800, 805 & 810 Chelton Road
39T-92020-E
Blocks 150, 151 and 152 (east and west side of Chelton Road and north of Bradley Avenue)
CITY OF LONDON

PREPARED BY:
MHBC PLANNING
(with additional graphics provided by The Ironstone Building Company Inc and Orchard Design Studio Inc.)

February 2019
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SECTION ONE: SITE DESCRIPTION, DESIGN VISION, RESPONSE TO CITY DOCUMENTS AND SPATIAL ANALYSIS

Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited (hereinafter “MHBC”) has been retained by The Ironstone Building Company Inc. (hereinafter “the owner”) to provide an Urban Design Brief in support of the applications for Amendments to the Official Plan and Zoning By-law.

The subject lands are comprised of Blocks 150, 151 and 152 and have a total area of 7.46 hectares (18.43 acres). The subject lands are located on the east and west sides of Chelton Road and north of Bradley Avenue. The purpose of the applications is to develop a medium density development consistent with the policy direction of the City of London Official Plan. An application for Zoning By-law Amendment has been submitted to the City of London to permit the development of lands municipally known as 800, 805, 810 Chelton Road.

This Urban Design Report has been prepared to provide a detailed explanation of how the proposed development will fit into the overall context of the community and how the community at large will benefit from the development.

Site Description and Contextual Analysis

The future expansion of Chelton Road south to Bradley Avenue divides the subject lands into two blocks: Block 150 (“the East Block”) and Block 151/152 (“the West Block”). Block 150 is to be developed with 200 apartment units in mid-rise buildings of four and five storeys in height and 88 townhome units of three storeys in height. Block 151/152 is to be developed with 330 apartment units in mid-rise buildings of three and six storeys in height and 12 townhome units of three storeys in height.

The subject lands are located within a larger plan of subdivision bound by Commissioners Road East to the north, Bradley Avenue to the south and between Highbury Avenue and Jackson Road. Blocks 150, 151 and 152 form part of the development of this growing southeast London community.

Surrounding land uses include:

**NORTH** Planned future phases of the low-rise residential subdivision, including the extension of Chelton Road south to Bradley Avenue.

**EAST** The land east of the subject lands is currently vacant with planned future phases of residential development.

**SOUTH** Existing rural and agricultural land uses include low density single unit residences along Bradley Avenue and cultivated farm land. 1635 Bradley Avenue is a farming operation south of the subject lands. 1635 Bradley Avenue is listed on the City of London’s Heritage Register and is a property that may have cultural heritage value or interest.

**WEST** An existing woodlot is located to the north and west of the subject lands.
EXISTING SINGLE-DETACHED RESIDENTIAL DEVELOPMENT IS LOCATED NORTH OF THE SUBJECT LANDS.
THE HOUSING TYPE IN THE SUBDIVISION NORTH OF THE SUBJECT LANDS IS PRIMARILY SINGLE-DETACHED; HOWEVER TOWNHOUSES (PICTURED) ARE BEING CONSTRUCTED SOUTH OF EVANS BOULEVARD AND WEST OF MEADOWGATE BOULEVARD.

EXISTING VACANT LAND TO THE EAST OF THE SUBJECT LANDS IS PLANNED FOR FUTURE LOW DENSITY RESIDENTIAL DEVELOPMENT.
A WOODLOT AND AGRICULTURAL LAND CURRENTLY EXISTS TO THE WEST OF THE SUBJECT LANDS.

SOUTH OF THE SUBJECT LANDS, 1635 CHELTON ROAD IS LISTED ON THE CITY OF LONDON'S HERITAGE REGISTRY AS A PROPERTY THAT MAY HAVE CULTURAL HERITAGE VALUE OR INTEREST.
Spatial Analysis

The figures on the following pages illustrate the Regional and Site Spatial Analysis. A Regional Analysis was conducted around the subject lands at a 400 and 800 metre radius as illustrated on the following page. As this an emerging area of the City, neighbourhood amenities and transit are in the early stages. The 400 metre radius identifies a large open space area to the north (the adjacent woodlot to be retained) as well as lands designated ‘Multi-Family Medium Density Residential’ (existing and planned development directly north of the proposed development. The 400 metre radius also identifies lands to the west as ‘Multi-Family, High Density Residential’; lands to the south as ‘Urban Reserve Industrial Growth’ and lands to the east as ‘Multi-Family, Medium Density Residential. The interchange of Bradley Avenue and Highbury Avenue South is also within 400 metres of the proposed development. This intersection is one intersection north of the 401 and Highbury Avenue interchange, providing residents with close access to the Provincial Highway system.

The 800 m radius illustrates existing transit including the transit stop at Darnley Boulevard and Meadowgate Boulevard. A school is also located within 800 metres (just outside the 400 metre radius line). A large park (Meadowgate Park) is also located within this radius. The prominent land use at the Regional scale, especially further north beyond the 800 metres, is residential.

A Local Analysis was conducted to understand the site’s relationship with the surrounding uses in the immediate area. The sites are situated along Bradley Avenue Chelton Road. Active frontage zones have been identified across all interfaces between the development and the surrounding public road network. A zone of sensitivity has been identified across the northern edge of the eastern parcel. Residential uses north of the western parcel are buffered from the site via the woodlot.
Spatial Analysis
400-800m

Subject Lands
Community Commercial Node
Multi-Family, High Density Residential
Multi-Family, Medium Density Residential
Low Density Residential
Urban Reserve Industrial Growth
Open Space
Environmental Review
Urban Reserve Community Growth

Urban Growth Boundary
Schools
Transit Stop
Transit Route
Multi-Use Path

Sources: Schedule A to the City of London Official Plan - Land Use, 2015

810 Chelton Road
City of London

DATE: July 19, 2018
SCALE: 1:12,000
FILE: 1861A
DRAWN: JB

LEVEL
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
Spatial Analysis
Site Specific

Subject Lands
Community Commercial Node
Multi-Family, High Density Residential
Multi-Family, Medium Density Residential
Low Density Residential
Urban Reserve Industrial Growth
Open Space
Environmental Review

Zoning
Multi-Use Path
Active Frontage Zone
Zone of Sensitivity

Sources: Schedule A to the City of London Official Plan - Land Use, 2015
City of London Open Data

DATE: July 19, 2018
SCALE: 1:5,000
FILE: 1861A
DRAWN: JB

K:\1861A - CHELTON ROAD\DESIGN BRIEF\SPATIAL ANALYSIS - SITE SPECIFIC.DWG

810 Chelton Road
City of London
Design Vision and Principles

The vision of the proposed development is to ensure a high quality residential development offering a range of unit types and sizes designed around attractive outdoor amenity space and a pedestrian trail system. The proposed development has been planned to Bradley Avenue Corridor and will provide a neighbourhood gateway at the intersection of Bradley Avenue and Chelton Road.

Design principles/objectives for the subject lands were established in a Master Plan document prepared to guide the future development of the site. These objectives were developed after a careful review of the Design Policies established by the City of London, combined with the intended vision for the site.

The following principle/objectives have been identified for the purposes of achieving the vision for the proposed development:

- Develop a community that is walkable and supportive of future transit.
- High and medium density uses are appropriate along collector roads and potential future transit routes to encourage greater transit use.
- Develop a well-connected network and hierarchy of streets, paths and trails that enhance connectivity and safely accommodate various modes of active transportation.
- Carefully design amenity spaces to enhance the identity of the area and create gathering points and spaces to promote pedestrian interaction.
- Establish an open space network of integrated and connected private/public spaces, including parks, trails and sidewalks.
- Establish a range of active and passive amenity and recreation spaces that will serve all age groups and physical abilities.
- Design the built form in a manner which is sensitive to the adjacent natural heritage system and mitigates impacts on natural features, functions, and linkages through buffers, development setbacks and other established practices.
- Promote development which respects and reflects the physical and cultural identity and the heritage attributes of the area.
• Provide a diverse mix of land uses and unit types to support a vibrant diverse neighbourhood. Ensure that the proposed development includes a range of housing types which will enhance the overall variety of the area.

• Plan for context appropriate height and massing with highest density buildings along Bradley Avenue.

Response to City Documents

The following section provides a design response to the applicable urban design policies in the City of London Official Plan (“the London Plan”). It is noted that these policies are currently under appeal and have no status, however the below analysis demonstrates that the proposed development is consistent with these policies if and when they come into effect. An analysis of urban design policies in the 1989 Official Plan is also included herein.

The London Plan (2016)

The London Plan was adopted by Council on June 23, 2016 and approved by the Ministry of Municipal Affairs and Housing on December 28, 2016. Below is an analysis of how the relevant design policies of the London Plan have been considered during the design phase of the proposed site plan.

<table>
<thead>
<tr>
<th>The London Plan (2016)</th>
<th>Design Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Character 197:</strong> 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.</td>
<td>A sense of place and character for the Neighbourhoods Place Type will be established on the site through the linking of the on-site active trail network with existing trails and sidewalks on Chelton Road and Evans Boulevard. The lotting pattern and site layout allows for the implementation of a diverse range of housing types and built forms (mid-rise and townhomes) that enrich sense of place and strengthen neighbourhood character in a primarily low-rise residential community.</td>
</tr>
<tr>
<td><strong>Character 198:</strong> All proposals for new neighbourhoods will be required to establish a vision to guide planning for their character and sense of place.</td>
<td>A vision for the development of the subject lands is provided in a separate Master Plan Report submitted to the City of London in support of the application.</td>
</tr>
<tr>
<td><strong>Character 199:</strong> All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood’s character</td>
<td>The proposal fits within the context of the neighbourhood’s residential character through the addition of pedestrian connections that link to</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>Character 201: Existing landscapes and topographical features should be retained and integrated into new neighbourhoods.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Character 202: Buildings and public spaces at key entry points into neighbourhoods will be designed to help establish a neighbourhood’s character and identity.</td>
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<tr>
<td>Character 203: Neighbourhoods should be planned to include one or more identifiable and accessible focal points that contributes to the neighbourhood’s character and allows for community gathering.</td>
</tr>
<tr>
<td>Character 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 view corridors to natural heritage features and landmarks through lotting patterns,</td>
</tr>
</tbody>
</table>

existing streets, trails and Meadowgate Park to the north.

The proposed townhome units on Block 151 and 152 are of a scale, height and massing that fits within the context of the environmentally sensitive woodlot to the north of the subject lands. Exterior materials will be selected to minimize the visual impact on the woodlot from surrounding streets and to enhance contextual fit.

Parking will be located interior to Blocks 150 and 151 and screened from the streetscape, allowing townhomes to be sited with entrances and frontage onto Chelton Road and Meadowgate Boulevard.

The existing woodlot north of Blocks 151 and 152 will be retained through the implementation of an environmentally sensitive area (ESA) buffer. A pedestrian trail will run along the perimeter of the woodlot and serve to integrate the community with this prominent neighbourhood natural feature.

The taller six storey multiple residential apartments will be sited at the intersection of Chelton Road and Bradley Avenue, framing the intersection as a neighbourhood gateway. Interior apartment buildings will be of three to four storeys in height. Townhome blocks of three storeys in height will be sited at the rear of block 150, closest to the existing and planned two storey townhomes on Evans Boulevard to maintain existing neighbourhood scale, character and identity of the low-rise residential area to the north.

Block 150 is proposed to contain a central corridor of amenity areas running north to south parallel to Chelton Road with connections to the amenity trail. This landscaped open space serves as a focal point for the proposed development and provides an adequate space for community gathering.

The active trail and street network in the existing neighbourhood to the north is also connected to this landscaped amenity area which serves as a secondary community focal point and gathering place to Meadowgate Park to the north.

The siting of townhomes and mid-rise apartments along Chelton Road allows this street to serve as a window street to the existing woodlot to the north of the subject lands. The frontages of townhomes will be oriented towards the woodlot. This in
window streets, and building placement. combination with the ESA setback running along the northern lot line will maximize views and vistas towards this ESA from the proposed development. The siting pattern and setbacks of the proposed buildings on Blocks 151 and 152 will allow for an active trail that reinforces connectivity within the broader neighbourhood park and trail network.

**Street Network 217:** Neighbourhood street networks and block sizes will be designed to ensure connectivity and support active mobility including cycling, walking, blading, boarding and transit. Infrastructure and amenities to support these modes of mobility will be incorporated.

The proposed development enhances the existing active trail network by providing a continuous connection between the subject lands, Meadowgate Park, the woodlot and the completion of a pedestrian linkage running parallel to Bradley Avenue. Proposed infrastructure and amenities to support active modes includes bicycle parking, pedestrian-scaled lighting and amenity green space.

The proposed siting of townhome and apartment blocks on the subject lands with entrances oriented towards the street is also supportive of potential future transit expansion on Bradley Avenue. The future pedestrian trails on the subject lands provide a continuous active linkage between the residential subdivision to the north and any future transit expansions on Bradley Avenue.

**Street Network 218:** To support connectivity, blocks within a neighbourhood should be of a size and configuration that supports connections to transit and other neighbourhood amenities within a typical ten minute walk.

The proposed active trail system increases neighbourhood connectivity and reduces walk and bike time to neighbourhood amenities within a 10-minute walk that include: Meadowgate Park, the Meadowgate soccer fields, Gabriel-Dumont Secondary School and the Saint-Jean-de-Brebeuf Catholic Elementary School.

**Street Network 219:** Neighbourhoods will incorporate a grid or modified grid network that supports the delivery of emergency services.

The internal drive aisles to Blocks 150, 151 and 152 will be fully supportive of the circulation and turning movements of emergency service vehicles. Both Blocks have access to Meadowgate Boulevard and Chelton Road. A secondary access to Block 152 will be provided onto Arran Place.

**Streetscapes 228:** 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.

Crime Prevention Through Environmental Design (CPTED) principles are responded to through the categories of natural surveillance, access control and territorial reinforcement.

The development proposal will implement natural surveillance principles through orientation of townhome entrances and driveways onto Chelton Road and Meadowgate Boulevard. Apartment blocks will also front onto Bradley Avenue. The siting of buildings with frontage onto the streetscape provides additional “eyes on the street”. Parking lots will also
be framed by a wall of windows and surveillance through their location in the centre of the development blocks. The pedestrian trail will accommodate natural surveillance through the balconies and windows to the rear units within the two 3-storey apartment buildings and the rear yards of townhouse units. The trails and amenity spaces on site will have adequate lighting levels in all seasons, weather and times of day to avoid blind spots.

Access control will be provided through clearly identifiable point(s) of entry into all buildings defined by building materials, pathway texture changes and lighting. The access and egress points to the site will be clearly defined through lighting and unit location maps. The proposed development will provide well-defined site entrances for vehicular access and egress which will be enhanced by site lighting.

Territorial reinforcement intends to send a message to offenders that a property boundary exists and an area belongs to someone. The proposed development will implement territorial reinforcement through clearly delineating between public and private spaces and through the delineation of vehicular and pedestrian desire paths.

| Streetscapes 235: | 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. |
| Streetscapes 236: All streets, and the associated infrastructure, should be designed to include space for appropriately sized street trees with tree canopy coverage that will provide for pleasant pedestrian environments and enhanced aesthetics, afford cooling to adjacent buildings, improve air quality, and offer habitat for urban wildlife. | Landscape treatments and tree planting will define site entrances, and where feasible be planted in a linear form to define the edges of the Bradley Avenue and Chelton Road streetscape. Landscaping and tree planting will also frame the Chelton Road and Bradley Avenue intersection/ neighbourhood gateway and contribute to community sense of place. Landscaping treatments along the woodlot will enhance the trail user experience and provide a seamless transition from the developed lands on Blocks 151 and 152 to the adjacent woodlot. | Streetscapes along the Chelton Road, Meadowgate Boulevard and Bradley Avenue frontages will be designed to include adequate spaces for tree planting and for tree placement that considers future tree growth. Selected tree species will have regard for CPTED natural surveillance to act as a frame between public and private space rather than a barrier. Trees will be planted alongside facades of buildings to enhance cooling. The streetscape provided as part of the development of the subject lands will also serve |
### Streetscapes 237: Treescapes should be recognized as important features of a neighbourhood’s planned character.

The proposed development will enhance the existing neighbourhood treescape and character through the planting of trees along the internal site amenity trail. The planting of trees within the ESA buffer will provide a continuous treescape between the site and the area woodlot.

### Streetscapes 238: In conformity with the Forest City policies of this Plan, neighbourhoods will be designed, planted, and maintained with robust street tree planting to create high-quality treescapes.

Where feasible street trees will be planted on Bradley Avenue, Chelton Road and Meadowgate Boulevard. This will provide a high quality treescape at the Bradley Avenue and Chelton Road intersection and create a green neighbourhood gateway.

### Public Space 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.

A high quality public realm is proposed as part of the development of the subject lands. This includes an amenity trail that connects to the broader public space network in the neighbourhood including Meadowgate Park, soccer fields and Gabriel Dumont Secondary School. Additionally, Block 150 will provide a centralized amenity space surrounded by townhome and apartment units for natural surveillance. This safe, high-quality amenity plaza will provide a mix of both active and passive uses, including sitting areas, greenspace and a continuation of the trail that runs along the woodlot of Blocks 151 and 152 to the west.

### 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.

The site layout is sensitive to the natural area (woodlot) to the north of Blocks 151 and 152 and will include a landscaped ESA buffer with an amenity trail. The site layout is also consistent with the residential character of the area and includes building entrances fronted onto the streetscape, and increased heights of buildings only at corner locations to define neighbourhood entrances and gateways.

### Site Layout 253: Site layout should be designed to minimize and mitigate impacts on adjacent properties.

A landscaped ESA buffer and setbacks for the proposed townhome units with rear yards abutting the woodlot minimizes and mitigates the impact of the proposed development on the adjacent woodlot. Height and shadow impacts of the proposed development are mitigated and minimized by concentrating three storey townhomes interior to the subject lands and taller four to six storey apartment blocks fronting onto Bradley Avenue and the Chelton Road and Bradley Avenue intersection.

### Site Layout 254: Site layout, and the corresponding building design, should respond to the topography of a site.

The layout of all buildings, drive aisles, parking spaces and structures, amenity spaces and trails responds to the existing generally level gradient of the site. No significant deviation from the existing topography is proposed as part of the development of the subject.
<table>
<thead>
<tr>
<th><strong>Site Layout 255:</strong> Layout will promote connectivity and safe movement between, and within, sites for pedestrians, cyclists, and motorists.</th>
</tr>
</thead>
<tbody>
<tr>
<td>The safe movement of pedestrians and cyclists will be promoted and accommodated with the development of the subject lands through a multi-use amenity trail. Trail crossings through the internal drive aisle will be demarcated with texture, material and gradient changes to prevent conflicts between motorists and active mode users. Trail crossings will also be designed with “bulb-outs”, small elevated extensions of the sidewalk that narrow crossing pedestrian crossing distances and increase active mode user visibility.</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th><strong>Site Layout 256:</strong> Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing and planned buildings.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buildings will be sited such that multiple residential blocks and entrances will front onto the Chelton Road and Bradley Avenue streetscapes to enhance and reinforce the prevailing street wall. The taller six storey buildings will be sited at the intersection of Bradley Avenue and Chelton Road, using these mid-rise buildings to define a community gateway. Building heights of three storeys along the street wall of Chelton Road approaching the existing subdivision preserve the low density residential character north of the subject lands.</td>
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<thead>
<tr>
<th><strong>Site Layout 257:</strong> The siting of buildings and layout of sites should create and preserve views of landmarks and natural features, including natural heritage and hazards, from public spaces.</th>
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<tbody>
<tr>
<td>The siting of buildings will preserve views of natural features as multiple residential buildings of three storeys in height are to be located at the rear of Block 151 and further separated from the woodlot through the creation of an ESA landscaped buffer. Interior side yard setbacks between the six storeys multiple residential buildings with frontage on Bradley Avenue allow for the preservation of views from the Bradley Avenue Streetscape to the woodlot. The siting of a six storey and five storey building at the intersection of Chelton Road and Bradley Avenue will further create a visual landmark gateway to the community. The proposed amenity trail location adjacent to the woodlot will provide additional opportunities for views of the woodlot feature from the proposed trail layout on the subject lands. The layout of townhouses and multiple residential blocks on Block 150 provides an opportunity for the amenity open space to be sited in the centre of this Block. This amenity open space will be visible from the Chelton Road, Bradley Avenue and Meadowgate Boulevard street frontages and will serve as a landmark public space for the proposed development.</td>
</tr>
<tr>
<td>Site Layout 258: The layout and grading of a site should retain and incorporate desirable trees.</td>
</tr>
<tr>
<td>Site Layout 259: Buildings should be sited with minimal setbacks from public rights-of-way and public spaces to create a street wall/edge and establish a sense of enclosure and comfortable pedestrian environment.</td>
</tr>
<tr>
<td>Site Layout 261: Buildings at corner sites will be oriented towards the higher-order street classification.</td>
</tr>
<tr>
<td>Site Layout 266: Loading, garbage and other service areas will be located where they will not detract from pedestrian connections and where they will not have a negative visual impact from the street.</td>
</tr>
<tr>
<td>Site Layout 267: 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.</td>
</tr>
<tr>
<td>Site Layout 268: Sites shall be designed to provide a direct, comfortable and safe connection from the principle building entrance to the public sidewalk.</td>
</tr>
<tr>
<td>Site Layout 269: Buildings should be sited to minimize the visual exposure of parking areas to the street.</td>
</tr>
<tr>
<td><strong>Parking 270:</strong> 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.</td>
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<tr>
<td><strong>Parking 272:</strong> 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.</td>
</tr>
<tr>
<td><strong>Buildings 284:</strong> All planning and development proposals will be required to demonstrate how the proposed building is designed to support the planned vision of the place type and establishes character and a sense of place for the surrounding area. This will include matters such as scale, massing, materials, relationship to adjacent buildings, heritage impact and other such form-related considerations. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals.</td>
</tr>
</tbody>
</table>
**Details** that establish a sense of place and contribute positively to the residential character of the area include varied rooflines, defined entrances with pedestrian scaled lighting to front the street, windows of high-quality glass and upper floor balconies to provide opportunity for “eyes on the street”.

**Buildings 285:** To support pedestrian activity and safety, blank walls will not be permitted along the street edge.

No blank walls are proposed to front the street edge of the subject lands. The proposed multiple residential buildings are designed with windows and glass on all elevations, including side and rear yards. Furthermore, no blank walls are proposed to front the amenity trail edge as the proposed townhouse elevations are to contain windows overlooking the woodlot to the rear of Block 152.

**Buildings 286:** Buildings will be designed to achieve scale relationships that are comfortable for pedestrians.

The proposed multiple residential buildings will have varied roof lines to break up their scale, height and massing. Together, varied roof lines combined with rhythms and patterns of proposed building materials will create a comfortable pedestrian environment. The materials selected include a mix of brick and composite with an emphasis on high quality steel and glass windows. This variation of materials for both the multiple residential buildings and townhouse blocks provides a scale relationship compatible with the existing low-rise residential subdivision to the north and a streetscape environment comfortable for pedestrians.

**Buildings 288:** Buildings fronting onto public spaces should establish an edge to provide definition, and a sense of enclosure around, the public space.

Buildings facing Bradley Avenue and Chelton Road define the street edge and provide a sense of enclosure. With regards to the amenity plaza central to Block 150, all building elevations interior to the site (both multiple residential and townhouses) will contain windows around this space to provide definition, enclosure and additional sets of “eyes” or onlookers for natural surveillance.

**Buildings 289:** 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.

**Buildings 289_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.

The base of the multiple residential buildings will be defined by architectural features that include recessions and awning covered pedestrian principle entrances with frontage on Bradley Avenue to define an active street wall. Grade-level units where feasible, will provide patio space at street level that will enhance natural surveillance. The base component will include materials with fine-grained details such as wood and stone. The base of the building will also include landscaping, benches and pedestrian-scaled lighting.

The middle of the buildings will be visually cohesive...
**Buildings 289_2:** The middle should be visually cohesive with, but distinct from, the base and top.

**Buildings 289_3:** The top should provide finishing treatment, such as a roof or a cornice treatment, and will serve to hide and integrate mechanical penthouses.

and contain a mix of materials compatible with the existing residential neighbourhood to the north including brick, high-quality glass and composite siding. The middle component will also include additional awning covered balcony and patio space.

The top component of the multiple residential buildings will provide corner articulation to define the principle building entrances and contribute positively to neighbourhood character and sense of place. Cornice treatments include changes on material and colour and the incorporation of windows that run close to the ceilings of the dwelling units. The top of the building will also adequately cover mechanical units and penthouses with the use of materials and of a scale and massing compatible with the residential character of the existing area.

**Buildings 290:** Buildings located on corner sites should address the corner through building massing, location of entrances, and architectural elements.

The buildings to be sited at the corner of Bradley Avenue and Chelton Road are the taller multiple residential buildings of a proposed six storeys in height. These taller six storey buildings will provide a landmark gateway to the community and establish a strong sense of place at the Bradley Avenue and Chelton Road intersection. The corners of these buildings will also include an enhanced level of architectural articulation to further define their character and landmark presence as frames to the community. Entrances will have frontage onto Bradley Avenue and will be located as close to Chelton Road as feasibly possible. Other architectural elements to be include at-grade include an entrance-defining awning, benches and human-scaled landscaping and lighting.

**Buildings 291:** 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.

Principle building entrances for the proposed multiple residential buildings are to front onto the public right-of-way. The multiple residential buildings proposed contain glass windows on all facades and act as an active frontage and street wall for the Bradley Avenue streetscape. These additional "eyes on the street", in combination with building entrances on Bradley Avenue, establish a safe and convenient pedestrian environment along the Bradley Avenue streetscape.

**Buildings 295:** Residential and mixed-use buildings should include outdoor amenity spaces.

A landscaped amenity space is proposed in the centre of Block 150. This green space will serve as a landmark community gathering place and as an "outdoor living room" for area residents. This amenity space will be supported by the continuation of the community active trail network that runs generally...
through the site and connects to the broader park and school site network within the subdivision to the north of the subject lands.

The proposed townhouses and multiple residential buildings are further supported by a natural area to the north of Blocks 151 and 152. A continuation of the amenity trail is proposed to loop through the landscape buffer that separates the proposed siting of buildings from the woodlot. This amenity trail serves as a connection to the woodlot for the broader community. The amenity trail provides an opportunity to connect the community to this vital natural resource and will enhance the recreational viability of the woodlot.

<table>
<thead>
<tr>
<th>Buildings 296:</th>
<th>Rooftop utility equipment should be screened from view. The preference is for such equipment to be enclosed within the structure of the building and integrated into the overall building design.</th>
</tr>
</thead>
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<tr>
<td>Buildings 298:</td>
<td>An appropriate transition of building height, scale and massing should be provided between developments of significantly different intensities. This may be an important consideration at the interface of two different place types.</td>
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</table>

Rooftop utility equipment on townhouse units will be screened from view with materials sensitive to the residential character of the area to the north of the subject lands. Equipment will be enclosed within the structure of the building where feasible.

The City of London Official Plan designates the lands south of the subject Blocks under the Light Industrial Place Type. The proposed mid-rise buildings will not conflict with the scale, height and massing of land uses permitted in the Light Industrial Place Type that includes a broad range of industrial uses such as innovation parks, auto body shops, contracting shops and accessory retail uses.

The active frontages and street wall created by the proposed four to six storey multiple residential buildings with frontage on Bradley Avenue will contribute positively to the safety and natural surveillance of any future light industrial lands to the south. The combination of operating hours for the light industrial uses and pedestrian activity on Bradley Avenue as a result of the residential development of the subject lands will create a near 24 hours of natural surveillance along the Bradley Avenue streetscape.
City of London Official Plan (1989)


<table>
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<tr>
<th>Urban Design Principle/ Policy</th>
<th>Design Response</th>
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<tr>
<td><strong>11.1.1 i)</strong> The form and design of new development shall complement and protect any significant natural features such as river valleys, ravines, wooded areas and parklands that form part of, or are located adjacent to, the site.</td>
<td>A landscaped buffer is proposed for Blocks 151 and 152 to provide adequate separation between the proposed development and the natural area (woodlot) to the north. An amenity trail is proposed to run through the landscape buffer increasing the recreational opportunities of the woodlot and better connecting users to this natural resource.</td>
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<td><strong>11.1.1 ii)</strong> To the extent feasible, existing trees of desirable species should be retained and incorporated into the landscaping plans for new development through the adoption and implementation of tree preservation policies. Also, designs for new development will consider the need for suitable locations to accommodate the planting of street trees.</td>
<td>Where feasible, street tree planting is proposed as part of the development of the subject lands. This includes tree planting along the street edge of Chelton Road, Bradley Avenue and Meadowgate Boulevard to define a street wall cohesive with the existing low-rise residential neighbourhood to the north. Tree planting is also proposed within the landscaped buffer abutting the woodlot to provide a smooth transition between the woodlot and the proposed development.</td>
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<td><strong>Open Views 11.1.1 iii):</strong> To the extent feasible, new development should minimize the obstruction of views of natural features and landmarks.</td>
<td>The siting of taller four to six storey buildings is proposed only on the south portion of the subject lands defining the Bradley Avenue street edge. Side yard setbacks are proposed between the buildings with frontage on Bradley Avenue to provide adequate space for landscaping. This, in combination with the siting of three storey, low-rise buildings at the rear, minimizes the obstruction of views to the woodlot from the Bradley Avenue streetscape. Views to the woodlot along the Chelton Road streetscape are protected by the landscape buffer and the proposed internal side yard setbacks between multiple residential buildings and townhouse blocks.</td>
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<tr>
<td><strong>Architectural Continuity 11.1.1 vi)</strong>: The massing and conceptual design of new development should provide for continuity and harmony in architectural style with adjacent uses which have a distinctive and attractive visual identity or which are recognized as being of cultural heritage value or interest.</td>
<td>The scale, height and massing of the proposed multiple residential buildings includes material, colour and projection cues to provide the buildings with a residential sense of place and character. This includes projection walls, the use of high quality glass, brick and composite materials of varying rhythms and patterns, and varying window sizes. Corner articulation is also proposed to define the</td>
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| **Pedestrian Traffic Areas 11.1.1 viii)**: In pedestrian traffic areas, new development should include street oriented features that provide for the enhancement of the pedestrian environment, such as canopies, awnings, landscaped setbacks and sitting areas. | Proposed features to improve the pedestrian environment are centered on a continuous amenity trail that connects to the broader trail and sidewalk network in the community. “Bulb-out” crossing points on internal site drive aisles to minimize distance and increase visibility and safety of crossing pedestrians. A central green space is proposed as part of the development of Block 150. This “community green” will provide an enhanced pedestrian environment and allow for both active and passive activities. Additional pedestrian environment features include benches, human-scaled lighting and tree planting.  
Landscape setbacks are proposed for all public street frontages to provide a comfortable walking environment for pedestrians. Principle building entrances for the multiple residential buildings will front onto public streets and include covered awnings, benches, human-scaled lighting and landscaping to define entrances and enhance the pedestrian environment. |
|---|---|
| **Access to Sunlight 11.1.1 ix)**: The design and positioning of new buildings should have regard for the impact of the proposed development on year-round sunlight conditions on adjacent properties and streets. In reviewing proposed developments, access to sunlight for adjacent properties should be maximized to enhance the potential for energy conservation and the amenity of residential areas and open space areas, such as parkettes and outdoor plazas. | The development of Blocks 151 and 152 is uniquely sited adjacent to an existing woodlot. The impacts of the woodlot’s year-round sunlight conditions are minimized through the implementation of a landscaped buffer between the woodlot and the proposed buildings. The woodlot also provides localized cooling and is beneficial to conserving energy is summer months on adjacent blocks.  
Buildings to be sited on Block 150 are adequately separated from the central amenity plaza and are designed of a scale, height and massing that minimizes adverse shadow impacts. The siting of three storey townhouse blocks at the rear of the subject lands allows for a cohesive transition between the proposed four to six storey multiple residential buildings to the south on Bradley Avenue and the existing low-rise townhomes to the north. |
| **Landscaping 11.1.1 x)**: Landscaping should be used to conserve energy and water, enhance the appearance of building setback and yard areas, contribute to the blending of new and existing development and screen parking, loading, garbage and service facilities from adjacent properties and streets. | Human-scaled landscaping will be used to enhance the pedestrian experience of the amenity trail and central green space. This includes the planting of desirable tree species within the proposed landscape buffer as part of the development of Blocks 151 and 152. An emphasis on planting within the buffer will provide an opportunity for energy conservation for |
Building Positioning 11.1.1 xi): Where a proposed development consists of a grouping of buildings, the buildings should be positioned to define usable and secure open space areas on the site and to afford a reasonable measure of privacy to individual dwelling units.

The proposed siting of multiple residential buildings and townhouse blocks creates an opportunity to locate an amenity green space in the centre of Block 150. The siting of townhouse blocks to the north of this greenspace allows for the proposed amenity trail to loop through this central plaza and continue south to Bradley Avenue. Privacy is ensured between multiple residential and townhouse blocks through building setbacks, landscaped open space, and surface parking areas internal to the site.

The proposed grouping of multiple residential buildings defines the street wall of the Bradley Avenue and Chelton Road streetscapes. The orientation of windows and building entrances with frontage on the public right-of-way provides additional entrances and “eyes” for natural surveillance, defining the future streetscape as a safe area for active mode users.

Parking and Loading 11.1.1 xiii) Parking and loading facilities and driveways should be located and designed to facilitate maneuverability on site, between adjacent sites where appropriate, and to reduce the traffic flow disruption resulting from turning movements to and from the property.

No site access is proposed for Bradley Avenue, classified as Arterial in the Official Plan, ensuring inbound and outbound turning movements do not disrupt traffic flow on this higher-order street. Site accesses for the multiple residential blocks are proposed on Chelton Road and Meadowgate Boulevard.

Internal drive aisles have been designed with maneuverability, safety and functionality in mind. Pedestrian crossing points are designed with “bulb-out” style curbs to minimize crossing distances and increase visibility and overall safety of pedestrians at amenity trail drive aisle crossings. Additionally, the intersections of internal site drive aisles are proposed to be controlled with two-way, and where feasible, four-way stop signs. Together, these measures will ensure safe maneuverability within the internal drive aisles of the subject lands.

The two access points to Blocks 150 and 151 on the east and west side of Chelton Road are offset from one another to discourage parallel cut through traffic from Bradley Avenue.
<table>
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<tr>
<th>Privacy 11.1.1 xiv): To the extent feasible, the design and positioning of new buildings should minimize the loss of privacy for adjacent residential properties.</th>
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<tr>
<td>Proposed townhouse driveways with frontage onto Chelton Road and Meadowgate Boulevard are located away from existing and planned public street intersections and are in areas of high visibility along the street edge. A parking structure is considered as part of the development of Block 151. The implementation of a parking structure as part of the broader Master Plan reduces the need for surface parking. This parking deck is located in an area where it does not conflict with pedestrian crossing points, desire lines or the proposed amenity trail. Loading and garbage collection areas will be located internal to the subject lands and not visible from the surrounding public streetscapes. The siting of multiple residential buildings, tree planting and setbacks will provide adequate screening between loading and garbage collection areas and public streetscapes. The siting of taller multiple residential buildings of three to six storeys in height will be generally towards the south of the subject lands away from the low-rise residential community to the north. The siting of townhouse blocks of three storeys in height will be to the rear of the subject lands. There will be no loss of privacy for existing development north of the subject lands as the existing and future building typology of this north abutting property is also townhouse dwellings. There is also no anticipated loss of privacy for the existing dwelling and farming operation located at 1635 Bradley Avenue as the existing buildings on this property are setback in excess of 60 metres from the Bradley Avenue right-of-way.</td>
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<td>Outdoor Space xv): For multiple forms of low-rise residential development, such as row housing, each unit should be provided with adequate and clearly defined outdoor living space.</td>
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<td>Each unit of the proposed townhouse blocks will be provided with adequate front and rear yard amenity space and entrances at-grade.</td>
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<tr>
<td>Recreational Facilities 11.1.1 xvii): The developers of medium or high density residential projects shall be encouraged to provide recreational facilities appropriate to the size of the development and the needs and interests of the intended residents.</td>
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<tr>
<td>An amenity trail network is proposed as part of the development of the subject lands. The amenity trail network provides a continuous active mode connection between the parcels, running generally parallel to the abutting woodlot, along Bradley Avenue, and through the amenity space located in the centre of Block 150. This amenity trail connects to the trail network in the existing subdivision north of</td>
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the subject lands providing safe and convenient access for pedestrians and active user to other amenities including Meadowgate Park, the Meadowgate soccer fields, Gabriel-Dumont Secondary School and the Saint-Jean-de-Brebeuf Catholic Elementary School.

**Gateways 11.1.1 xxi):** Gateways are important elements in the creation of a sense of place and arrival, and provide visual signals that both define and distinguish an area. Gateways occupy strategic and prominent locations, and are primarily associated with major entrances to the City, districts or to neighbourhoods. Gateways may be created through the placement of buildings, landscape features, or the design and architecture of the buildings or structures themselves that frame or create the gateway or entrance.

A neighbourhood gateway will be created through the siting of the tallest six storey buildings framing the intersection of Chelton Road and Bradley Avenue with the principle building entrances located as close as possible to the intersection and fronting onto the Bradley Avenue streetscape. Enhanced architectural corner detailing and a varying in pattern, rhythm and materials provides corner articulation and an enhanced framing of the intersection. Combined, the siting and architectural detail of these buildings will give the intersection a sense of place and serve as a landmark gateway to the neighbourhood.

**Gateways 11.1.1 xxi):** Are plans, application for amendments to the Official Plan, amendments to the Zoning By-law, and approvals for plans of subdivision that are proposed in gateway locations will be required to demonstrate how the proposal will achieve high quality design, high quality landscaping and the creation of an attractive street edge.

The proposed six storey multiple residential buildings are to be sited at the intersection of Bradley Avenue and Chelton Road. These are the tallest of the multiple residential buildings and will serve as a landmark gateway to the neighbourhood. These buildings will be sited at the public street wall of these two intersecting streets and achieve a high quality urban design, serving and an attractive street edge through corner articulation, principle entrances located as close as feasibly possible to the intersection, human-scaled lighting and landscaping.
SECTION TWO: CONCEPTUAL DESIGN, PUBLIC REALM, SUSTAINABILITY AND HERITAGE INITIATIVES

Site Design

The proposed development includes two separate sites, separated by Chelton Road. Both sites have considerable frontage along Bradley Avenue to the south. The east site directly abuts existing and planned residential development to the north. The westerly site abuts a woodlot to the north. The preliminary design for the sites is described as follows:

- Several buildings ranging from 3-6 storeys in height with the greatest height directed to Bradley Avenue.
- Townhouse development directed to areas adjacent planned or existing lower rise residential (i.e. the north of the east parcel).
- Low and mid-rise apartments proposed to provide a strong street edge along Bradley Avenue.
- Parking areas located internal to the sites where possible.
- Consideration of a parking deck on the west parcel to reduce surface parking area.
- Private amenity areas proposed and connected by trails/walkways and the internal sidewalk system.
- Apartment buildings oriented to achieve passive solar benefits.
- Intersection of Bradley and Chelton well defined by building mass.
- Transition of heights with highest building heights generally located furthest from low-rise residential to the north.
- Protection of the natural heritage feature and incorporation of buffers.

The following design considerations went into the overall site design:

- Buildings have been located to frame intersections, in particular the intersection of Bradley Avenue and Chelton Road.
- The sites have been designed as a pedestrian oriented community with outdoor common amenity spaces connected via walkways, trails and/or sidewalks.
- Protection of the adjacent natural feature and incorporation of an appropriate buffer into the site design.
- Locating the parking deck away from the public street.
- Locating lower density buildings adjacent to existing or proposed low-rise building forms.
- Provision of multiple pedestrian access points to the surrounding public road and public sidewalk system.

A preliminary concept plan is included on the following page.
Built Form / Massing and Articulation

The proposed development includes mid-rise apartments and low rise townhomes. Building elevations and floor plans will be refined at the future site plan stage. Notwithstanding, the following renderings have been prepared to illustrate the general built form anticipated.

Rendering of proposed six storey apartment buildings proposed on the west parcel which have been located away from existing low-rise residential development along the Bradley Avenue frontage.

Rendering of proposed three storey apartment buildings proposed on the west parcel. A height transition from six storeys to three storeys is proposed to maximize views of the woodlot and to allow for a height transition from low rise residential uses to the north.
Two five storey buildings are proposed on the eastern parcel at the intersection of Bradley Avenue and Chelton Road and Bradley Avenue and Meadowgate Boulevard. The higher heights proposed help to define these intersections.

Four storey apartments proposed on the eastern parcel, along Bradley Avenue. These buildings have been stepped down in height from the taller buildings at the intersection to better frame the proposed trail connection.
Three storey townhomes proposed on the western parcel. These townhomes have been located to take advantage of woodlot views and act as a transition from the lower rise uses west of the subject lands.

Back-to-back townhomes proposed on the eastern parcel. These units have been located adjacent existing and planned townhomes to the north. Building mass has been oriented to both Chelton Road and Meadowgate Boulevard.
Apartment buildings have been designed to address the street and will include pedestrian entrances from the surrounding public sidewalk. Apartment buildings have been located to frame the intersections and have been designed with connections to the proposed trail system. The back-to-back townhouse dwellings will also face the surrounding public streets. The following describes the intended built form:

- The mass of proposed buildings, in particular low and mid-rise apartments has been broken up using a number of massing techniques including: projections and recessions; changes in building materials/colours; and the incorporation of varying window sizes.

- The massing of all proposed buildings has been designed to create a comfortable pedestrian environment, which will be further enhanced through the provision of private amenity space, including a connected walkway/trail system.

- Building designs and architectural elements will be incorporated to add variety to rooflines. All building façades will be articulated, with particular attention to building elevations visible from the surrounding public realm. No blank walls are proposed.

- Articulation of larger buildings will be designed with elements that create a rhythm along the streetscape.

- High quality materials including a large amount of glass will be incorporated into the building facades, resulting in an attractive modern design. Repetition of lines and windows through both vertical and horizontal articulations and setbacks will be used to further break up building mass.

- Outdoor living spaces of individual units will be provided in the form of patios, porches or balconies.

- Building corners that are highly visible from the public realm (such as the intersection of Chelton and Bradley) will have a high degree of architectural detail.

- The northern townhouses (east parcel) will be designed to ‘face’ the street. This could be accomplished through the provision of back-to-back style units.

- A variety of building heights have been proposed within the two parcels. The variation of building height serves multiple purposes including:
  
  - Height transitions from existing and planned low-rise residential to the north;
  - Visual variety within the proposed development and along the streetscape;
  - Maximized views of the woodlot feature; and
  - Definition of intersections as prominent focal points within the development.
Character and Image

The proposed development will assist in the gradual urbanization of Bradley Avenue and the Chelton Road extension through the addition of low and medium rise buildings providing a mix of residential units. The building design addresses the surrounding public streets to help support a strong urban street edge as the area continues to develop with higher densities and more uses. The proposal sets a positive example that will promote the further evolution of properties along this corridor over the longer term.

Height Transition

As noted herein, a variety of building heights have been proposed for the two parcels ranging from three to six storeys. The building heights, orientation and location have been designed to be compatible with surrounding and proposed low-rise residential uses. Cross sections have been prepared which illustrate the height transitions across the site (See Appendix A). These cross sections include future proposed buildings outside of the property limits to appropriately gage height transitions. Detailed grading has not been
determined at this stage, however dramatic grades across the two parcels are not anticipated. During the future site plan process cross sections will be updated to reflect final grading.

**Lighting and Signage**

The main building entrances will incorporate pot lights for illumination of their entranceways. The main entryway off Chelton Avenue will have significant lighting to delineate this as the main entrance to the development. On-site lighting will be designed at a pedestrian scale and will ensure safe movement along pedestrian routes at night.

Reasonable amounts of outdoor lighting will be used for safety, utility, and security. However, glare from exterior luminaries will be reduced and minimized through the use of full cut-off lighting. Light pollution will be controlled by minimizing non-target light.

Signage has not yet been determined, notwithstanding as only residential uses are proposed, we anticipate that signage will be minimal and will mostly be limited to addressing.

**Site Servicing**

The principal accesses to the proposed development will be located off of the Chelton Road extension. Secondary accesses will be provided from Aran Place (to the wester parcel) and Meadowgate Boulevard (to the eastern parcel).

Proposed apartment buildings abutting public streets will have access facing the public street, as well as access from the parking area behind the proposed buildings. Individual accesses are proposed for the townhomes.

Any required service access to the buildings will be provided through a separate garbage/loading area entrance at the rear of the building. Garbage/loading areas will not be visible from the surrounding public streets.

**Public Realm**

The proposed development has been designed with the overall intent of integrating the built form into the existing streetscape in a way that reinforces the public realm at the pedestrian level. Landscaping will define the private realm from the public realm along the street edges. Large windows and the use of back-to-back townhouse buildings create active street frontages. The combination of building materials adds a mixture of details to animate the public realm along the sidewalk.

Pedestrian movement through the site will be facilitated by internal sidewalks and walkways. Walkway connections will be provided from each building to the surrounding public sidewalk, providing a direct pedestrian connection to the street.
New street trees will be planted along the street edges. Low shrub plantings will be incorporated along pedestrian walkways along with plantings in front of the proposed townhouse units. Any surface parking areas adjacent to public streets will be buffered through the use of landscaping.

Overall the proposed development will result in an improved streetscape condition along all surrounding public streets.

The potential use of the municipally owned parcel adjacent the subject lands as community gardens would further improve the public realm experience.

**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.

Future residents wishing to seek alternative forms of transportation will have options for walking, biking or public transit available. Existing transit is available within 800 metres, and it is anticipated that over time transit service will be extended, with Chelton Road as an obvious transit route. Support of active transportation will be facilitated by the provision of future 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.

Land consumption is minimized given the height and density of the proposed development (as opposed to a single-detached development). The provision of a potential parking deck will also minimize land consumption.

Heritage Initiatives

The subject lands are not designated under the Ontario Heritage Act, nor are there any designated properties adjacent to the subject lands. Notwithstanding, a Heritage Impact Statement has been completed given the adjacency of the subject lands to 1629 & 1635 Bradley, which are listed on the municipal register (City of London’s Inventory of Heritage) as non-designated properties.

The HIA concluded that the proposed development is consistent with Provincial Policy and Section 13.2.3.1 of the City of London Official Plan. There are no lands that are contiguous, or that are directly opposite (separated only by a laneway or municipal road) that are protected under Parts IV, V or VI of the Ontario Heritage Act. 1629 & 1635 Bradley Avenue are not protected under the Ontario Heritage Act, therefore are not considered protected heritage properties as per the PPS. Notwithstanding, removal of these properties is not contemplated as a result of the proposed development. There are no design restraints to the subject lands as a result of heritage considerations. Further no specific design direction is recommended as a result of the Heritage analysis.
Preliminary Landscape Considerations

Detailed landscape plans will be required as part of a future site plan application, however the below graphic illustrates key landscape areas within the proposed development which will help to inform future site plan applications. Future landscape plans should consider the following:

- The creation of defined street edges;
- A pedestrian walkway/trail system that connects the site to surrounding development;
- Visual screening for parking areas abutting public streets;
- Landscaping to break up larger parking areas;
- Incorporation of drought and salt tolerant species;
- Strategic placement of trees that provide shade opportunities;
- Consideration of CPTED strategies and avoidance of entrapment areas;
- Provision of landscape elements that define the intersection of Bradley Avenue and Chelton Road as a gateway;
- A mix of plant materials to provide seasonal colour variety;
- A coordinated approach to landscaping such that the entire development has a cohesive visual presence.
Recommendations and Conclusion

It is recommended that should the zoning for the proposed development be approved that an Urban Design Brief Update/Addendum be prepared at the Site Plan stage. The purpose of the update/addendum would be to:

- Provide further building details including detailed building elevations;
- Provide landscape plans in accordance with the recommendations of the Master Plan, including details for amenity areas;
- Provide updated cross sections (both north/south and east/west) once the grading has been designed. The intent of the cross sections is to show the entire site through the buildings and 30 metres beyond the property lines;
- Provide detailed sections between proposed buildings and the City sidewalk to show relationship of building and landscaping to the street.

In conclusion, the proposed development responds positively to the City of London’s Official Plan policies and urban design objectives as well as the site specific goals and objectives identified in Part 2 of this Brief. The proposed development is in keeping with the direction provided in the broader Master Plan, and will complete the Chelton Road community. Overall, the proposed redevelopment represents a significant investment in London and will create new forms of residential units, increasing the variety of the existing neighbourhood. In summary, the proposed development will:

- Implement the design direction contained within the Chelton Master Plan;
- Provide for intensification that is sensitive to the surrounding context;
- Result in a pedestrian friendly development that is well connected to the surrounding public sidewalk/trail system (both planned and existing).
- Create strong visually appealing street edges.
- Contribute to the mix of residential units and uses in the broader area.
- Define the intersection of Chelton Road and Bradley Avenue by incorporating high quality architectural detailing and contemporary design.

In our opinion the proposed redevelopment is appropriate for this location and will contribute positively to the character and built form of the broader community.