height and massing should be designed to be compatible with the existing large format commercial developments within the Wonderland Road Community Enterprise Corridor, the Southwest Community Centre, and future high density residential development planned for 3080 Bostwick Road.
- Consideration should be given to breaking the massing of proposed buildings by using a number of massing techniques including: projections and recessions; changes in building materials/colours; and the incorporation of varying window size.
- The massing of all proposed buildings should create a comfortable pedestrian environment, which will be further enhanced through the provision of private amenity space, including a connected walkway/trail system.
- Building façades should be articulated, with particular attention to building elevations visible from the surrounding public realm. Articulation of larger buildings should also be designed with elements that create a rhythm along the streetscape.
- High quality materials including sufficient glazing should be integrated into building facades to promote an attractive, modern design. Repetition of lines and windows through both vertical and horizontal articulations and setbacks are encouraged to further break up building mass.
- A contemporary architectural style should be applied to building designs (1) to reflect, and integrate with, the Master Plan Concept and (2) to contribute to the pedestrian environment along the street frontages.
- Traditional influences are also encouraged, provided they exhibit appropriate design compatibility with contemporary-based architecture.
- Gateway buildings and prominent elevations should be designed with a higher detail of architectural design, massing, orientation, siting and materials. Large windows and entrance features help to promote an active street frontage. Where practical, ground floor commercial/retail and internal amenity spaces should be visible from the street to extend the public realm into the building.
- Building lobbies will be directly accessible to pedestrians with entrances accessible from the parking areas by paved sidewalks and plaza features. Building designs will also incorporate measures to help facilitate universal accessibility and weather protection.
- Loading and garbage functions are encouraged to be incorporated into building designs. Garbage and recycling facilities shall also be designed to comply with any applicable municipal standards for waste storage and collection.
- Functional building elements (i.e., roof top mechanical equipment, air conditioning units, transformers, vents and utility meters) should be located in low visibility areas and, whenever possible, should be integrated into the building design to minimize the noise and visual impacts on adjacent uses, streets and other public areas.
Consider designing high-rise towers with defined base, middle and top elements, where practical, appropriate from a design perspective, and in keeping with the broader objectives of these Guidelines. Where applied, these structural components may integrate the following design arrangements and elements:

**Base Element:**
- Generally incorporates the podium element of the building including the main floor and additional floors below the core tower.
- Intended to: activate and further define the existing streetscape; effectively screen at-grade parking areas from the street; and provide a density transition from adjacent development (existing and planned). Building Podiums may be integrated and positioned parallel to the exterior lot lines to help promote a continuous street wall.
- Commonly includes two-storey podium units, one-storey apartments, amenity space, recreation function space, the building lobby, and accesses from the street, at-grade parking areas and the underground parking facility. Podium units may have direct access to the street to improve accessibility and to activate the streetscape.
- Assists in mitigating wind impacts.

**Middle Element:**
- Generally contains the tower component (housing the majority apartment units).
- Residential units may contain individual protruding balconies to further break up building mass.
- Distinctive vertical/horizontal components should be considered to provide further articulation for the tower elements, to extend the length of the tower components, to soften the massing of the building and help to frame, and enhance, the adjacent streetscapes.

**Top Element:**
- Intended to contain penthouse units, rooftop terraces and mechanical equipment.
- Should be designed to contribute positively to the London skyline.
- Variation in the roofline is encouraged.
4.3 Design Components (Site 5)

Additional conceptual plans have been prepared for Site 5 by Zedd Architecture to support the aforementioned planning applications and to provide further direction for the design of Sites 1, 2, 3 and 6 to promote design continuity within the Master Plan Concept. The following summarizes the project components and design direction integrated into Site 5:

- The proposed commercial/office building and residential apartment buildings are positioned in a manner that optimizes the development potential of this property, while also supporting an enhanced streetscape and a pedestrian orientation;
- The commercial/office building is positioned parallel to the exterior lot line along Southdale Road West creating a continuous street wall in conjunction with the Southwest Community Centre immediately to the west;
- The architectural treatment of the buildings are intended to be sympathetic to the Bostwick community, yet provide a distinct and attractive character for Site 5 and larger Master Plan development;
- Building height and massing are designed to be compatible with the existing large format commercial developments within proximity of the project site.
- The building lobby for the apartment building in the south of the Site will be directly accessible to pedestrians with entrances accessible from the parking areas by paved sidewalks and plaza features.
- Both building designs will incorporate measures to help facilitate universal accessibility and weather protection.
- The commercial/office building will have direct access from the Southdale Road West frontage.
- The site layout includes an internal circulation system to support vehicular and pedestrian accessibility from a local street network with access to Southdale Road West and Bostwick Road; and
- Enhanced landscaping will be provided in the public realm, including parking islands.

Collectively, the renderings provided on the following pages, the perspective drawings presented in Appendix A and the building elevations presented in Appendix B provide general direction, and inspiration, respecting the context, layout, scale and character intended for built form within 3080 Bostwick Road. Design elements contained within these drawings demonstrate compatibility with the local development context, apply contemporary urban design principles, and promote a pedestrian orientation. As set out in the associated Urban Design Brief (MHBC), the design approach for Site 5 is also in keeping with design objectives set out in the City’s 1989 Official Plan, The London Plan, Southwest Area Plan and Placemaking Guidelines.
SITE 5 (SOUTHDALE ROAD WEST FRONTAGE)
SITE 5 (APARTMENT BUILDING IMAGERY)
4.4 Active Transportation

The Master Plan Concept has been designed to integrate into a walkable neighbourhood that is well connected and fully accessible to major destinations and surrounding neighbourhoods. To help achieve this broad objective, the following design elements should be considered as part of Site and street development:

- Internal streets and walkways should be located and routed to offer residents with excellent vehicular and pedestrian accessibility to the arterial road system, public transit connections, the community centre and open space features.
- Pedestrian and cycling connections are encouraged from residential areas to community parks, amenity areas, natural features and community facilities and should be integrated with the network of active transportation routes planned for 3080 Bostwick Road.
- Sidewalks, multi-use pathways and walkways will be designed in accordance with City standards, will be subject to municipal review, and may be provided by the City. Generally, these accesses should be adequately buffered from vehicular traffic by way of positioning and/or landscaping. Widened travel lanes should be considered to accommodate bicycles, where practical and appropriate.
- Crosswalks should be universally accessible and adhere to AODA regulations with dropped and textured curb cuts installed at all intersections to eliminate barriers to crossing the street.
- Pedestrian connections/walkways should be of a different material and appearance than vehicular routes and should be landscaped and lighted to promote the safety and comfort of pedestrians.
- Clearly delineated pedestrian connections should link main building entrances, parking areas, on-site communal recreation areas and any adjacent open space, trails and public sidewalks.
- Buildings and parking areas should be located and designed so as to minimize the distance to off-site pedestrian networks and the number and length of driveways and parking areas that pedestrians have to cross to reach main building entrances.
- Where practical, main level apartments should have direct access to walkways/streets. Where townhouses are proposed in a Site development plan, main level units should have private entrances with walkway connectivity.
- Bicycle parking should be provided in storage lockers within the parking garage and at-grade in proximity to building entrances. Storage lockers and racks should have direct connectivity to pathways and sidewalks with linkages to multi-use pathways.
- Promote barrier-free walkways and entrances, whenever practical. Further, Barrier-free parking spaces should be positioned in close proximity to main building and park entrances.
- Emergency access routes and related facilities and signage will be designed to comply with all applicable regulations. On-site landscaping shall be designed to maintain fire hydrant visibility.
PEDESTRIAN CIRCULATION PLAN

Primary Pedestrian Route
4.5 Landscape Design

Detailed landscape plans will be prepared in conjunction with Site Plan Approval for all development blocks in order to enhance individual site layouts to help achieve the overall design objectives of the Master Plan Concept. The following considerations will provide guidance for the development of a cohesive landscaping approach for 3080 Bostwick Road.

- Landscaped areas for development blocks, parks, amenity spaces and street boulevards should be designed to complement existing or proposed landscaping on adjacent blocks of the Master Plan Concept.
- Adequate and appropriate handscaping/softscaping elements should be used to soften/screen larger buildings and blank or unsightly building elevations from adjacent residential uses, streets and other public places. Where space allows, shrubs and groundcovers should be provided between the street line and the buildings and used primarily to frame buildings, define building entrances and walkways and enhance the streetscape appearance.
- A substantial proportion of landscaped areas and boulevards should be planted with a variety of trees and plant material. Native plants which are tolerant to disease, drought conditions and road salt should comprise a substantial proportion of the plant material installed on sites and street boulevards.
- Where appropriate and where space allows, boulevard tree planting should be continuous along the length of the street with particular enhancements focused on arterial roads and primary on-street pedestrian routes. Street trees should generally be comprised of high branching, native deciduous tree varieties that should generally provide a continuous shade canopy at maturity.
- Encourage plant material providing for seasonal variation in form, colour and texture by using a variety of species such as: evergreens, trees which retain their fruit or foliage in winter; trees with unique branching; and trees with interesting bark texture and/or colour.
- Adequate and appropriate landscaping shall be used to screen and separate parking, loading, service areas (i.e. storage areas, garbage and recycling enclosures) and utilities from residential uses, on-site pedestrian areas, streets and other public spaces.
- Landscaping shall be designed to ensure it does not compromise the safety or security of pedestrians and vehicles and that the plant material will not interfere with hydro, sewage, water, drainage or other services within the development and on adjacent road allowances and properties.
- Employ shrubs and groundcovers and hardscape accents to promote and emphasize main building entrances.
- Consider integrating existing mature trees into site layouts, where practical and appropriate.

Page 14 presents the Conceptual Landscape Master Plan designed by Ron Koudys Landscape Architects (RKLA) for the Master Plan Concept. This plan generally illustrates the pathways, amenity areas and landscaping features intended for 3080 Bostwick Road.
4.6 Lighting and Signage

Considering the physical scale and diversity of uses associated with the Master Plan Concept, a coordinated and consistent lighting and signage program should be integrated into the 3080 Bostwick Road campus to help promote community safety.

- At a minimum, pedestrian-scaled lighting should be provided along all street corridors and should meet the City's illumination standards (and any additional requirements identified by a qualified electrical engineer).
- Parking areas, driveways, pedestrian areas, walkways and building entrances should be adequately and consistently lit to provide a safe and attractive environment for both pedestrians and vehicles. Consistent with City practice, light fixtures and lamps should be designed to avoid glare or spillover onto adjacent properties.
- Where feasible, lighting should incorporate energy efficient lamps, and be vandal-resistant, durable, and resistant to weathering.
- Light fixtures should be of a design, location, intensity and color that is consistent with the character of the area, or other unifying character scheme employed within 3080 Bostwick Road.
- Consider light standards incorporating banner arms and fixtures to accommodate banners and hanging baskets; banners and hanging baskets should not visually or physically impede pedestrian or vehicular traffic.
- Use of wall-mounted lights (sconces) should be encouraged. The design of such wall mounted lights should complement building style and public realm character.
- The use of string lights on street trees and lamps should be encouraged.
- Architectural features such as pillars, ingressions, and cornices should be accentuated by directional lights.
- Whenever possible, wayfinding signage within the 3080 Bostwick Road campus should be provided for vehicular and pedestrian routes, particularly signage providing direction for walkways and multi-unit pathways.
- Signage should be unified in look and style, implementing the same branding, materials, and colour palette.
- Signage should be easily legible to both vehicular and pedestrian traffic, with highly contrasting text and background colours.
- Signage should be physically accessible for people of all sizes and abilities. Braille should be consider for signage to accommodate users with visual impairments.
4.7 Public Spaces

Considering the physical scale and diversity of uses associated with the Master Plan Concept, a coordinated and consistent lighting and signage program should be integrated into the 3080 Bostwick Road campus to help promote community safety.

- Urban parks should be designed to promote social interaction and also allow for passive or unscheduled recreation. If space allows, they should also be designed in such a way as to accommodate larger gatherings or special community events.
- Open space areas should uphold the principles of CPTED and universal accessibility, and support user safety and comfort.
- At a minimum, park designs should include landscape amenities such as seating areas, garbage and recycling bins, bicycle racks, and pedestrian level lighting. Public art within urban parks is strongly encouraged,
- Consider inclusion of public art and/or decorative landscaping to further enhance public spaces and to help provide variety and screening for building walls with minimal articulation. Public art should be adequately illuminated to extend the feature’s visibility and public benefit.
- Where appropriate, position public art at prominent, accessible locations (e.g., arterial frontages, community gateways, park space), to enhance the community character and the overall aesthetic.
- Select public art that has consideration for the community character, the design context set out in these Guidelines and recommendations through the City’s Public Art Policy and associated Public Art Program.
- Benches and waste receptacles should be adjacent to pedestrian gathering and seating areas and grouped with other street furnishings, where space permits.
- Bicycle racks should be placed in such a way as not to impede the pedestrian environment of the sidewalk when two bicycles are properly affixed to the rack.
5.0 SUSTAINABILITY TECHNIQUES

The proposed development will be designed and built with consideration for various sustainability techniques. Energy efficient construction practices, building technologies, and mechanical systems will be encouraged.

- Development forms that minimize land consumption will be encouraged given the height and density of the proposed development (as opposed to a single-detached development). The provision of a structured parking facilities is also encouraged to minimize land consumption.

- London Transit Commission bus routes are located with close proximity of the Site. It is anticipated that over time transit service will be expanded along Southdale Road West and Bostwick Road. Active transportation is to be facilitated by the provision of pedestrian connections to both the existing sidewalk system and surrounding uses.

- Landscape plans will consider the incorporation of hard landscape elements and drought resistant landscaping to reduce water consumption. Salt tolerant landscaping in key locations will also be encouraged.

- Landscaping in proximity to surface parking areas will assist in reducing the heat island effect. Increased topsoil depths in landscaped areas are encouraged to reduce runoff volumes.

- The inclusion of architectural features such as awnings/canopies that provide shelter opportunities is strongly encouraged.

- Landscaped areas should be strategically placed to provide further shading opportunities.
6.0 IMPLEMENTATION

The Urban Design Guidelines for 3080 Bostwick Road will be implemented by way of an Official Plan Amendment and the removal of holding provision H-220 applied to this property pursuant to By-laws Z.-1-182711, Z.-1-182712 and Z.-1-182713. Achieving the vision and design objectives established thorough the Master Plan Concept exercise will require commitment by those parties developing individual project sites.

Development Review

Developers of Sites within 3080 Bostwick Road will prepare site plans, building elevations and landscape plans with due consideration for the design direction and objectives set out in these Guidelines.

Site plans and building elevations for individual Sites will be reviewed by the City of London to assess consistency with the Guidelines and to satisfy Holding Provision H-221 referenced to the right (where applicable).

Holding Provision ‘H-221’

Purpose: To ensure that new development is designed and approved consistent with the Urban Design Guidelines prepared for the High Density Residential designated lands within the Bostwick Neighbourhood; the site plan, building elevations, and landscape plan will be assessed for compliance with the approved Urban Design Guidelines during the site plan approval review process; and a development agreement entered into to the satisfaction of the City of London prior to the removal of the h-(**) symbol.

Final Designs

Developers may be required to further refine the design concepts to address comments received from the City of London. At this stage developers will be required to prepare updated final elevation plans, landscape plans (as applicable).

Submission of Building Permit Application

Building plans, consistent with the approved Site Plan Approval drawings, shall be submitted to the City of London for building permit.
Appendix A

Building Perspectives (Site 5)
Appendix B

Building Elevations (Site 5)