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1.0 INTRODUCTION

The Hyde Park Community and Urban Design Guidelines have been prepared to guide the overall design of the community and the development of individual sites within the Hyde Park Community Plan area. The guidelines will implement the community vision and support the policies of the City of London Official Plan.

The Hyde Park Community will be unique in that it will contain both existing urban areas and new development on agricultural land. A mixed-use environment will be created as new residential neighbourhoods and commercial areas are developed around the existing community. The existing hamlet area will evolve and intensify to take advantage of full municipal services. Some of the design challenges of incorporating the existing hamlet and developed areas with new neighbourhoods can be addressed through urban design.

The Hyde Park Community Plan is based on the vision of creating a healthy, functional and pleasing community environment. The study terms of reference identified a number of community development principles including: the integration of existing development with residential neighbourhoods and community facilities, a focus on the streetscape, integration of natural heritage features, a range of housing forms and lot sizes, well connected and linked open space, the creation of a mixed use “main street” environment in the Hyde Park hamlet, and the development of a commercial node at Fanshawe Road and Hyde Park Road that will function as a gateway to the City.
The Guidelines will provide the next level of detail for implementing the Community Plan. Public involvement through the Community Plan process has provided feedback and input into the development of the guidelines. The guidelines will provide a means to ensure compatibility between land uses, create a pedestrian and transit-supportive community form, emphasize public spaces and the integration of the open space network into the community.

Principles of good planning and design underly the urban design guidelines. The guidelines provide a detailed outline of those features that are fundamental in creating attractive, functional and safe neighbourhoods.

The Guidelines have been divided into the following sections:

- Section 2 Urban Form
- Section 3 Street Network and Street Design
- Section 4 Building Design
- Section 5 Parks, Schools and Open Space
- Section 6 Hyde Park Hamlet
- Section 7 Hyde Park/Fanshawe Park Commercial
- Section 8 Office Business Park
- Section 9 Implementation

All sections should be read together in order to fully understand the intent of the guidelines.
2.0 URBAN FORM

The land use plan for the Hyde Park community provides a mix of residential, retail, open space and community uses that are arranged to facilitate linkages through the neighbourhoods to facilitate travel by automobile, walking, transit and bicycle.

The road pattern and recommended land uses within the Hyde Park Community have been designed to ensure compatibility with the existing developed areas including the residential neighbourhoods of Whitehills and Gainsborough Meadows, the Hyde Park hamlet and the existing land uses west of Hyde Park Road.

The road network has been designed to provide for connections to the existing built up areas, reduce through traffic and also provide a range of opportunities and choice of routes for future residents. A combination of schools, parks and open space provides neighbourhood focal points for both neighbourhood 1 (N1) and neighbourhood 2 (N2).

Natural features in the Hyde Park Community have been identified for possible retention and incorporation into the new neighbourhoods. An emphasis has been placed on providing community linkages which will connect the natural system through a series of open spaces, stormwater management facilities, park and school sites.
Three new residential neighbourhoods (N1, N2, N3) will be created east of Hyde Park Road. Residential uses are predominantly low density, with medium density areas focused along the existing arterial roads and also at central areas within each neighbourhood. Three high density areas have been included on the land use plan and are located close to the commercial node and the existing hamlet. The location of medium and high density residential areas will provide support for the future extension of transit service into the Hyde Park Community.

The community design places emphasis on the development of commercial nodes focused at main intersections. The first node is the mixed use hamlet of Hyde Park which is proposed to be designated as a business district. This high activity area will feature streetscaping and building orientation to create a pedestrian friendly, mixed use area where people can live, work and shop.

The second commercial node at the intersection of Fanshawe Park Road and Hyde Park Road will act as a gateway to the City and features a range of retail and service activity including box format retail stores. The design of this node should consider the adjacent commercial land in the Fox Hollow Community in order that logical and well planned commercial growth may occur in this area.

The third node is the intersection of Sarnia Road and Hyde Park Road. These lands will have a service commercial orientation. This node will evolve and intensify as municipal services become available within the Hyde Park Community.

The urban form including the location of different land uses, road network, open space/parks and community facilities within the Hyde Park Community Plan provides a framework from which individual properties and parcels of lands can be developed in a comprehensive
and logical manner. By following good urban design principles through the implementation of the community plan objectives, a strong community character and sense of place will be ensured for the neighbourhoods of the Hyde Park Community.
The street network is one of the major structuring elements of the city. In addition to circulation, the street network defines development parcels and is the key component of the public realm. The streets, exteriors of buildings, the relationships between buildings and the spaces created by buildings are important elements in the appearance of the city and how it functions.

The circulation system must provide a balance between the needs of automobiles, pedestrians, transit users and cyclists. In the past, through traffic and utility requirements have shaped suburban street design and, in turn, that of adjacent land. The street system of Hyde Park should be designed to both move traffic while recognizing pedestrian needs and creating a comfortable environment for people walking along the streets.

Buildings should be located close to the streets to enclose the street space and make a positive contribution to the liveliness of the street. Consistent street edges are encouraged with windows, doorways and activities in easy view of pedestrians. Garages should not dominate the residential streetscape and are encouraged to be sited in the side and rear yard so that windows, doors and porches become more prominent. Where garages are at the front of houses, they should be incorporated into the main mass of the house and have minimal projections.

While the design of all streets is important, these guidelines are based on the premise that the streets with the highest densities and transit service are the most significant and as such should have more rigorous design guidelines. Guidelines for arterial roads and primary/secondary collector roads have been prepared in addition to general community wide guidelines.
3.1 Street Network Guidelines

.1 The street network should recognize the access requirements of automobile traffic, public transit, pedestrians and cyclists and promote easy way finding through road alignments and the creation of neighbourhood landmarks.

.2 Street networks should have a high degree of connection to distribute traffic rather than concentrating it on a particular street and to create shorter, more direct trip routes that allow for a greater choice of routes. Generally a grid pattern of streets will provide the highest degree of connection within and between neighbourhoods. The street network must balance road connections with the expense of road length (both capital and operational), transit routes, topography and the location of natural features and open spaces.

.3 Local street connections to the collector streets with transit should be maximized to create high accessibility.

.4 Pedestrian connections should be provided along streets, and through mid block pedestrian walkways where pedestrian connections are not possible along streets.

.5 Street intersections should be designed to balance the needs of automobiles, buses, pedestrians and cyclists. Narrow widths and reduced curb radii are two examples of design techniques which promote more pedestrian friendly streets by moderating vehicle speeds and reducing road crossing widths.
.6 On-street parking is encouraged on all local and collector streets.

.7 Narrow streets, traffic circles and other traffic calming techniques should be incorporated into the neighbourhood street network. The design of these elements should have regard for traffic movement, including transit buses and emergency vehicles as well as pedestrian movements as part of the detailed engineering design.

.8 Design of the street network should have regard to capturing existing views and vistas and creating new vistas.

3.2 General Streetscape Guidelines

.1 Buildings should generally be oriented to the street to define the public space of the streets and achieve a more urban development character. In some circumstances, prominent public buildings could be setback from the street to create public open spaces.

.2 Reverse lotting should be avoided along all streets.

.3 Garages and blank walls should not dominate the streetscape.

.4 The design of buildings and structures located at the termination of a street and corner buildings should take advantage of the prominent location.

.5 A consistent building wall and roof plane should be created along view corridors to focus vistas and create perspective in the landscape.
.6 Sidewalks should be provided along one side or both sides of the street, as per City policy.

.7 Utility poles, lights, signs and other vertical elements should be located along the same planting line as street trees wherever possible to create a continuous street edge.

.8 Landscape design should complement and unify other urban design objectives including building form, pedestrian and vehicular access points, parking location and signage. Berms should generally be avoided as they do not promote the desired urban streetscape characteristics.

.9 Hydro service and other utilities should be located underground to minimize streetscape clutter. Where above ground services are unavoidable, consideration should be given to the location, design and screening of these structures to minimize visual clutter.

3.3 Arterial Roads

For new residential neighbourhoods, no driveway access to individual residential lots will be permitted from Arterial Roads. Rear lotting will not be permitted along arterial roads in the Hyde Park Community Plan Area in order to create a pedestrian-oriented, attractive streetscape, and reduce the requirement for noise walls. Proper building orientation along arterial roads will provide for improved pedestrian connections, open views into residential neighbourhoods and improved pedestrian safety.
Four residential built forms are possible along the Arterial Roads: 1) houses with entries oriented toward the Arterial with driveway and garage access from a rear lane, 2) flankage lots with front entries and driveways oriented toward a Local Road, 3) houses with frontage on a Single Loaded Road that is adjacent to the Arterial Road, and 4) multi-unit buildings.

**Design Guidelines**

1. Rear lotting along arterial roads is discouraged.

2. Houses fronting onto single loaded roads, flanking onto the arterial road and oriented to the arterial round with rear lane access are preferred solutions for low density development adjacent to arterial roads.

3. The landscape boulevard and the adjacent Arterial Road right-of-way should be designed together to create an attractive edge to the community.

4. A consistent design treatment should be created for both sides of Gainsborough Road and Fanshawe Park Road.

### 3.4 Primary and Secondary Collector Roads

Collector roads are designed to convey a high volume of traffic within the community, provide for and support transit use and be pedestrian oriented. The only primary collector road planned within the Hyde Park Community Plan area is the extension of West Beaverbrook in N3 leading South from Sarnia Road to Wonderland Road.
Secondary collector roads are important components of the road pattern in the Community Plan. They serve to provide direct linkages between arterial and primary collector roads. They are expected to convey a significantly higher volume of traffic (vehicles, bicycles and pedestrians) than Local Roads. A wider pavement width and sidewalks on both sides of the street will accommodate the anticipated level of traffic. Secondary collector roads provide community linkages between existing/proposed neighbourhoods and community facilities such as schools, parks and open space.

**Design Guidelines**

.1 An 10.0 m pavement width and two 5.75m boulevards should generally be provided. The pavement should accommodate on-street parking on both sides. The road R.O.W. width should be determined at the draft plan of subdivision stage.

.2 On-street bicycle lanes should be considered, and should be co-ordinated with the existing and proposed bike lane network. Community linkages to off-street pathways and trails should also be considered.

.3 Street trees in both boulevards should be planted between the sidewalk and the curb. A minimum of one street tree per yard frontage should be provided, where spacing permits.

.4 A 1.5 m concrete sidewalk should be provided in both boulevards.

.5 Housing units should have front entries oriented to the street.
.6 Building mass is preferred to parking areas along the collector streets. Parking lot edges adjacent to the streets should be appropriately treated with screens such as brick walls and shrub planting.

.7 Major transit stops should contain pedestrian shelters, benches and lighting as a minimum. Transit stops in high ridership locations should also contain other street furniture to create comfortable and functional waiting areas.

.8 Deciduous street trees should be planted along all streets between the curb and sidewalk. The trees should be planted at between 8 to 15 metres on centre along the collector streets.

.9 Building entrances of multi-unit housing and public buildings should be coordinated with transit stops to minimize walking distance and provide weather protection.

3.5 Local Roads

Local roads provide the principal means of transportation in the community. Local roads provide access to individual buildings and connections to both primary and secondary collector roads. The right-of-way should be minimized as much as possible and buildings sited close to the street edge to create a sense of closure and comfort for pedestrians. A mixture of housing styles and building setbacks are encouraged.

Design Guidelines

.1 The travelled road width should be 8.5m wide to accommodate on-street parking on one side. A reduction in the road right-of-way width may be considered at the plan of subdivision stage.
Deciduous Street trees should be placed one per lot frontage where space permits (9 to 12 metres on centre). Street trees should be located between the curb and the sidewalk, or 2.0 m from the curb.

3.6 Parkside Drives

Those sections of Collector or Local Roads that have open space, park, schools or a parkette on one side are known as Parkside Drives. In order to establish these areas as special places of interest, specific design guidelines have been developed. Both the open space features and the adjacent architecture should create a sense of place, exhibit high quality design and promote safety. Parkside Drives serve to provide high quality public access and visibility of the open space features.

The location of sidewalks and boulevard width vary according to the type of open space feature. Parkside Drive “A” (adjacent to a park) occurs when a park, school or parkette is adjacent to the roadway. In this instance, sidewalks will be located on the Open Space side of the road to encourage pedestrian integration with the park. Parkside Drive “B” (adjacent to a natural feature) occurs when a creek corridor or woodlot is adjacent to the roadway. Here, sidewalks will be located on the developed side of the roadway, allowing the open space features to naturalize and extend closer to the roadway. The final location of sidewalks will be determined at the plan of subdivision stage and will depend on the nature of the adjacent land uses and pedestrian circulation system.

Design Guidelines

The pavement and boulevard widths of the Parkside Drive will remain consistent with its collector or local road type.
A 1.5 m concrete sidewalk will be located on both sides of the street.

A single row of deciduous Street Trees should be located within the boulevards. On the development side of the street, trees should be planted on a per lot frontage basis. On the open space side of the street, trees should be planted in an arrangement that is complimentary with the landscape design of the adjacent open space area.

Parking should be permitted on the Open Space side of the street to promote public access.

3.7 Traffic Calming

Traffic calming measures should be considered in the design of new streets to create safe, comfortable spaces that cater to pedestrians, bicyclists and motorized vehicles. Traffic calming can include a variety of treatments, depending on the location and the overall community design objective. Special attention should be given to high pedestrian use places such as school sites and major road intersections. Specific sites and treatments should be determined at the draft plan of subdivision stage. Traffic calming initiatives should be consistent with the Transportation Association of Canada (TAC) guidelines.

Design Guidelines

"T" intersections may be utilized for traffic calming and also function to limit through traffic within neighbourhoods.
.2 Pedestrian crossings on major roads should be delineated. Options may include decorative paving to delineate areas, narrowing the traveled road width by expanding corners or installing landscaped islands, raising the traveled road grade, or a combination of these.

.3 On-street parking should also be considered as traffic calming in identified locations.

.4 An extended raised area (3.0-6.0m) consisting of feature paving may be installed.

.5 Pavement narrowing in key areas may be used.

.6 A landscaped round-about, consisting of plant material, sod and hard surface treatment should be used to slow and direct collector road traffic.

3.8 Gateways

Gateways to the City, the Hyde Park community and its neighbourhoods can be created through street, site and building design.

The Hyde Park Community is a gateway to the City, being located at the north-west edge of London’s urban boundary. The Community Gateway should encompass both public and private lands. The design guidelines for the commercial property will consider in greater detail the streetscape at Fanshawe and Hyde Park Roads.
Consideration should be given to the relationship of the gateway features with the building mass and architecture on adjacent lands. The gateway could include elements such as the design and placement of light standards, bus stops, landscaped medians, street trees and enhanced intersections. The gateway should create a sense of place, be attractive, and stimulate a feeling of “ownership” and “pride” for the future residents.

The entrance to the neighbourhoods of Hyde Park should establish a sense of identity. A strong architectural edge is proposed to accentuate the Gateway. The building placement along with the landscape treatment can create a sense of entry or arrival.

“Grand boulevards” with centre medians could be used as gateways into the neighbourhoods of Hyde Park. Grand boulevards may be appropriate where collector streets connect to arterial roads within the neighbourhoods of Hyde Park.

**Design Guidelines**

.1 A landscaped centre median should be considered where a collector road meets an arterial road.

.2 Landscaping on the corners should consist of feature paving, community signage, and tree/shrub plantings that provide year-round interest. Landscaping on public and private lands should be complementary. Feature paving should extend between the curbs to identify pedestrian crossing areas.

.3 The design of the transit stops should be integrated with the gateway design and provide seating and shelter.
.4 Driveways should be limited and set back from the intersection at the gateways.

.5 The front entries of buildings should be oriented toward the gateway and be visually prominent.

.6 Consideration should be given to constructing multi-unit residential, commercial or institutional buildings on the corner lots to minimize possible driveway connections at the gateway sites.
4.0 BUILDING DESIGN

The Hyde Park Community should have a high quality of both urban and architectural design while providing a mix of housing forms. High quality building design will create attractive and functional spaces which, in turn, should promote pedestrian use.

Attention to detail is important in creating rich and vibrant neighbourhoods. The guidelines do not advocate a particular architectural style. Rather they provide for a variety of architectural expressions with attention to certain building elements and the streetscape. The Community will include low density housing lots, medium/high density residential buildings and non-residential uses, such as commercial and community facilities.

Low density residential lots will be composed of three distinctive housing types, each having a variety of lot configurations and building forms. Single-detached lots represent the most popular and therefore the largest proportion of housing. Semi-detached lots meet the needs of residents interested in energy efficient linked homes, which make more effective use of land. Street Townhouses create a more compact residential form. Medium/high density residential buildings, including cluster townhouses and apartment forms, create the opportunity for higher densities, optimizing land use, achieving the highest levels of energy conservation and are transit-supportive in nature.

4.1 Building Design Guidelines

.1 A variety of lot widths and building types will be encouraged within each neighbourhood.
Buildings should be oriented to the street to define the public space of the streets and achieve a more urban development character. Residential buildings should generally be set back 4 to 6 meters from the property line. Public and institutional buildings such as schools and churches may have a greater setback to create public spaces and courtyards between the building and street.

Garages should not dominate the streetscape. Side and rear yard garages are encouraged. Front elevation garages should be sensitively designed to integrate with the building elevation and mass and avoid or minimize projection beyond the main front wall. The width of the garage should be proportional to the width of the house.

Buildings and structures located at the termination of a street and corner buildings should be designed with consideration to massing, height, architectural detailing and landscaping to take advantage of the prominent location.

Buildings on corner lots should be designed with side elevation detailing similar to the front elevation. Consideration should be given to the amount of glazing on the side elevation and providing side entrances.

Buildings terminating vistas should have a special attention to siting, massing and architectural detailing to create a visually stimulating landmark structure.

Public buildings should occupy prominent sites and receive special design attention.
Buildings should be designed with rooftops of an identifiable shape. Square or flat top roofs should generally be avoided and where used, the walls should be carefully terminated and crowned to support the character of the building.

Rooftop mechanical equipment should be enclosed or screened, preferably through roof design in a manner consistent with the building form, materials and colour.

A variety of roof silhouettes and shapes should be designed. Building elements such as chimneys, dormers, roof level changes and cupolas should be used to create variety and interest.

A diversity in architectural expression is encouraged. Building facades should be varied and articulated to provide visual interest for pedestrians.

Highly detailed buildings are encouraged. Elements such as cornices, key stones, window bays, eaves and dormers are encouraged to provide visual interest.

Front porches are encouraged for residential buildings to promote activity in the street space. Main walls facing streets should have a greater number of windows to provide casual surveillance along the street to create a safer environment.

Facade design should clearly emphasize the main entrance to buildings. Canopies over doorways and porches are encouraged.
5.0 PARKS, SCHOOLS AND OPEN SPACE

The City is comprised of buildings and open spaces. Open space is a key element in the organizing framework of neighbourhoods and communities. Open spaces provide public space for civic activities, place for recreation and are a means of protecting and conserving natural features. Open space should form a network to enhance ecological processes and provide functional linkages between spaces and activities.

The open space system of the Hyde Park Community consists of scattered wooded areas of variable quality and size. According to the recommendations of the natural heritage strategy, significant wooded areas should be protected and incorporated into the open space system. Wooded areas of marginal quality should be considered for incorporation into the proposed developments through the subdivision approval process. Fragmentation of the wooded areas has occurred over the years as agricultural production increased. Limited potential for enhanced creek corridors exists except for the Stanton drain.

A coordinated and connected system of parks, schools, open space and stormwater management facilities may restore some of the community linkages that have been lost in the Hyde Park Community. Large neighbourhood parks have been planned in both N1 and N2, central to the neighbourhoods, and in locations to provide enhanced community linkages. In N3 a small park addition is proposed to the adjacent West Beaverbrook area plan.

Parks in N1 and N2 are located at “T” intersections which provide opportunities for connections and to function as focal points for the neighbourhoods.
The design of the parks, schools and open space is important in creating attractive and functional neighbourhoods.

5.1 Park and School Design Guidelines

.1 The neighbourhood parks should satisfy the active recreational needs of the community and provide passive recreational opportunities for each neighbourhood. The size and shape of each park should be reviewed at the draft plan of subdivision stage in order to ensure that the City’s recreational program can be accommodated in the various parks and that the shape of the park is optimized.

.2 Joint school and park campuses should be designed in a comprehensive manner to maximize utilization of the entire site. Fencing or other barriers should not be used to delineate property boundaries.

.3 Parks and school sites should have adequate street frontage in order to ensure these areas are visually connected with the neighbourhood and to provide safety and security.

.4 Buildings, structures and landscape elements should be created as neighbourhood focal points and landmarks for orientation and community identity.

.5 Active recreation areas within school and park sites should be located adjacent to one another with passive recreation areas provided at a safe distance from sportsfields.

.6 Parking should generally be located between school buildings and sportsfields to provide ease of access to each area and be located away from the public street space.
.7 Park design including paving, lighting, furnishings, plant materials and landscaping should be coordinated for the shared site.

.8 Transit stops should be coordinated with park and school entrance areas.

.9 Pedestrian and vehicular entrances to parks should be clearly defined with landscape or structural elements to mark entrance locations.

.10 Schools and buildings within parks be architecturally designed to reflect their prominent role and position in the community.

.11 The design of schools and park buildings should have consideration to topography, natural features, site lines and vistas and pedestrian and vehicular access.

.12 Service, maintenance areas and parking should be screened from view by building elements or landscaping.

.13 Connections to the former rail line should be investigated at the detailed design stage.

5.2 Urban Squares/Parkettes

.1 An urban square should be considered for each of the neighbourhoods to serve as a meeting place and to create a sense of place. The urban square may be developed in conjunction with an enlarged traffic circle, with school and park areas, medium density development or as a component of larger neighbourhood park sites.
The urban square should make a positive contribution to the structure and spatial definition of local streets and include passive recreational opportunities.

A concept plan should be prepared at the draft plan stage to assess the size and location of the square, the relationship to the uses and building of the centre and connections to the adjacent pedestrian network and open space system.

Urban squares may be sites for public art and special landscape treatments. Transit stops should be integrated in the urban squares, where appropriate.

5.3 Creek Corridors and Stormwater Management Pond Guidelines

Regional stormwater management facilities should be integrated into the community open space system and maintained for their biodiversity and visual and educational benefits (as defined in the City's stormwater management pond guidelines).

Stormwater management facilities and their naturalized planting scheme should be integrated with adjacent park areas and reflect the existing drainage pattern and topography.

Stormwater management basins should be designed and planted with native upland, shoreline and aquatic species to provide wildlife habitat and water quality benefits.
.4 Linear stormwater management facilities (greenways) may be considered to provide improved community linkages between natural areas/open space and parks. Greenways may be appropriate to separate land uses and provide locations for community trails.

.5 Stormwater management facilities may include interpretive information for public education purposes.

.6 A 30m buffer should be provided along sections of the Stanton Drain as recommended in the natural heritage strategy. Community trails may be provided along creek corridors in areas not susceptible to frequent flooding.

.7 Creek corridors should have a natural appearance and be designed with a mix of mature tree, shrubs, ground cover to stabilize banks and provide habitat diversity.
6.0 HYDE PARK HAMLET

The Hyde Park hamlet has the potential to be a focus of activity for the new community. The Business District land use designation allows for a range of uses including local retail and service space, offices, multi-unit housing, open space and community services. Residential density is centred around the hamlet to support new commercial uses and a possible transit route on Hyde Park Road. A small urban square/parkette in the hamlet would provide a focus for public open space.

Carefully designed development and streets in the hamlet can transform the hamlet into a more pedestrian-oriented commercial area. Creating a strong sense of place and character should guide the design for the hamlet. Pedestrian-orientation should be highlighted in the design by enhancing connections to other parts of the community and by providing enhanced intersection design at the corner of Hyde Park Road and Gainsborough Road. An overall streetscape master plan should be prepared to guide infill building locations and street design in the hamlet.

The Business District designation encourages the location of building close to the street with parking located at the side or rear. Building design should allow flexibility in the ground floor space to provide for conversion from the initial uses such as residential to retail, service and office issues in the long term.

The built heritage of the hamlet was reviewed and recommendations are contained in the Hyde Park Community Plan Archaeological Assessment. The conservation of significant older buildings provide links to the past and adds to the richness and diversity of Hyde Park.
Building and site design for adjacent properties must also be sensitive to the heritage property. Adjacent development should complement the property's significant architectural and heritage features and not dominate or overwhelm them. Considerations of scale, architectural character, massing and materials are important in this context.

6.1 Streetscape Design Guideline

.1 The hamlet should have an urban orientation and be a place for people.

.2 Buildings should be sited in close proximity to the street with walkways extending to the adjacent sidewalk. Appropriate setbacks should be determined through the streetscape study.

.3 Parking should be located at the side or rear of the buildings.

.4 Street and Pedestrian connections should be provided to neighbouring residential development.

.5 A streetscape plan should be prepared to determine the right-of-way width to accommodate through traffic, on-street parking, transit stops, street furniture, street trees and utilities.

.6 Traffic circles and other traffic calming devices should be considered for the hamlet to slow traffic and create a comfortable pedestrian environment.
The streetscape should be designed to create a comfortable pedestrian environment with consideration to wider sidewalks, paved boulevard strips rather than grassed areas, closely spaced street trees in single or double rows and a coordinated system of street furniture and transit stops.

The major intersection should be designed with special pavement treatments and textures to identify the major pedestrian crossing areas. Tighter corner radii, where appropriate, and textured materials should be utilized.

Encourage the planting of large deciduous “street trees” along the roadside to help shade and enclose the street, creating the atmosphere of an “outdoor room”.

Create new streets/lanes and interconnected parking lots behind the commercial buildings to reduce traffic congestion.

Encourage efficient and attractive design of parking lots. Reduce large expanses of asphalt into smaller visual units with landscaping.

Create a pedestrian scaled signage system for the hamlet to reinforce main street image.
6.2 Open Space Design Guidelines

.1 The hamlet should include an urban square to serve as a
neighbourhood meeting place and to create a sense of place
for the Hyde Park.

.2 The urban square should be located near the main intersection
and could be developed in conjunction with an enlarged traffic
circle, with a library/fire hall or commercial/mixed use
development.

6.3 Building Design Guidelines

.1 Building should define the public street space with building
walls maximized along the street to enclose and animate the
street and create a consistent street edge.

.2 Buildings should be arranged in varied, clustered masses,
relating closely to the street.

.3 Encourage variety, irregularity, and uniqueness in building
location and design.

.4 New buildings should not create large, bulky masses, but
should be scaled into smaller building elements.

.5 Older buildings should be reused, where possible, rather than
tearing them down.

.6 Buildings, structures and associated landscapes of historical,
arquitectural or cultural merit should be retained and
incorporated into new development, where feasible.
.7 Alterations and additions to heritage buildings should not radically change or destroy the integrity of the building including its materials, features and spaces. New designs should be clearly differentiated so that the addition does not appear to be part of the heritage resource.

.8 Moving buildings is discouraged unless there is no other means to save or reuse them. The site is an integral component of a building and change may diminish the heritage value.
The Office Business Park is proposed west of Hyde Park Road between the hamlet area and the existing light industrial area south of Fanshawe Park Road.

The business park should be planned and designed to create a consistent and attractive environment. A high quality of site and building design is required to create a positive investment climate.

### 8.1 Street Space and Streetscape Design Guidelines

1. The required road right-of-way and preferred street section should be determined at the plan of subdivision stage.

2. A build-to line (BTL) of 10 metres should be established for the Business Corridor areas with 30% of the building face located at the BTL. Where visitor parking is desired in the front yard, a build-to line of 20 metres should be utilized.

3. The primary parking areas should be oriented to the side and rear yards so that buildings and landscape elements are the dominant features in the streetscape.

4. Where buildings are discontinuous along the street, street trees, plantings and other structures should continue the building line along the street.

5. A continuous landscaped buffer should be created in the front yard of each site with emphasis on parking lot screening where applicable.
8.2 Building Design Guidelines

.1 Multi-storey buildings are preferred with their location close to the street to define the street space.

.2 Buildings adjacent to Hyde Park Road should have building mass oriented along the road and are exempted from the local street frontage build-to line in order to provide maximum exposure to the arterial and to create an attractive edge to the business park.

.3 The main public entrance to buildings should be clearly visible from the local streets and have weather protected entrances.

8.3 Access, Circulation and Parking

.1 Shared accesses are encouraged to minimize the number of driveways from the public street.

.2 A well defined and continuous pedestrian system should be developed on each site with connections to the public street.

.3 Pedestrian routes should be provided to adjacent and surrounding commercial areas.

.4 Visitor and handicapped parking areas should be located close to the main building entrance.
.5 Large parking lots should be broken into smaller modules with landscape islands featuring deciduous trees and low, drought tolerant shrub material. Separate walkways may be necessary in large parking areas to provide pedestrian connections to main buildings entrances.

.6 Parking should be screened from the street by such techniques as plantings, low walls, trellises and floor of multi-storey buildings.
9.0 IMPLEMENTATION

The purpose of the Hyde Park Community and Urban Design Guidelines is to outline a set of design principles that will address the relationship between streets, buildings and open spaces.

Specifically, the Hyde Park Community Urban Design Guidelines will be used for the following purposes in the plan implementation process:

- to provide a distinct character and high quality of design for the community;
- to assess whether individual plans of subdivision are in conformity with the design principles for the community; and
- to assess the appropriateness of site plan applications.

Compatibility between existing built-up areas and proposed development may be addressed through good urban design. The hamlet is proposed to be designated as a business district. This area will continue to be a mixed use area with an emphasis on more urban form and the streetscape.

These design guidelines state the design objectives of the City for the Hyde Park Community. The guidelines are intended to be flexible and there may be several ways to achieve the desired design objectives.

It is recognized that some sites may have unique natural features and development constraints or requirements. Competing interests may require that certain principles will take precedence over others.
Conceptual planning of sites, buildings and open spaces may be requested at the development applications stage to address the application of these guidelines and to create appropriately sized development blocks.

Developers are encouraged to meet with staff early in the design process to discuss the site characteristics, development program and the application of the design guidelines.