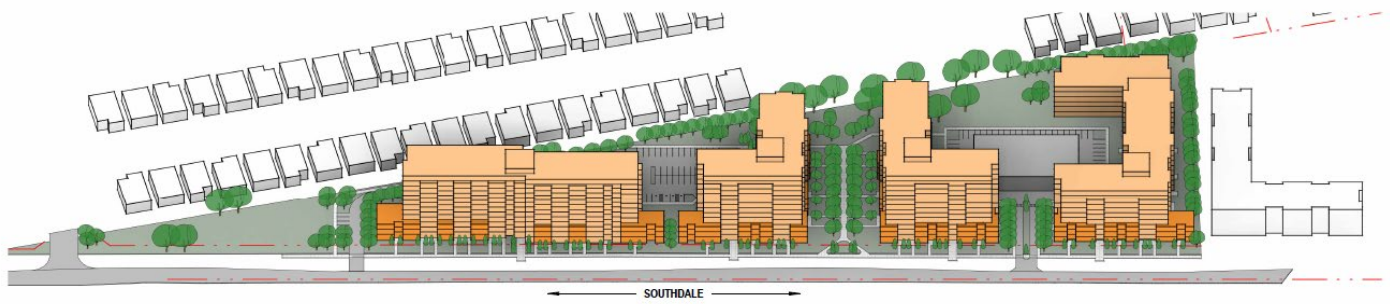


Urban Design Brief

735 Southdale Road West

Royal Premier Homes



February 27, 2024



Zelinka Priamo Ltd.

LAND USE PLANNERS

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INTRODUCTION AND SUMMARY

BACKGROUND

Zelinka Priamo Ltd., on behalf of Royal Premier Homes, has prepared this Urban Design Brief in support of a concurrent Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment application for the lands known municipally as 735 Southdale Road West (the “subject lands”) in the City of London. This report provides design details relating to the proposed redevelopment of the subject lands for a large-scale residential development comprised of four high-rise residential apartment buildings, ranging from six to twelve storeys in height and containing a total of 878 dwelling units and a variety of resident amenity spaces. 929 vehicular parking spaces will also be provided, most of which will be located underground or in a three-storey parking structure.

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

Part 1.0

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

Part 2.0

- Overview of Proposed Development
- Design in Response to 1989 Official Plan for the City of London
- Design in Response to the Southwest Area Plan
- Design in Response to The London Plan

PART 1.0

1.1 SUBJECT LANDS OVERVIEW

The subject lands are comprised of a triangular parcel, located approximately 950m east of the intersection of Southdale Road West and Colonel Talbot Road in the City of London (Figure 1). The subject lands are approximately 3.8ha (9.4ac) in area, with frontage along Southdale Road West. The subject lands currently contain a single-storey detached dwelling, accessory barn structure, and landscape areas (Figures 2 and 3).

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



Figure 2 – Existing single-storey dwelling and accessory barn structure (rear), viewed from Southdale Rd W



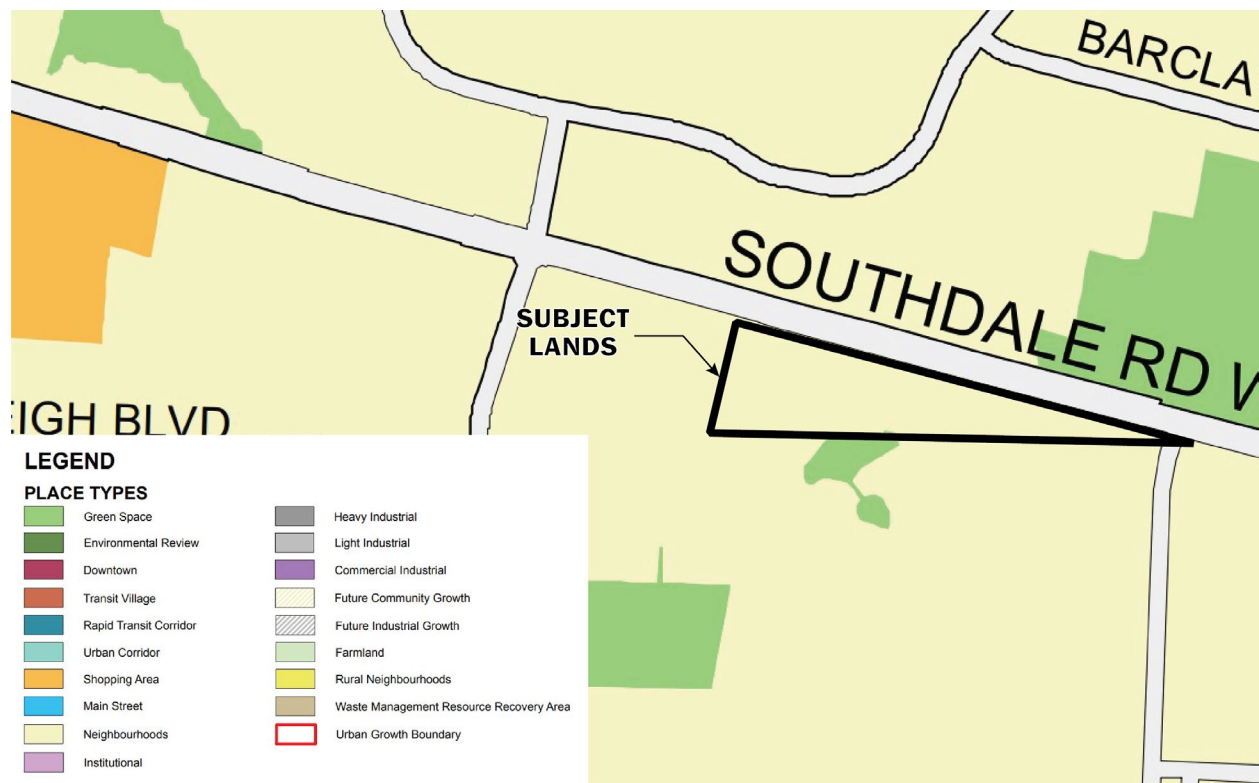
Figure 3 – Landscape areas on the western portion of the subject lands, viewed from Southdale Rd W



1.2 LAND USE POLICY CONTEXT

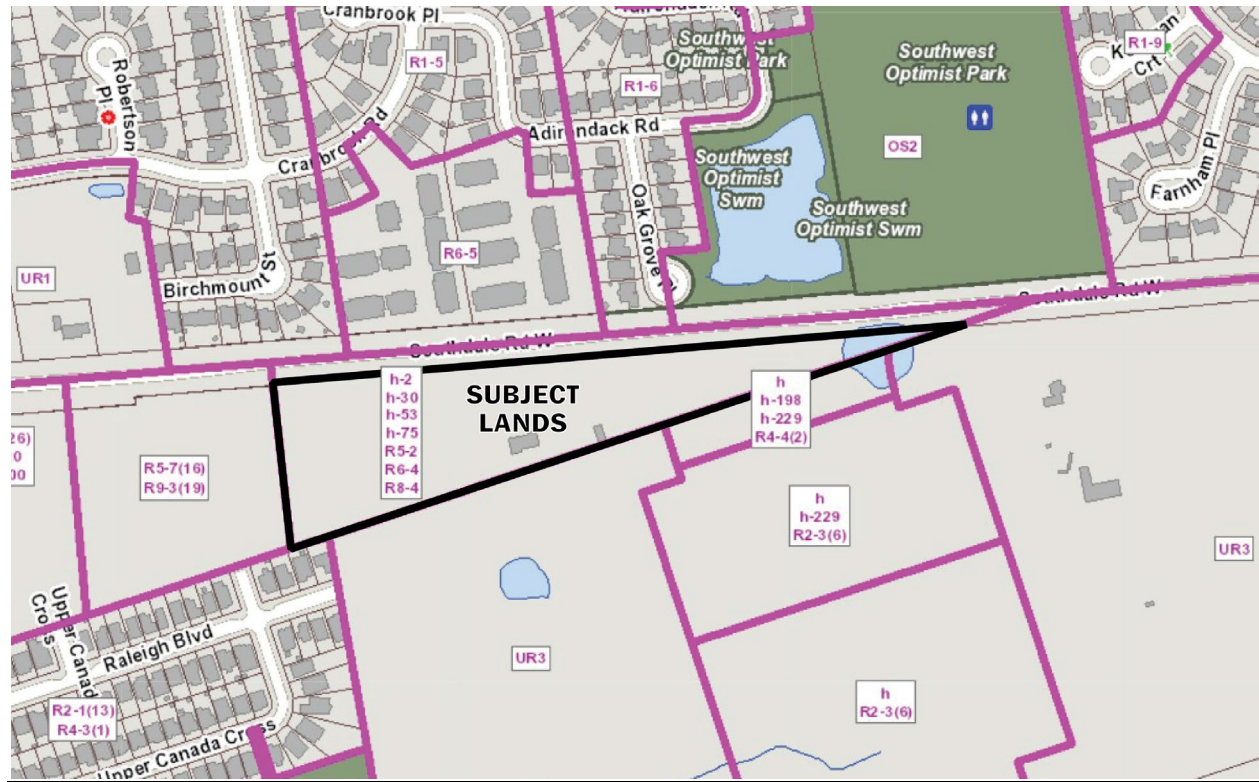
The subject lands are within the “*Neighbourhoods*” Place Type with frontage at the intersection of a “*Civic Boulevard*” and “*Neighbourhood Connector*” street classification according to Map ‘1’ - Place Types of the London Plan (Figure 4). Other proximate Place Types include “*Green Space*” areas to the south and northeast (opposite Southdale Road West). Mixed-use buildings, low-rise apartments, and other lower-density residential uses are permitted along “*Civic Boulevards*” within the “*Neighbourhoods*” Place Type to a standard maximum height of four storeys, and an upper maximum of six storeys. Mid-rise and high-rise apartments are not permitted and, as such, an amendment to the London Plan will be required. The subject lands will have to be redesignated in order to permit the proposed form of development.

Figure 4 – The London Plan, Map ‘1’ (excerpt) – Place Types



According to the Zoning By-law No. Z.-1, the subject lands are located within a combined “Residential 5-2, Residential R6-4, Residential R8-4 (h-2 h-30 h-53 h-75 R5-2 R6-4 R8-4) Zone” which provides for and regulates a variety of medium-density and high-density residential development typologies (Figure 5). The four “h” holding provisions set out requirements for the following: development agreement specifying appropriate conditions and boundaries relating to the natural heritage system (h-2); requirement for subdivision agreement ensuring the orderly development of lands within an identified Community Plan Area (r-30); development agreement ensuring new development is consistent with the Community Plan (r-53); and, provision for the dedication of land and construction of a future secondary collector road connection at the intersection of Southdale Road West, and a local road connection west of this intersection as identified in the community plan, have been finalized and the lands have been conveyed to the City (r-75). A Zoning By-law Amendment will be required to permit the proposed development, as detailed in the accompanying Final Proposal Report.

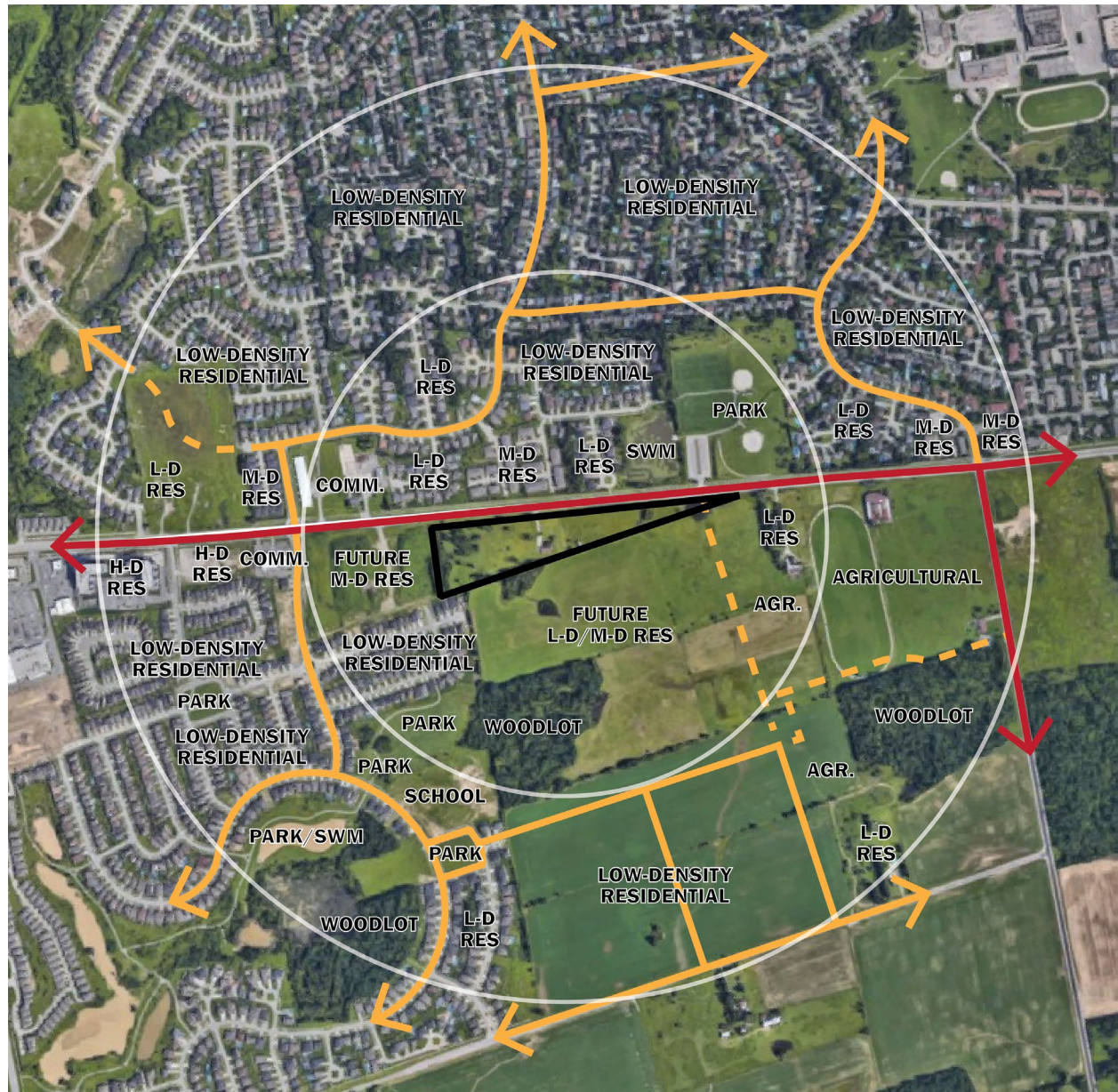
Figure 5 – Zoning By-law No. Z-1



1.3 SPATIAL ANALYSIS AND NEIGHBOURHOOD CHARACTER

Figure 6 shows the subject lands, notable features, and land uses within 400m and 800m radii. The two radii represent walking distances of approximately 5 and 10 minutes, respectively, although due to sidewalk networks and other barriers, the radii may not represent true walking times. Roads designated under the London Plan as “Civic Boulevards” are shown as red arrows and “Neighbourhood Connectors” are shown in orange. Dotted lines signify roads that are shown under the London Plan but have yet to be constructed.

Figure 6 – Spatial Analysis



The subject lands are located at the intersection of an existing “Civic Boulevard” (Southdale Road West) and a future “Neighbourhood Connector” (Regiment Road). Under current configurations,

Southdale Road West provides one vehicular lane in each direction with a continuous sidewalk and off-street bicycle path along the north side of the street. No sidewalks or cycling facilities are currently provided along the south side of the right-of-way abutting the subject lands. The subject lands are within easy walking distance of two frequent London Transit Commission bus services: Route #15A (Huron Heights – Westmount Mall) via Southdale Road West and Route #24 (Talbot Village – Summerside) via Southdale Road West.

The subject lands are located at the rural/urban fringe and surrounding areas are developed for a variety of uses including cultivated agricultural lands, outdoor recreation areas, and residential development at a range of densities. Notably, the area is currently undergoing a significant amount of change and development and this spatial analysis takes into account both existing conditions and planned development.

The surrounding area is defined by the Southdale Road corridor which traverses the area west to east and serves as a spine for commercial uses, higher-density residential development, and public recreation areas. The road is generally designed with restricted access and is intended to accommodate significant volumes of vehicular traffic at high speeds. Parcels along the north side of Southdale Road West, opposite the subject lands, are developed for lower-density residential uses ranging from one to two-storeys in height (single-detached dwellings, attached cluster housing) and designed exclusively with rear/side-lot orientations (Figure 7). These areas are separated from Southdale Road West by high fences and landscape features with the exception of the eastern portion where a pedestrian pathway is provided, linking Southdale Road West with Oak Grove Place (Figure 8).

Figure 7 – Detached dwellings (L) and cluster housing (R) along Southdale Rd W, north of the subject lands



Figure 8 – Pedestrian pathway linking Southdale Rd W with Oak Grove Pl, opposite the subject lands



The auto-oriented character is continued further east along Southdale Road West. Areas south of the right-of-way are developed exclusively for agricultural uses, including cultivated fields, two large barn and silo structures, and a single-detached dwelling (Figure 9). However, these lands are within the City of London “*Urban Growth Boundary*” and may be developed for residential uses in the future. Lands along the north side of Southdale Road West are developed for the Southwest Optimist Park outdoor recreation area, which includes multiple sport fields, walking trails, and a stormwater management pond (Figure 10). Lands further east are developed for residential uses in rear-lot or side-lot orientations, including single-detached dwellings and higher-density residential uses (attached cluster housing) concentrated towards the intersection of Southdale Road West and Bostwick Road/Farnham Road (Figure 11).

Figure 9 – Cultivated fields and agricultural structures along the south side of Southdale Rd W



Figure 10 – Softball field and pavilion structure in Southwest Optimist Park, northeast of the subject lands

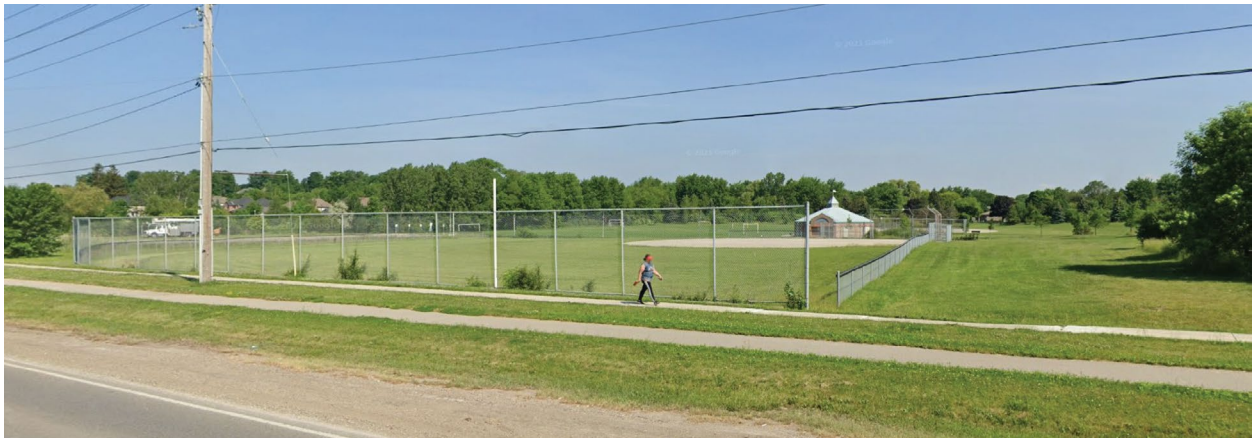
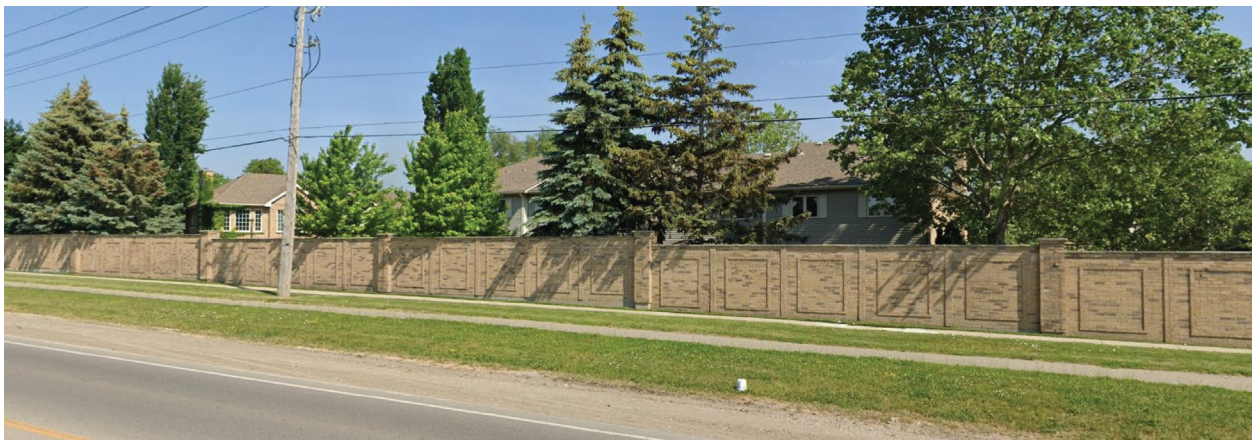


Figure 11 – Rear-lotted mid-density residential development along Southdale Rd W, east of the subject lands



The portion of the Southdale Road corridor west of the subject lands is comprised of a broader mix of uses. Lands immediately west of the subject lands are proposed to be developed for mid-density residential uses including a six-storey continuum-of-care facility, two five-storey apartment buildings, and 33 townhouse units. Parcels along the north side of the right-of-way are developed for a storage facility (with outdoor storage) and a mix of detached dwellings and cluster housing (Figure 12). Similar to the other segments of Southdale Road West described in this report, residential uses are designed with side/rear-lot orientations and are separated from Southdale Road West by landscape features including high noise walls (Figure 13). Areas along the south side of the right-of-way (west of Tillmann Road) include an auto-oriented commercial plaza and multiple high-rise apartment towers ranging from eleven to sixteen storeys in height (Figures 14-15).

Figure 12 – Southdale Storage Limited compound northwest of the subject lands



Figure 13 – Rear-lotting and noise attenuation fences along Southdale Rd W, west of the subject lands

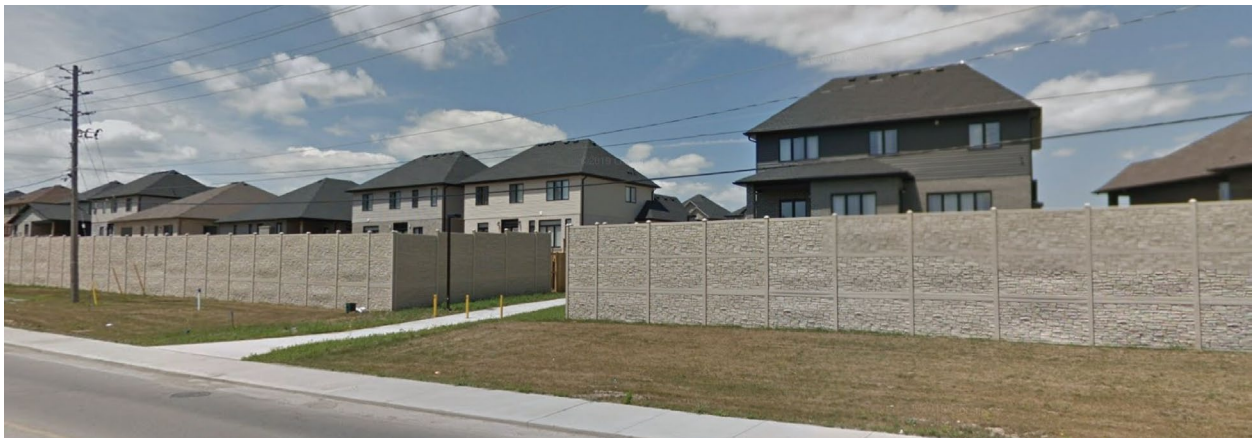


Figure 14 – Service commercial and restaurant uses, approximately 250m west of the subject lands



Figure 15 – High-density residential development along Southdale Road W



Areas south of Southdale Road West and within 400m of the subject lands (five minutes walking), contain an evolving mix of uses. Under current conditions, the area is mostly comprised of rural uses including cultivated fields and natural areas (wood lot(s) and a wet feature abutting the rear (south) lot line of the subject lands). However, much of this area is subject to an active planning application for a Plan of Subdivision/Zoning By-law Amendment that would introduce 168 single-detached dwellings, four medium-density development blocks intended for street townhouses, and three public parks (denoted as “Future L-D/M-D Res” on Figure 6). The remainder of the southern portion of the study area is currently developed for low-density residential uses and a public park (Figures 16 and 17). Finally, the northern portion of the 400m study area, comprised of all areas north of Southdale Road, is developed exclusively for low-density residential uses with single-detached dwellings along meandering streets, crescents, and cul-de-sacs (Figure 18).

Figure 16 – Single-detached dwellings along Raleigh Boulevard, south of the subject lands



Figure 17 – Southern entrance to Talbot Park. Children’s playground visible in centre



Figure 18 – Single-detached dwellings north of the subject lands along Birchmount Street



Areas beyond the 400m radius but within 800m (ten minutes walking) of the subject lands are mostly comprised of low-density residential uses. Areas north of Southdale Road West are developed exclusively for single-detached dwellings while areas to the south also feature parks, agricultural areas, and a French-immersion public school.

The emerging architectural style of the area is contemporary, with most buildings having been constructed within the last twenty-five years. High-rise residential buildings are primarily clad in opaque finishes (masonry, painted concrete panels) with vision glass and recessed balconies at regular intervals. Mid-density cluster housing developments are mostly defined by traditional suburban detailing such as pitched roofs, feature windows, porches, and a material palette consisting primarily of masonry and horizontal siding. The commercial property at the southwest corner of Southdale Road West and Tillmann Road features doors and large windows facing the street, quality material treatments along all frontages (including masonry), and architectural detailing that differentiates each unit (setbacks, parapet walls, integrated signage).

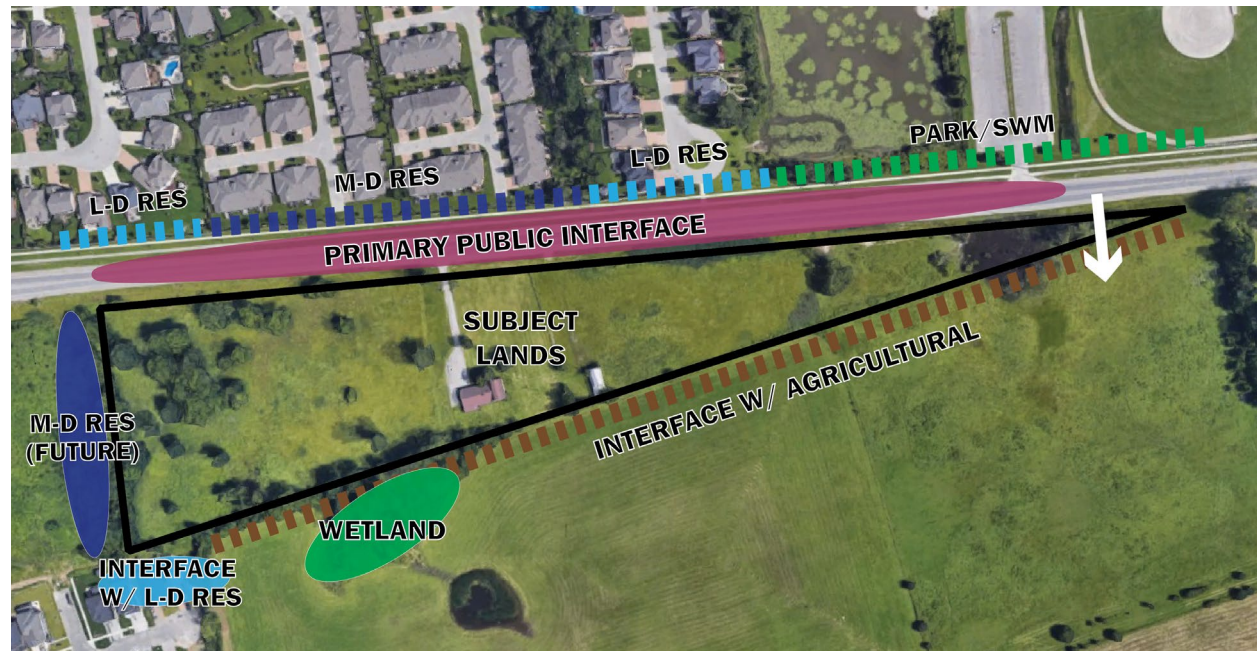
Low-density residential areas have a standard suburban appearance, with a variety of pitched roof patterns, recessed/covered entrances, attached garages, and a material palette primarily

comprised of masonry and vinyl siding. Residential areas in the northeastern portion of the study area are older and more established than low-density areas to the northwest and southwest.

1.4 SITE SPECIFIC SPATIAL ANALYSIS

Given the under-utilization of the subject lands within their mixed-density context, proximity to commercial uses and public recreation facilities, and availability of municipal infrastructure and servicing, the subject lands present an excellent opportunity for redevelopment and intensification. Site-specific development considerations are depicted below in Figure 19.

Figure 19 – Site-Specific Spatial Analysis



The primary public interface of the subject lands is shown in purple, measuring approximately 563.5m along Southdale Road West. Vehicular access for the subject lands will be provided from this right-of-way. Wherever possible, site design should enhance the primary public interface through quality architectural design, screening of servicing and vehicular areas, active ground floor uses, and landscaping. A white arrow denotes the location of a new public right-of-way (shown on London Plan Map '3' - Street Classifications) to be dedicated as part of the proposed development, linking Southdale Road West with residential areas in the south. Similar site design features should be provided along this interface to establish a strong presence at a corner location.

The subject lands interface with low-density residential areas in multiple locations: the western portion of the rear (south) yard, and north of the subject lands, opposite the Southdale Road West right-of-way. These areas are shown in light blue on Figure 19. Any buildings or site features proximate to existing low-density residential uses will have to be compatible in terms of building height, setbacks, and façade design. Buffering and screening should be maintained or introduced wherever possible to maintain adequate privacy. Similar standards should be applied where the

subject lands interface with medium density residential development, shown in dark blue. Medium-density development abuts the subject lands along the west interior side lot line and to the north, opposite Southdale Road West.

The parcel abutting the rear (south) lot line is developed for agricultural uses (cultivated fields), shown in brown. These parcels are located within the “*Neighbourhoods*” Place Type and may be developed for lower-density residential uses in the near future. An appropriate degree of physical separation should be provided in this line, generally conforming to built standards in the area. Notably, a wetland abuts the west-centre portion of the rear lot line. Sufficient setbacks will have to be provided in order to avoid compromising the ecological function and integrity of this natural feature.

Finally, the lands opposite the eastern portion of the subject lands are currently occupied by a public park and stormwater management pond, shown in green on Figure 19. Building elements along this interface should be scaled and massed to minimize shadow impacts and loss of sunlight where possible.

1.4 DESIGN GOALS & OBJECTIVES

The subject lands are located in an evolving neighbourhood characterized by an array of public parks and an evolving mix of high, medium, and low-density residential development. The area is well-served by public transit, recreation areas, institutions (including a school), and convenience/service commercial establishments. Abutting lands are developed for uses that are generally compatible with a variety of development scenarios. Finally, the subject lands are large enough to accommodate significant redevelopment and intensification in an appropriate form while providing significant public open spaces, and valuable amenity for the surrounding residential neighbourhoods. Considering these factors, the design goals and objectives for the redevelopment of the subject lands are as follows:

- Make efficient use of the subject lands for uses that are compatible with/complementary to existing and planned development in the surrounding area and reflective of current and projected land use needs;
- Exemplify urban design excellence in a high-rise building format. Provide a high-quality interface along a prominent “*Civic Boulevard*” Road Classification and proximate to existing and planned public open spaces;
- Minimize potential impacts on surrounding land uses through appropriate siting, scaling, and massing;
- Introduce a significant supply of public open space to the subject lands, providing recreation opportunities and promoting active mobility;
- Design built elements to minimize potential impacts on surrounding land uses through appropriate siting, scaling, and massing;
- Orient built elements close to the public street to provide a strong street wall and quality public realm;

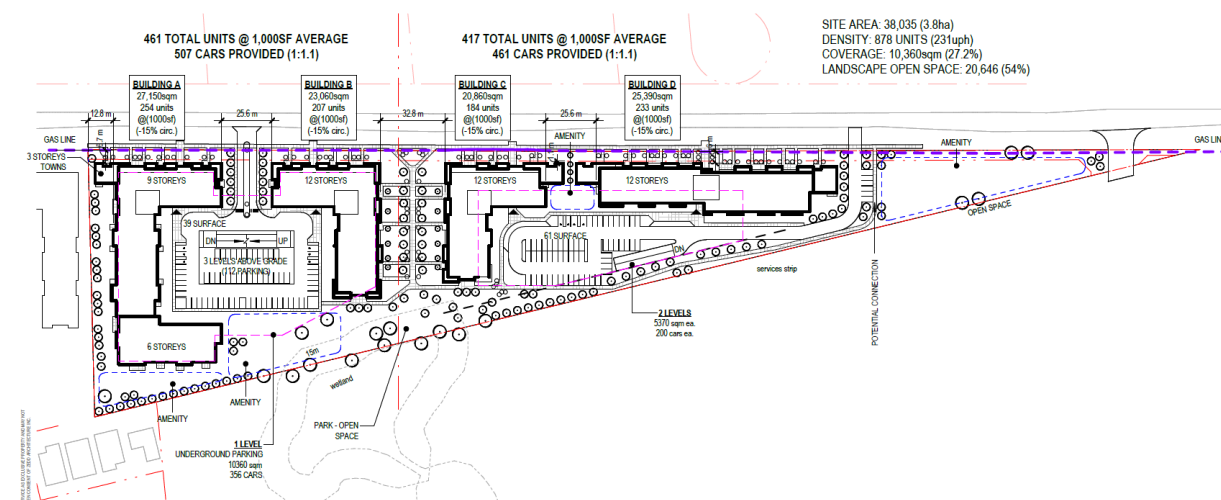
- Locate parking and servicing areas underground wherever possible. Where these facilities cannot be located underground, ensure they are well-screened from the public realm through careful positioning of built elements and landscape features; and,
- Provide adequate buffering along the rear (south) lot line which interfaces with an identified ecological feature (wetland). Provide compatible site features such as landscaping in this location.

PART 2.0

2.1 PROPOSED DEVELOPMENT

Royal Premier Homes proposes to develop the subject lands for a residential development comprised of four apartment buildings ranging from six to twelve-storeys in height and containing 878 dwelling units at a density of 231 UPH. The remainder of the subject lands will be developed for parking/vehicular circulation areas and landscaped open spaces including: outdoor passive amenity space on the eastern portion of the subject lands; a landscaped “allee” through the central portion of the site, connecting Southdale Road West to a park and wetland; and, recreational trails along the rear (south) lot line. A conceptual site plan for the proposed development is shown below in Figure 20.

Figure 20 – Conceptual site plan



SITE DESIGN

The conceptual site design is defined by the positioning of the proposed apartment buildings close to the Southdale Road West right-of-way, contributing to a continuous street wall and sense of enclosure along a “Civic Boulevard”. Built elements will occupy over 2/3 of the total site frontage (after parkland dedication). Spacing between all buildings exceeds 25.0m, ensuring adequate separation between windows and providing usable open spaces - gaps in the street wall will be used for: a landscaped access driveway; a landscaped “allee” feature, providing a mid-block connection between Southdale Road West and a public park and wetland; and, a hardscaped plaza area.

Each of the proposed apartment towers are oriented to screen internal parking/servicing areas from adjacent parcels and the public realm (Southdale Road West and internal public amenity areas). Buildings are designed with primary entrances facing the sidewalk and active uses at-grade such as lobbies/entrances, resident amenity rooms, and ground-level dwelling units. The

appearance of the subject lands will also be defined by the outdoor amenity space located on the eastern portion of the subject lands.

Pedestrian access for each building is provided by a primary entrance on the north elevation (oriented towards Southdale Road West) and a secondary entrance, oriented towards surface parking areas and drop-off/loading spaces. Private entrances to ground level dwelling units and resident amenity rooms may also be provided. The site plan includes additional pathways providing access to parking facilities, drop-off/loading areas, and the public street. Pathways along the rear yard (interfacing with the wetland and park space) will integrate the subject lands with surrounding parcels and provide recreation opportunities. Notably, this pathway will also be used to deliver (underground) services to the subject lands from Southdale Road West.

Vehicular access will be provided from Southdale Road West via two full-turn driveways providing access to parking, loading, and drop-off areas. Most parking spaces will be located underground or within a two-storey structure. The remainder of the parking supply (along with loading and drop-off areas) will be provided at-grade in locations that are well-screened from the public realm.

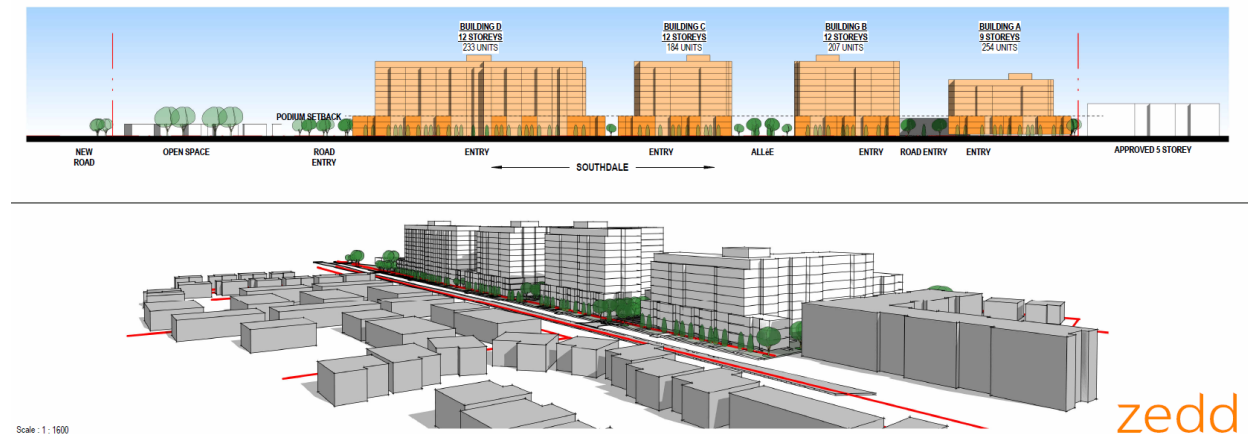
A variety of recreational areas (including two parks and a landscaped “allee”) will contribute valuable outdoor space for use by residents and the surrounding neighbourhood. The detailed design and programming of these spaces will be determined during later stages of the approvals process.

Additional softscape areas are provided around surface parking areas and along all external lot lines. Site-specific details relating to landscape elements, loading, refuse, servicing, and lighting will be refined through the Site Plan Approval process.

BUILT FORM, MASSING, AND ARTICULATION

A conceptual site section (Figure 21) provides a visual representation of massing/articulation strategies and demonstrates built relationships with adjacent parcels. The proposed development will frame Southdale Road West and the proposed “allée”, providing a high-quality interface with the public realm and screening of vehicular areas and servicing/loading facilities.

Figure 21 – Conceptual site section drawing (west to east)



Three of the proposed buildings ('B'/'C'/'D') are twelve storeys in height. Building 'A' is designed with a height of nine storeys and steps down to 6 storeys to the south of the property which is near the single-detached dwellings on Raleigh Boulevard. Continuous three-storey podiums are provided along all facades that interface with the public realm, limiting perceptions of mass and bulk and contributing to a human-scaled appearance. Proposed building heights do not exceed established high-rise development standards along Southdale Road West (16 ST).

The proposed development will be designed with flat roofs, screened mechanical equipment, internalized structural elements, and standardized material application to support efficiency and a modern appearance. Buildings will be well-articulated and designed to provide distinct facades along each elevation. Recessions and projections are provided along each elevation at regular intervals to break down perceptions of bulk and contribute to a defined and varied appearance. Terracing/step-backs will be provided at the north and south sides of the building (adjacent to the public street and rear yard outdoor recreation areas), supporting a compatible relationship with adjacent development and limiting shadow impacts.

The architectural design will be refined during later stages of the approval process in consultation with City Staff. Overall, the proposed scale and massing are generally reflective of contemporary best practices in high-rise building design and relate well to established built standards of the area.

ARCHITECTURAL TREATMENT

The proposed architectural treatment will include contemporary, high-quality material treatments, including but not limited to masonry, concrete, architectural paneling/siding, glazing, and accent materials. Materials will be used to reinforce massing and articulation strategies, provide variation and visual interest, and to delineate openings, entrances, and other important building features. Materials with a 'heavier' quality would typically be applied at lower levels to establish a strong relationship between buildings and the public street. Lighter materials, such as concrete, siding, and architectural panels, may be used on upper storeys to reduce perceptions of mass. Overall,

this material and architectural strategy will contribute to a character and image that is suitable for the existing neighbourhood. Detailed building elevations will be refined in coordination with Municipal Staff as part of future planning and building applications.

LIGHTING

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

SERVICING

Principal servicing requirements (beyond municipal infrastructure) consist of drop-off/pick-up areas, loading spaces, and refuse removal. Informal loading and lay-by space(s) will be provided in the rear yard adjacent to the proposed drive aisles and secondary entrances. These spaces are well-positioned to serve residents while limiting impacts on the public realm and pedestrian/vehicular movement. Refuse storage space will likely be provided in internal garbage rooms, minimizing adverse visual impacts/odors and keeping out wildlife. Detailed servicing designs will be determined during later stages of the approvals process.

PUBLIC REALM

The public realm consists of the Southdale Road West streetscape (front yard) and internal interfaces along the proposed park spaces, recreational pathways, and pedestrian “allee”. Each of these areas will be designed with high-quality architectural and landscape treatments to support a strong public realm.

The proposed apartment buildings will be positioned close to the front lot line with primary entrances visible and accessible from the public sidewalk. Landscaped forecourts will be provided adjacent to entrances to support a sensible transition between the building and public sidewalk. Buildings 'B' and 'C' are oriented to frame the landscaped “allee” and support an appropriate transition between Southdale Road West and the park/wetland area. Secondary building entrances, active ground-level uses, and quality architectural treatments be provided along each of these frontages.

Landscape areas will be provided within the service strip abutting the rear lot line, enhancing recreational pathways, screening parking/servicing areas, and contributing to a cohesive appearance.

2.2 DESIGN IN RESPONSE TO THE SOUTHWEST AREA PLAN

The Southwest Area Plan was prepared through a City-initiated process to guide long-term urban growth in one of the city’s last and largest reserves of land and to establish a vision, principles, and policies for the development of the Planning Area. The Secondary Plan provides a greater level of policy detail than the 1989 Official Plan and sets out a variety of area-specific urban design policies (see responses below).

General Policies – Development Design Policies (20.5.3.9.i)

- As part of the proposed development, a system of interconnected trails will be provided on the subject lands, supporting opportunities for outdoor recreation and active transportation. The conceptual site plan also provides for future linkages to adjacent parcels (d).
- The proposed site plan provides a variety of civic spaces that may serve as meeting places in accordance with subsection (f), including a park, recreational trails, and pedestrian “allee”.
- The four development blocks are scaled to support pedestrian movement. Buildings are separated by public mid-block connections, including an “allee” and landscaped driveway access. These mid-block connections will be designed to a high standard, including buildings with a high proportion of active, transparent facades (i).

In accordance with subsection (j), the proposed pedestrian “allee” will frame views from Southdale Road West to a natural feature (wetland) and open space area.

General Policies – Building and Site Design (20.5.3.9.iii)

- The following site design features emphasize the pedestrian realm: quality landscape treatments and pedestrian infrastructure; active ground floors along the primary public interface; three-storey podium elements along most elevations; and, an eight-storey building heights that are generally proportional to the abutting Southdale Road West right-of-way (a).
- The proposed development provides appropriate height transitions to adjacent lands in accordance with subsection (f). The most significant transitions are at the northwestern and southwestern corners of the subject lands which interface with low-density residential development. Sufficient separation and buffering are proposed at these locations, especially at the northwest corner (Southdale Road West right-of-way).
- Proposed off-street parking facilities are mostly located underground or within a small rear yard parking structure. Where parking is located at-grade it will be screened from Southdale Road West by the proposed apartment buildings as well as landscape elements. “Back-of-building” functions, such as loading, refuse, and pick-up/drop-off, will be similarly screened from the street. This design will minimize the visual and functional impacts of parking areas on the public realm and adjacent parcels (g).
- A detailed landscape plan will be developed during later stages of the approvals process. In accordance with subsection (i), landscape elements will be selected and oriented to: support pedestrian comfort and a human scale; add definition along major pedestrian routes; separate public and private realms; and, frame views to natural areas and focal points (such as entrances).

2.3 DESIGN IN RESPONSE TO THE LONDON PLAN

The London Plan has been adopted by Council and approved by the Province, but is only partially in effect due to several unresolved appeals to the Local Planning Appeals Tribunal. The London Plan sets out urban design policies that are applicable to both the city as a whole, and to specific place types. Policies for the “*Neighbourhood*” Place Type, including those relating to residential intensification, will be considered. General design policies contained in the City Design section of the plan will also be reviewed:

City Design – Character (197-210)

- The proposed development will support a distinct sense of place by providing the following features: multiple new publicly-accessible open spaces; continuous, high-quality building walls along the public realm; and, active uses/façade treatments at the ground level (197, 202).
- The proposed site design provides for the retention and enhancement of a wetland feature located along the south property line. Buildings and landscape elements are oriented to frame views from the primary public realm to this natural feature (201, 204).
- A variety of features will be provided on-site in order to encourage gathering and create identifiable focal points, including: an open space feature on the eastern portion of the subject lands; pedestrian “*allee*” connecting Southdale Road West to a retained/improved wetland feature; and, multiple trails providing recreation and active transportation opportunities (203).

City Design – Streetscapes (221-241)

- The proposed development will make a positive contribution to the existing streetscape, supporting a desirable character and sense of place that generally conforms to the planned vision for “*Neighbourhood*” Place Types along “*Civic Boulevard*” Street Classifications. The majority of the Southdale Road West streetscape will be occupied by continuous, active building walls and high-quality public open spaces. The proposed site design provides minimal front yard setbacks; building entrances/forecourts facing the public sidewalk; quality architectural treatment on all facades, including step-backs above the third and eighth storeys; and, landscape areas throughout the public realm (221).
- A minimal portion of the Southdale Road West frontage is dedicated to vehicular access, and the outward appearance of the lands will be defined by high-quality built elements and public spaces. Driveways are consolidated and only two curb cuts are proposed over the total site frontage (approximately 563.0m). Parking areas are mostly located underground or in locations that are well-screened from the public realm. Vehicular areas will be designed to the minimum requirements set out in the Zoning By-law wherever possible (222A).

- The proposed site design places a clear priority on active transportation modes, providing clear, direct, and comfortable pedestrian paths that are separated from vehicular areas wherever possible (223).
- High-quality landscape treatments will be provided throughout the subject lands to define public/private spaces, provide screening/buffering, highlight prominent features (such as entrances), and support a cohesive appearance. A detailed landscape plan will be developed during later stages of the approvals process (235).
- Deep setbacks are provided at the rear yard in order to limit impacts on an existing wooded wetland feature. New plantings will also be introduced throughout the subject lands where feasible (236, 237).

City Design – Public Space (242-251)

- The proposed development includes a significant supply of open space. These spaces will: enhance views to a retained wetland feature through a pedestrian “allee”; provide a place to meet and gather in the form of a large outdoor amenity block; and, establish trail connections within the subject lands and throughout the surrounding area. These facilities will promote healthy and active lifestyles and support a positive character and image (242, 243, 244).
- Proposed open spaces will promote active mobility by in the form of multiple mid-block pedestrian connections and a recreational trail within the rear yard services strip, traversing the site east-to-west (246).
- Open spaces are designed to be highly visible and accessible, with multiple connections to Southdale Road West. The proposed open space feature at the east end of the subject lands space and pedestrian “allee” each have wide exposure to the public street (247).
- The proposed development will provide for the retention of existing trees where possible, especially those located within/proximate to the rear yard wetland area (248).

City Design – Site Layout (252-283)

- The proposed development is designed to respond to the existing character of the neighbourhood and generally replicates the massing, siting, and scale of existing high-rise development along Southdale Road West. Setbacks generally reflect established built standards in the area, and a high degree of articulation will be provided along the primary public interface, including step-backs above the third and eighth storeys (252).
- Adverse impacts on adjacent properties will be limited through the provision of adequate setbacks, compatible façade designs, and massing that minimizes perceptions of bulk, shadow impacts, and intrusive overlook. Landscape buffers will be provided along shared lot lines for screening and buffering (253).
- The proposed site design will promote connectivity and safe movement for all transportation modes. The coverage of drive aisles, parking, and other vehicular areas will be minimized, and only two access driveways are proposed over the total site frontage

(approximately 563.0m). Pedestrian pathways will be clearly demarcated and physically separated from vehicle circulation areas wherever possible (255).

- The proposed development is designed with minimal front yard setbacks, prominent entrance features, and active ground floor uses that support a strong street wall along Southdale Road West. Gaps in the street wall are provided at appropriate intervals, supporting mid-block pedestrian connections. Quality landscape treatments will be provided along Southdale Road West, enhancing the outward appearance of the subject lands (256, 259).
- The proposed pedestrian “allee” will frame views from Southdale Road West to a wetland feature along the rear (south) property line (257).
- The proposed site design provides for the retention of existing mature trees located within/proximate to the rear yard wetland feature (258).
- The conceptual site plan locates loading, refuse, and servicing infrastructure underground or in rear/interior side yard locations that are screened and physically separated from the public realm by buildings and landscape elements (266).
- Primary entrances will be directly accessible and visible from Southdale Road West. Forecourts and architectural elements (canopies, overhangs, transparent glazing) will be provided around entrances in order to provide a safe, comfortable, and inviting connections (268).
- Most of the proposed parking supply will be located underground. Where parking is located above-grade, it will be provided in interior side yard/rear yard locations that are screened from the public realm by buildings and landscape areas. Vehicular areas will be segregated/screened from pedestrian routes where possible (269, 270, 272, 273, 275, 278).
- Lighting will be designed to minimize negative light impacts on adjacent properties wherever possible. A photometric plan demonstrating lighting impacts will be developed during the Site Plan Approvals process (279).

City Design – Buildings (284-305)

- No blank façade segments are proposed along the street edge, public park, or mid-block pedestrian “allee”. While detailed architectural designs have not yet been developed, it is intended that a regular rhythm of openings be provided along all outward-facing facades (285).
- The proposed development is designed to achieve a scale relationship that is comfortable for pedestrians. Step-backs are provided above the third and eighth storeys, minimizing perceptions of height and mass. Forecourts and pedestrian-supportive architectural elements (canopies, overhangs, transparent glazing) will be provided at building entrances, emphasizing the ground level. Building orientation and setbacks will establish a close relationship between the building and public realm while providing adequate space for landscaping. Detailed elevations have not yet been developed, but a variety of

elements will be considered for breaking-down the massing of the building, including projections/recessions and material variation (286).

- The height of the proposed development (12 storeys along Southdale Road West or approximately 36-45m) will support a sense of enclosure on the adjacent right-of-way (36.0m width) (287).
- The proposed site design includes a strong, continuous building edge along the proposed mid-block “allée”, providing a sense of enclosure. Abutting facades will be well-articulated and designed to the same standard as front facades along Southdale Road West (288).
- The proposed development will generally conform to the high-rise policies set out in Section 289, as detailed below:
 - The design of the ground level will support an active, human-scaled public realm. Three-storey podium elements are proposed in order to minimize perceptions of bulk and mass. It is intended that active uses and a high proportion of glazing be provided at ground level, supporting a strong pedestrian realm along Southdale Road West and the mid-block “allée”. Special treatment is proposed for entrance areas (including forecourts), reinforcing a human scale;
 - The middle portions of each building are designed to be cohesive with the base and top. Conceptually, each elevation will be treated with a variety of high-quality finishes that relate well to existing development in the area. Windows and balconies are provided at regular intervals along all elevations, supporting a defined rhythm of solid-void that breaks down perceptions of mass and supports an orderly and cohesive appearance; and,
 - Building tops are designed to providing visual interest in the form of upper-storey step-backs and varied material treatments. Step-backs and parapet walls will screen and integrate rooftop mechanical elements into the overall building design.
- The proposed development provides active uses at ground level, including entrances/forecourts facing Southdale Road West. Conceptual material treatments will support an active public realm, including a high proportion of glazing providing views to/from ground floor common areas. Detailed architectural designs will be developed in consultation with City Staff during later stages of the approvals process (291).
- The proposed buildings are designed with three-storey podiums and step-backs above the eighth storey, minimizing perceptions of mass and shadow impacts on adjacent lands. Building axes are generally short as a result of L-shaped massing and articulated elements (i.e. projections/recessions) (292, 293).
- The proposal will provide high-quality outdoor amenity areas including a mid-block “allée”, recreational trails, and a landscaped courtyard area between ‘Building C’ and ‘Building D’ (295).
- The proposed development will successfully screen rooftop utility equipment from view by providing step-backs and parapet walls at the roof line. Rooftop equipment will be enclosed within mechanical penthouses wherever possible (296).

- The proposed development provides deep setbacks at the rear yard which interfaces with existing and planned low-density residential development. Additional measures (setbacks, compatible facades designs) will minimize intrusive overlook and provide an appropriate transition. Landscape features will be provided along external lot lines for buffering/screening (298).
- The conceptual material palette includes a diverse assortment of contemporary, high-quality material treatments, including but not limited to masonry, concrete, architectural paneling/siding, glazing, and accent materials. These materials are compatible with existing development in the area and will provide a durable, high-quality finish. Materials will be used strategically to visually break up massing, reduce perceptions of bulk, and add interest to the building design (301, 302).

Additional Urban Design Considerations for Residential Intensification (953-1077)

- The conceptual site layout reflects the objectives and policies of both Official Plans as well as contemporary best practices in urban design. From a form perspective, the proposed apartment buildings are compatible with the existing built context, as detailed below (953.2).
 - The proposed site layout orients buildings to frame Southdale Road West and the proposed mid-block “allee”, framing and enhancing both public spaces. Massing will generally be oriented away from low-density residential areas in order to limit adverse impacts. Vehicular access from Southdale Road West is provided from two driveways, minimizing curb cuts and impacts on the public realm. Parking and service areas will be located underground where possible, or otherwise in the rear/interior side yard locations that are well-screened from the public realm by buildings and landscape elements. Pedestrian routes are direct and legible, offering direct and comfortable connections throughout the subject lands. The landscape concept will introduce a variety of new green spaces and plantings while providing for the retention of existing mature trees along the rear lot line (where possible). Finally, robust amenity spaces will also be provided, including a public park, mid-block “allee”, and recreational trails (a).
 - The proposed apartment buildings will frame two public spaces with strong, continuous building walls. Main building entrances are oriented along Southdale Road West with forecourt spaces that support pedestrian activity and a comfortable public realm (b).
 - The proposed apartment buildings will be setback minimally from the front lot line, supporting a pedestrian-oriented function and appearance while providing adequate space for landscape features and projections (such as canopies). Built elements will occupy approximately 2/3 of the total site frontage, supporting a continuous, high-quality frontage along Southdale Road West (c).
 - The proposed development will generally replicate the massing and appearance of existing high-rise development along Southdale Road West, conforming to the

emerging neighbourhood character. High-quality public spaces will be provided throughout the subject lands, enhancing the character and appearance of the surrounding area (d).

- The proposed building height generally reflects the established standards for high-rise development along Southdale Road West. Thoughtful transitions in height/scale are provided in the form of setbacks and step-backs (above the third and eighth storeys), ensuring compatibility with low-density development to the north and south of the subject lands (e/f).
- The intensity of the proposed development is appropriate for the size of the lot and generally conforms to existing and planned development standards in the area. The proposed intensity of development can be accommodated on the subject lands by providing sufficient setbacks, step-backs, and other transitional site elements (such as landscaping and compatible façade designs) proximate to lower-density development. Drive aisles, parking, landscaped open space, outdoor amenity areas, buffering/setbacks, and service areas can all be accommodated within the site at appropriate locations (953.3).

CONCLUSION

This Urban Design Brief finds the form, scale, and massing of the proposed development to be appropriate for the subject lands and a 'good fit' within the emerging built context. The proposal will result in the phased development an underutilized site within the *"Urban Growth Boundary"*, providing valuable public open spaces and high-quality built forms along a *"Civic Boulevard"*. The proposed site design will retain and improve an existing wetland area, incorporating this natural feature as a focal point and meeting place for residents of the subject lands and surrounding neighbourhoods. Continuous, high-quality building walls will be provided along much of the Southdale Road West frontage, punctuated by mid-block pedestrian connections that effectively integrate the subject lands with their surroundings. Care has been taken to provide a compatible interface with abutting low-density residential development in the form of setbacks and height transitions/step-backs. Each building will be designed to a high architectural standard with active uses at-grade, articulated elements on all facades (such as projections and recessions), and varied, high-quality material treatments that relate well to the established neighbourhood. Landscaping will be provided along the Southdale Road West frontage and external yards, and within/around proposed outdoor amenity spaces. The conceptual landscape and site design also provides for the retention of existing mature trees located close to/within the rear yard wetland feature, where possible. Overall, the proposal will introduce a form of development that is appropriate, desirable, and designed to a high standard, representing a quality addition to the Southdale Road West streetscape and emerging neighbourhood.