

Urban Design Brief

Proposed Residential Apartment Development
2179-2201 Hyde Park Road

Old Oak Properties Inc.



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Introduction

The purpose of this Urban Design Brief is to provide design details of the proposed development by Old Oak Properties Inc. of three apartment buildings and an associated parking structure at 2179-2201 Hyde Park Road, as part of the site plan approval application for the property.

SECTION 1 – Land Use Planning Context

The subject lands are located within the City of London municipal boundaries (Figure 1). More specifically, the site is located at the southeast corner of the Hyde Park Road and future Dyer Road, in the northwest quadrant of the City of London, at the limit of the Urban Growth Boundary.

1.1 The Subject Lands

The subject lands are made up of two separate parcels; 2179 Hyde Park Road is 3.69 ha (9.12 acres) in area and 2201 Hyde Park Road is 0.35 ha (0.86 acres) in area. In total, the subject lands are 3.95 ha (9.76 ac) after the required road widening on Hyde Park Road and have 160 m (525 ft) of frontage along Hyde Park Road, an arterial road, and 245 m (804 ft) of frontage along Dyer Drive, a future local road.

The subject lands were previously occupied by a landscape supply establishment (Fisher Topsoil), but are currently vacant. Topographically, the subject lands are relatively flat, with a slight slope from west to east. Vegetation on the lands consists of sporadic trees and bushes. (Figures 2-3)

The surrounding area consists of agricultural and commercial uses, with a large area to the east intended as future residential lands. As the subject lands lie at the westerly limit of the City of London Urban Growth Boundary, the majority of the lands to the west are used for agricultural uses, with a small section of rural residential and commercial uses along Hyde Park Road. A fire station lies adjacent to the subject lands to the north, across Dyer Drive, and medium density residential lands are located adjacent to the existing fire hall. Single-family dwellings are being constructed to the east of the subject lands along Tokala Trail. Lands adjacent to the east are current vacant, but are designated for high density residential development. Lands to the south and southeast are occupied by a Lowe's home improvement store and retail and restaurant uses as part of the larger commercial node at Fanshawe Park Road and Hyde Park Road.

1.2 The Proposal

Old Oak Properties Inc. is proposing to construct three apartment buildings on the subject lands, with terraced profiles that will achieve a maximum of 16 storeys and contain 600 units (200 units per building). A four storey podium anchors the base of each building along the street frontages. The proposed buildings are “L” shaped in plan and are located at the northwest, northeast, and southwest corners of the subject lands (Figures 6-7). Parking is to be provided by small surface parking areas located close to the buildings as well as a two-storey parking structure located in the southwest corner of the subject lands which will be screened from public view by the proposed apartment buildings and landscaping. Vehicular access to the site is proposed by way of a full turn access from Dyer Drive located centrally along the Dyer Drive frontage as well as a secondary full turn access near the northeast corner of the site.

The proposed apartment buildings employs many of the desirable and praiseworthy design attributes of the recent high-density residential development at 885 Southdale Road, at the corner of Southdale Road and Pomeroy Lane. As such, this report includes images of the completed 16-storey apartment building that addresses the corner of Pomeroy Lane and Southdale Road (Figures 12-15). As the remainder of the development is currently under construction, images of the completed forecourt, amenity area, and landscaping are not available.

1.3 Design Goals and Objectives

The overall goal for the development of these lands is to provide an attractive urban residential environment that contributes to the appearance and quality of the public realm. In order to effectively achieve this goal, the following design objectives have been identified:

- Provide a building design that uses the combination of its massing, orientation, pedestrian entrances, architectural elements, detailing, and material selection to create an attractive street presence along Hyde Park Road and Dyer Drive;
- Introduce clearly articulated definitions (which includes a four-storey podium) between the base, body, and caps of buildings by terracing the upper floors, cladding the lower three floors and portions of the fourth floors with architectural stone;
- Address the intersection of Hyde Park Road and Dyer Drive with the massing and architectural treatment of the northwesterly apartment building, including large curved balconies that front onto the corner;
- Develop site grading and finished floor heights that best integrate the proposed buildings with the elevation of adjacent rights-of-ways;
- Screen the parking areas and parking structure through building placement and sloped landscaping and locate them away from public view;

- Provide a quality pedestrian experience along this section of Hyde Park Road and Dyer Drive through the introduction of trees and vegetation along the streetscape. This will establish a positive standard for the urban streetscape in this developing area;
- Develop a landscape plan that helps to visually integrate the new development into the surrounding environment;
- Create an appealing interface between the buildings and the bounding roads through the design and construction of an attractive, curb free, landscaped forecourt between the front facade and Hyde Park Road;
- Limit sun shadowing impacts on the adjacent properties through building locations;
- Locate all waste and recycling storage within the apartment buildings and provide pick-up areas that are located away from public view; and
- Position the resident's outdoor common spaces to contribute to views to and from the public realm.

1.4 Design Response to City Documents

The design polices relevant to the proposed development are taken from the City of London Official Plan. The subject lands are currently designated "Multi-Family, High-Density Residential" in the City of London Official Plan and the policies that are relevant to the proposed development are outlined below.

1.4.1 Multi-Family, High Density Residential Policies

The proposed development is consistent with the policies under Section 3.4.1 of the Official Plan since the primary permitted uses within the Multi-Family, High Density Residential designation include low-rise and high-rise apartment buildings; apartment hotels; multiple-attached dwellings; emergency care facilities; nursing homes; rest homes; homes for the aged; and rooming and boarding houses.

1.4.2 Urban Design Policies

Section 11.1.1 of the City of London Official Plan provides the policy framework to ensure that urban design principles are incorporated into the designs of new buildings and structures within the City. The design of the proposed development is consistent with the relevant policies as follows and are further detailed in Section Two of this Brief:

- There are no significant natural features on or adjacent to the site, but the design of the proposed development will provide new enhanced landscaped edges along both Hyde Park Road and Dyer Drive (Subsection i);
- The proposed development will add new trees and vegetation to the site (Subsection ii);

- The site does not benefit from any views of natural features or existing landmarks; however, the proposed development will act as an important and visible landmark at the intersection of Hyde Park Road and Dyer Drive, positively defining a major entrance to the City of London from the north (Subsection iii);
- This location serves as a gateway to the city from the north. Hyde Park Road is an important north/south arterial road and any high-density development in this location, as permitted by the current zoning, will be highly visible. With this in mind, the proposed development has been designed to respond to the obligation to provide a high quality architectural, site and landscape design (Subsection iv);
- The site of the proposed development is flanked on the north, east and west sides by undeveloped lands. To the south lies an existing large-scale home improvement store, associated parking area, and a stormwater management pond. The proposed development will have the opportunity to encourage a desirable architectural character for the streetscape along Hyde Park Road and Dyer Drive and the future residential areas to the north and east; (Subsection v);
- The proposed development will replace undeveloped land with a use and built form that is compatible with the objectives of the Official Plan and the surrounding built and developing uses. (Subsection vi);
- The proposed development has been designed to establish a strong positive precedent for this section of the Hyde Park Road and future Dyer Drive streetscape and to allow for their seamless integration as fully urbanized roads (Subsection vii);
- The proposed development enhances the pedestrian environment by providing enhanced landscaped areas, building entrances with canopies oriented to public streets, and an extensive landscaped forecourt with decorative paving (Subsection vi);
- The location of the subject lands and the siting, massing, and orientation of the proposed development will result in little potential adverse impact on the year-round sunlight conditions on adjacent properties. The subject lands are located to the north of the adjacent home improvement store and associated parking lot, and consequently, will not project shadows onto that property. The lands located to the east of the subject lands are intended to be developed as high-density residential. However, the building design and siting will allow for sunlight penetration through the subject lands onto lands to the west during late afternoon hours. Adjacent to the existing fire hall, lands to the north are also intended for residential development and are separated from the subject lands by the Dyer Drive road allowance, over which the majority of shadows will be projected (Subsection ix);
- Landscaping will be used to enhance the appearance of building setbacks and yard areas, and to screen parking, loading, garbage and service facilities from adjacent properties and the street (Subsection x);

- The proposed buildings have been positioned to define useable and secure open space areas and privacy for the individual dwelling units. At grade, a landscaped forecourt has been positioned between the proposed buildings and the street. Also, at grade, a landscaped outdoor common area with a pond, decorative paving, seating, and a covered area has been centrally located between the three proposed apartment buildings. Additional outdoor common areas have been provided in the form of landscaped open outdoor terraces located on the 15th floors of each apartment building overlooking the pond area (Subsection xi);
- The building has been designed to facilitate access and use by incorporating the City of London Facility Accessibility and Design Standards (Subsection xii);
- The majority of parking for tenants and visitors has been provided in a two-level parking structure that will be screened by the proposed apartment buildings and sloped landscaping. This parking structure has been designed to be compact in form and to minimize the amount of exposed surface parking. Access and loading areas have been designed to facilitate manoeuvrability on site and to reduce any potential traffic flow disruption resulting from turning movements to and from the property (Subsection xiii);
- The proposed buildings have been designed and located to minimize the loss of privacy for adjacent properties. Elevations containing larger window and balcony areas have been located furthest away from the future residential uses to the east (Subsection xiv);
- In addition to the identified outdoor common areas, each apartment unit has been provided with an individual exterior balcony (Subsection xv);
- Indoor and outdoor recreational and amenity space has been provided including exercise rooms and community rooms (Subsection xvii);
- Waste handling, composting and recycling facilities have been incorporated into the site design (Subsection xix);
- Where practical, the proposed apartment buildings will make use of appropriate sustainability techniques (Subsection xx); and
- The design, massing, orientation, and siting of the proposed buildings have been developed to create a new landmark and to act as a gateway to City of London and the future residential community to the east (Subsection xxi).

1.5 Spatial Analysis

The subject lands are comprised of two parcels of land located on the southeast corner of Hyde Park Road and Dyer Drive. The intersection of Hyde Park Road and Fanshawe Park Road is the next intersection to the south of the subject lands, while the intersection of Hyde Park Road and Sunningdale Road is the nearest existing intersection to the north of the subject lands. Currently, Hyde Park Road is making the transition from a rural road to an urban road, and consequently, much of the streetscape is undeveloped and the treatment of the lands within the public rights-of-way is an inconsistent patchwork of

street typology. There are no public sidewalks on either side of Hyde Park north of Fanshawe Park Road, nor any on the existing portion of Dyer Drive. Additional development and intensification must be completed prior to Hyde Park Road becoming an urbanized arterial road. The development of the subject lands will contribute to this process through its site works, design, massing, residential population, and tax and development charge revenues.

The intersection of Hyde Park Road and Dyer Drive is a full-turns intersection, although only a small portion of Dyer Drive has been constructed to provide access to the adjacent fire station

1.5.1 Community Context (400m) – Figure 7

The lands within the 400m Community Context area are bisected by Hyde Park Road, and extend to just south of Fanshawe Park Road. The lands to the west and north of the subject lands are dominated by agricultural uses, with several rural residential and highway commercial properties along Hyde Park Road to the northwest of the subject lands. Lands to the west are outside the City of London Urban Growth Boundary. A fire station lies adjacent to the north of the subject lands on the opposite side of Dyer Drive. Lands to the east are intended for future medium density residential development and will have access to Dyer Drive. The full construction of Dyer Drive will link Hyde Park Road and Tokala Trail. A large Regional Commercial Node, including a home improvement store (Lowe's) and other stand alone retail stores and restaurants, lies to the south and southwest of the subject lands along the north side of Fanshawe Park Road. Only 2 sidewalks exist within 400m of the subject lands, being along the north and south sides of Fanshawe Park Road.

The built environment along Hyde Park Road, north of Fanshawe Park Road, is largely undeveloped with only the following features:

- Restaurant and reception hall at the northwest corner of Hyde Park Road and Fanshawe Park Road;
- A stormwater management pond at the northeast corner of Hyde Park Road and Fanshawe Park Road;
- Agricultural lands along the west side of Hyde Park Road;
- A fire station adjacent to the north of the subject lands;
- A pocket of rural, single-detached homes on the west side of Hyde Park Road (north of the subject lands); and
- Agricultural lands on the east side of Hyde Park Road, north of the fire station.

1.5.2 Community Context (800m) – Figure 7

Within the 800m radius, the community context expands to include additional commercial and industrial/commercial lands on the south side of Fanshawe Park Road. The existing Regional Commercial Node east of Hyde Park Road includes large format retailers, such as Wal-Mart, Canadian Tire,

Homesense, and Future Shop, along with many smaller stores in multi-unit buildings. An established commercial/industrial park lies at the southwest quadrant of Hyde Park Road and Fanshawe Park Road, including uses such as pool and spa sales, truss fabrication, and commercial recreation. Built form in this area is largely one-storey buildings set back from the road with outdoor storage areas located to the side and rear of existing buildings

In addition to the sidewalks along Fanshawe Park Road, there is an existing sidewalk along the east side of Hyde Park Road south of Fanshawe Park Road, which extends to beyond Gainsborough Road to the south.

Also within the 800m radius lies St. Andre Bassette Catholic Secondary School and a developing residential area along Tokala Trail to the east of the subject lands. These lands are intended to be developed for single detached dwellings in proximity to other medium density residential lands within 400m of the subject lands.

1.6 SWOT Analysis

An analysis of the strengths, weakness, opportunities and threats presented by the combination of the neighbourhood context and the proposal, can be summarized as:

Strengths

- The proposed development provides an attractive entrance feature at the north limit of the City
- The subject lands are designated for High-Density Multi-Family development
- The proposed development is compatible with the area context
- The subject lands are a large, undeveloped and underutilized parcel of land
- The subject lands are in a highly visible location
- The subject lands are located on an important arterial road
- Within easy walking distance to commercial uses to the south
- Within easy walking distance of the parks and trails located in the Fox Hollow Community to the east
- Minimal shadow impact on surrounding lands
- The site is fully serviceable

Weaknesses

- No weaknesses for this site

Opportunities

- Provide residential accommodations in a developing area of the City

- Implement the intentions of the Official Plan
- Promote increased pedestrian activity by having high-density residential development on an arterial road
- Encourage and support future public transit on Hyde Park Road and Fanshawe Park Road
- Provide an appropriate formal street presence and an enhanced streetscape along Hyde Park Road and Dyer Drive
- Provide a new visual landmark and gateway feature to the City of London
- Locate parking unobtrusively

Threats

- The location and context of the subject lands do not pose any threats to the proposed development.

1.7 Conclusions

The proposed development is consistent with the vision for the future development of this area and will support the evolution of Hyde Park Road and Dyer Drive as an urbanized environment. The location of the subject lands at the intersection of Hyde Park Road and Dyer Drive provides an appropriate location and an optimum opportunity to make a meaningful contribution to both streetscapes and the surrounding area.

The Neighbourhood Character Statement confirms that the proposed development respects the existing neighbourhood as follows:

- The subject lands have already been deemed appropriate for high density development in a high-rise form.
- The adjacent commercial development will not be adversely impacted by the proposed development; indeed proximate high density populations will support the continued success of these developments.
- The proposed apartment buildings are oriented to and clearly address the street in a fashion that is consistent with the development of an urban environment as is possible given the specific constraints of the site and traffic restrictions with regard to Hyde Park Road.

- The site plan for the proposed development locates parking and servicing at the rear internal corner of the development and screens the proposed parking through building placement and sloped landscaping.
- The curbless urban forecourt has been designed to run along the front of the apartment buildings to provide easy access to the front doors of both buildings. This forecourt has been designed to reflect a similar strategy as that used in the design of “Naked Streets”.

The Compatibility Report also confirms that the proposed development is compatible with the surrounding neighbourhood, given that it incorporates the following key features:

- Anchors the proposed development into the streetscape and the urban fabric of this evolving neighbourhood, the proposed development has been designed to address both streetscapes and the intersection.
- Provides upper floors that have been terraced back from the adjacent low-rise neighbourhood to the south. The massing of the ends of the south elevations have been stepped back at the 15th and 16th floor to visually soften the profile of the buildings. The 3 and 4 storey podiums work together with the stepped back massing to soften the building at street level and create a positive and visually interesting built form.
- The colours and finishes of the exterior material, including architectural stone elements, will be selected to both benefit the design qualities of the proposed buildings and to promote visual compatibility with the neighbourhood.

SECTION 2 – Design Principles and Design Responses

2.1 Conceptual Design

The proposed development offers many of the desirable design elements of the existing residential development at 885 Southdale Road. For illustration and reference purposes, images of that development are included in this report. It is intended that the proposed buildings will feature similar, if not identical, cladding and architectural treatments.

The proposed apartment buildings are to be oriented to address both the Hyde Park Road and Dyer Drive streetscapes (Figures 6, 9-11). The proposed buildings are located approximately 18.8m from the ultimate Hyde Park Road right-of-way and approximately 14.5m from the Dyer Drive right-of-way. The setback from Hyde Park Road is due to a combination of constraints that include the provision of accessible parking in front of the building and the required internal fire route. While these constraints have moved the proposed buildings back from the street line, they have provided the opportunity for an enhanced landscaped treatment along the streetscape and to create a curbless urban forecourt following a design strategy similar to a “Naked Streets” approach.

Building “A” located at the intersection of Hyde Park Road and Dyer Drive has been configured to clearly address the intersection with its massing and design as well as the positioning of its lobby to face the intersection (reference 885 Southdale Road in Figures 12-14). Building “B” has been configured to position its front doors and lobby to face the Hyde Park Road frontage. Building “C” is positioned in the northeast corner of the property with its main entrance facing the Dyer Drive frontage. These locations for the proposed apartment buildings have the benefit of providing a strong street presence while moving windows away from the adjacent future residential uses to the west.

In plan, the foot prints of the proposed apartment buildings are “L” shaped with their lobbies and elevator cores located at the junctions of the arms to “L”. Each building has a maximum of 16 habitable storeys and are terraced to 14 and 15 storeys at their ends. The tallest portions of both buildings are associated with the outside corner of the “L”. These corner areas are intended to act as the focus for the massing of the buildings and have a raised roofline that encloses and integrates the mechanical areas of the buildings. These corners are further punctuated by the presence of curved balconies on the floors above the lobbies. At the lower floors, these balconies help to define the location of front doors and lobbies.

All the elevations of the proposed buildings have been vertically divided by a series of projecting bays, balconies, changes in colour and materials. The elevations and the massing of the proposed apartment buildings are clearly divided into a base, middle, and cap. These divisions have been accomplished through the use of terracing and cornice lines, as well as changes in materials, fenestration, and colour. The first three floors and strategic portions of the fourth floors have been designed to create a podium on

the base of each building and will be clad with architectural stone. The upper floors will be concrete with a painted finish of two colours that will be selected to be complementary to the stone colour and that will assist in providing tonal definition to specific areas of the elevations. Landscaped roof terraces are located on the 15th floor ends of the “L” adjacent to Hyde Park Road and Dyer Drive. The completed residential building at Southdale Road and Pomeroy Lane serves as a reference for the cladding, fenestration, and articulation of the proposed apartment buildings, as can be seen in Figures 11-14.

The ground floors of both buildings will contain residential units facing onto both Hyde Park Road and Dyer Drive. These units are at the same level as the paved forecourt that provides a shared pedestrian and vehicular travel surface. Each of these ground floor units are proposed to have doors to the outside and modest individual outdoor seating areas defined by landscape elements. The forecourt is intended to provide an attractive calm pedestrian environment as well as the opportunity for vehicles to safely drop off passengers or make deliveries at front entrances of the proposed buildings, and to facilitate limited visitor parking. Multiple pedestrian walkways have been positioned adjacent to the buildings and across the outdoor amenity area to facilitate barrier-free internal movement. To provide visual punctuation and traffic calming, raised landscaped planters have been shown in the driveways and turn-around areas in front of each of the main entrances.

The landscape plan (Figure 8) shows the conceptual design of the forecourt and the outdoor amenity area with its pond, fountains, pergolas, and seating. The edge of the Dyer Drive streetscape will be planted with shade trees and broken with planted areas, and will also include pergola structures opposite the main entrances to the buildings (as is provided at 885 Southdale Road). Short sections of low decorative fencing are proposed to be incorporated into the three planted areas along the streetscape. The southerly lot line will incorporate trees, plantings, and a 1.8m high solid board fence to screen the adjacent commercial driveway and loading area. The easterly edge of the proposed development is shown with a closely spaced line of trees to help screen the parking garage and lower floors of the apartment building from the adjacent future residential development to the east.

Vehicular access to the site is proposed to be provided by an all-turn connection to Dyer Drive located centrally along the Dyer Drive frontage and by a secondary all-turn access onto Dyer Drive to the west of the main entrance. Some convenience parking for visitors and deliveries is located between the Hyde Park road allowance and the buildings, while parking for residents and longer term visitors will be provided in a parking structure located to the southwesterly corner of the site and screened from the public view. This compact parking structure incorporates a landscaped slope along the northerly elevation for additional screening, and is proposed to contain 287 parking spaces on the raised level. Access to the upper parking deck is provided at one location along the southerly elevation. Access to the surface space under the parking deck is provided along the north, south, and west elevations. The upper level is open to

the air and will incorporate planters for trees and vegetation. Smaller surface parking areas are located behind the buildings and will also be screened from public view.

2.2 Public Realm

The site plan proposes the creation of a decoratively-paved curbless urban forecourt that will run the length of the Hyde Park Road and a portion of the Dyer Drive street frontages, providing pedestrian access between buildings as well as access to visitor parking and the future public sidewalks along Hyde Park Road and Dyer Drive. Portions of this paved area are depressed below street level, and plantings have been used to assist in visually blending the grade differences. It is intended that this publicly accessible linear forecourt will assist visually and functionally in compensating for the inability of neither Hyde Park Road nor Dyer Drive to provide a lay-by, street parking, or temporary loading areas that would promote the use of the front doors facing the street.

2.3 Sustainability Techniques

Although the detailed architectural and engineering designs for these buildings have not yet been undertaken, as part of the business plans for these rental units, the applicant will pursue energy conservation as a cost control measure. It is anticipated that the final architectural and engineering designs for this building will incorporate the following sustainable design features:

- Light coloured non-heat absorbing roofing finishes to reduce heat island effect;
- Water efficient landscaping;
- Energy savings through the use of efficient building systems;
- Storage and collection areas for recycling; and
- Increase natural ventilation effectiveness.

Appendix A

Neighbourhood Character Statement

2179-2201 Hyde Park Road

Old Oak Properties

Neighbourhood Character Statement

The subject lands are made up of two separate parcels, 2179 and 2201 Hyde Park Road. Collectively, the subject lands form the southeast corner of the intersection of Hyde Park Road and Dyer Drive with 160 m (525 ft) of frontage along Hyde Park Road and 245 m (804 ft) of frontage along Dyer Drive. The subject lands are currently vacant, but were until recently occupied by a landscape supply business. Topographically, the subject lands are generally flat and have no significant vegetation on the site. This site provides the opportunity to establish a strong positive precedent for this section of Hyde Park Road and a gateway feature at the northwest entrance to the City of London.

Character and Image:

This section of Hyde Park Road is in transition from its role as rural road at the geographic limits of development to an urban arterial road. The lands to the south of the subject lands are dominated by commercial development that forms a Regional Commercial Node in the Hyde Park community. The commercial node to the east of Hyde Park Road (on both sides of Fanshawe Park Road) is made up of 'big box' style commercial establishments including a Wal-Mart, Canadian Tire, Homesense, and Future Shop, as well as other multi-unit commercial buildings. Buildings in this area are placed closer to the street edge with parking areas between the building and the roadway. Public sidewalks line both sides of Fanshawe Park Road. To the west of Hyde Park Road, the commercial development includes restaurants, auto oriented commercial establishments, and landscape supply establishments. Buildings are set back from Fanshawe Park Road, and no sidewalks exist on either side of the street.

Both sides of Hyde Park Road north of Fanshawe Park Road are largely undeveloped. The west of Hyde Park Road is dominated by agricultural uses (field cultivation) with several rural single detached dwellings with mature trees to the northwest of the subject lands. A restaurant and reception hall lies at the northwest corner of Fanshawe Park Road and Hyde Park Road. A vacant lot with an abandoned parking area abuts the restaurant to the north. A stormwater management pond lies at the northeast corner of Hyde Park Road and Fanshawe Park Road with the driveway for the Lowe's home improvement store further to the north, abutting the subject lands to the south. This arrangement leaves a large area on the

east side of Hyde Park Road undeveloped with little pedestrian appeal. Abutting the subject lands to the north lies a fire station with its driveway on Dyer Drive. Agricultural uses (field cultivation) extend from the fire station north to Sunningdale Road and beyond.

Only a small segment of Dyer Drive is constructed which acts as a driveway to the fire station adjacent to the north of the subject lands. It is intended that Dyer Drive will connect to Tokala Trail to the east and provide access to low and medium density residential areas east of the subject lands.

None of the adjacent lands already developed along this section of Hyde Park Road provide a sufficiently urban response to assist in the future urbanization of this arterial road. The design of the proposed development will provide a strong positive precedent for the urbanization of the streetscape.

Site Design:

- The proposed design clearly engages its emerging urban context by providing a strong built form response to both bounding streetscapes and to the intersection through the employment of “L” shaped buildings with arms along both streets.
- The proposed apartment buildings are oriented to and clearly address the street in a fashion that is as consistent with the development of an urban environment as is possible given the site constraints and traffic restrictions with regard to Hyde Park Road.
- The massing of the proposed buildings places greater visual weight and importance on the intersection to form a recognizable gateway feature to both the City of London and the future residential lands to the east.
- The proposed urban forecourt running along Dyer Drive with its landscaping and water elements will establish the first urban landscaping along this section of Dyer Drive.
- The adjacent commercial development and future residential neighbourhood will not be adversely impacted by the proposed development.

Servicing:

- Access to the proposed development will be made from an all-turn access with center median on Dyer Drive centrally located on the Dyer Drive frontage, and a smaller, secondary all-turn access to the east, also on Dyer Drive. No access is proposed on Hyde Park Road.

- By positioning structured parking behind the proposed apartment buildings, flanked by the arms of the “L”s and by building up a landscaped slope, the visual presence of the parking structure has been greatly diminished and is effectively screened from view from the surrounding roadways.
- Visitor parking is proposed to be located in both the parking structure and smaller surface parking areas while short-term parking for visitors and deliveries is located adjacent to the buildings.
- All garbage and recycling materials will be stored in garbage rooms within the buildings. Delineated areas for the pick-up of these materials have been provided in landscaped and screened areas at the rear of the proposed buildings. These areas will be screened by building massing, grade changes, landscaping, and privacy fencing.

Appendix B

Compatibility Report

2179-2201 Hyde Park Road

Old Oak Properties

Compatibility Report

The subject lands are made up of two separate parcels, 2179 and 2201 Hyde Park Road. Collectively, the subject lands form the southeast corner of the intersection of Hyde Park Road and Dyer Drive with 160 m (525 ft) of frontage along Hyde Park Road and 245 m (804 ft) of frontage along Dyer Drive. The subject lands are currently vacant, but was until recently occupied by a landscape supply business. Topographically, the subject lands are generally flat and there is no significant vegetation on the site. This site provides the opportunity to establish a strong positive precedent for this section of Hyde Park Road and a gateway feature at the northwest entrance to the City of London. These lands are designated to accommodate high-density, high-rise residential buildings, and these forms have been deemed to be compatible with the adjacent land uses.

Built Form Elements:

- The proposed apartment buildings have been oriented to face Hyde Park Road, Dyer Drive and the intersection.
- The location and orientation of the massing of the proposed buildings at the northern corners of the site will eliminate any shadow impact on the adjacent commercial development to the south. Potential shadow impacts to properties to the north of the site on the other side of Dyer Drive will be mitigated by distance. Shadow impact to the lands adjacent to the east has been minimized to the largest extent possible through building placement and the low-rise parking structure.
- The proposed buildings have been designed with their front doors and lobbies facing the public streets, and their massing and detailed designs have been composed to focus attention on the importance of these locations and to formally address the streets.
- A publicly accessible linear urban forecourt has been proposed along the length of the Hyde Park Road street frontage to visually and functionally compensate for the inability of Hyde Park Road

to provide a lay-by, street parking, and temporary loading areas that would promote the use of front doors facing the street.

Massing and Articulation:

- The basic “L” shape of the building footprints has been articulated on all sides with a series of projecting bays and recesses to visually divide the planes of the elevations into a series of vertical elements.
- The ends of both buildings have been terraced back at the 15th and 16th floors to soften their profiles and to direct attention to the massing of the outside corners as the focus of the compositions.

Architectural Treatment:

- All the elevations of the proposed buildings have been vertically divided by a series of projecting bays, balconies, changes in colour, and in some areas, by changes in materials.
- The elevations and the massing of the proposed apartment buildings are clearly divided through the incorporation of a 3 and 4-storey podium into a base, middle, and cap. These divisions have been accomplished through the use of terracing and cornice lines, as well as changes in materials, fenestration, and colour.
- The first three floors and strategic portions of the fourth floors will be clad with architectural stone. The upper floors will be concrete with a painted finish of two colours that will be selected to be complementary to the stone colour and that will assist in providing tonal definition to specific areas of the elevations. Landscaped roof terraces are located on the 15th floor ends of the “L” adjacent to Hyde Park Road and Dyer Drive.

Figure 1: Subject lands



Figure 2: Subject lands (looking Southeast from Hyde Park Road)

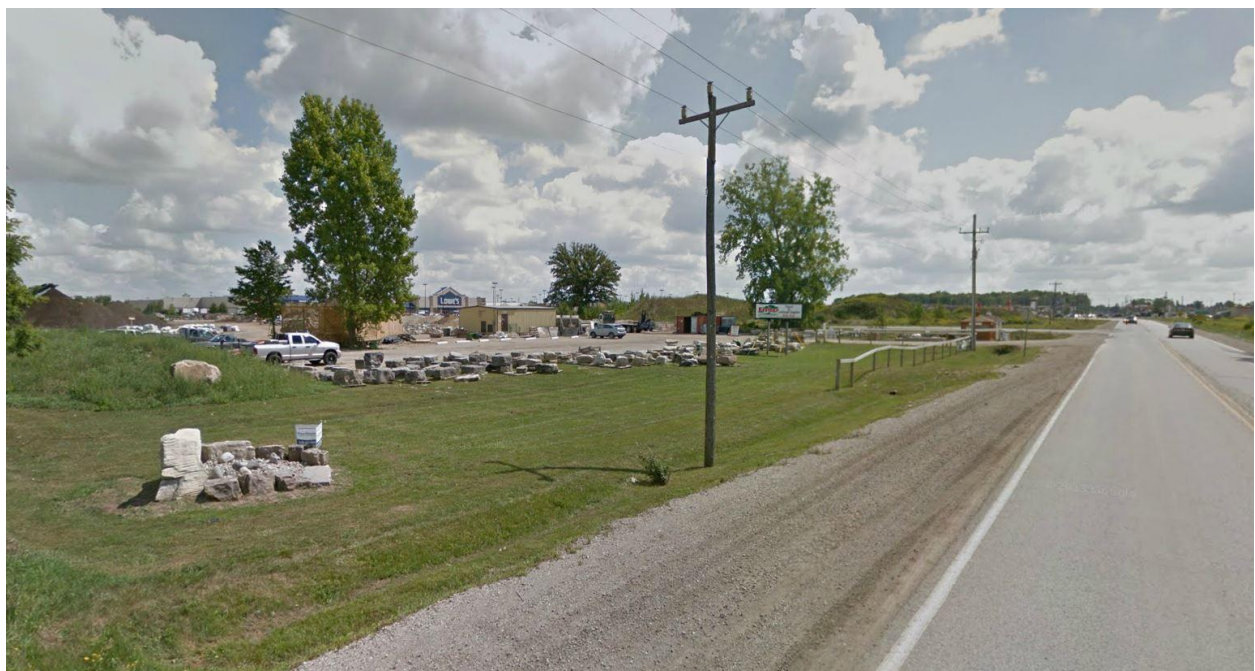


Figure 3: Subject lands (looking Northeast from Hyde Park Road)



Figure 4: Zoning Map

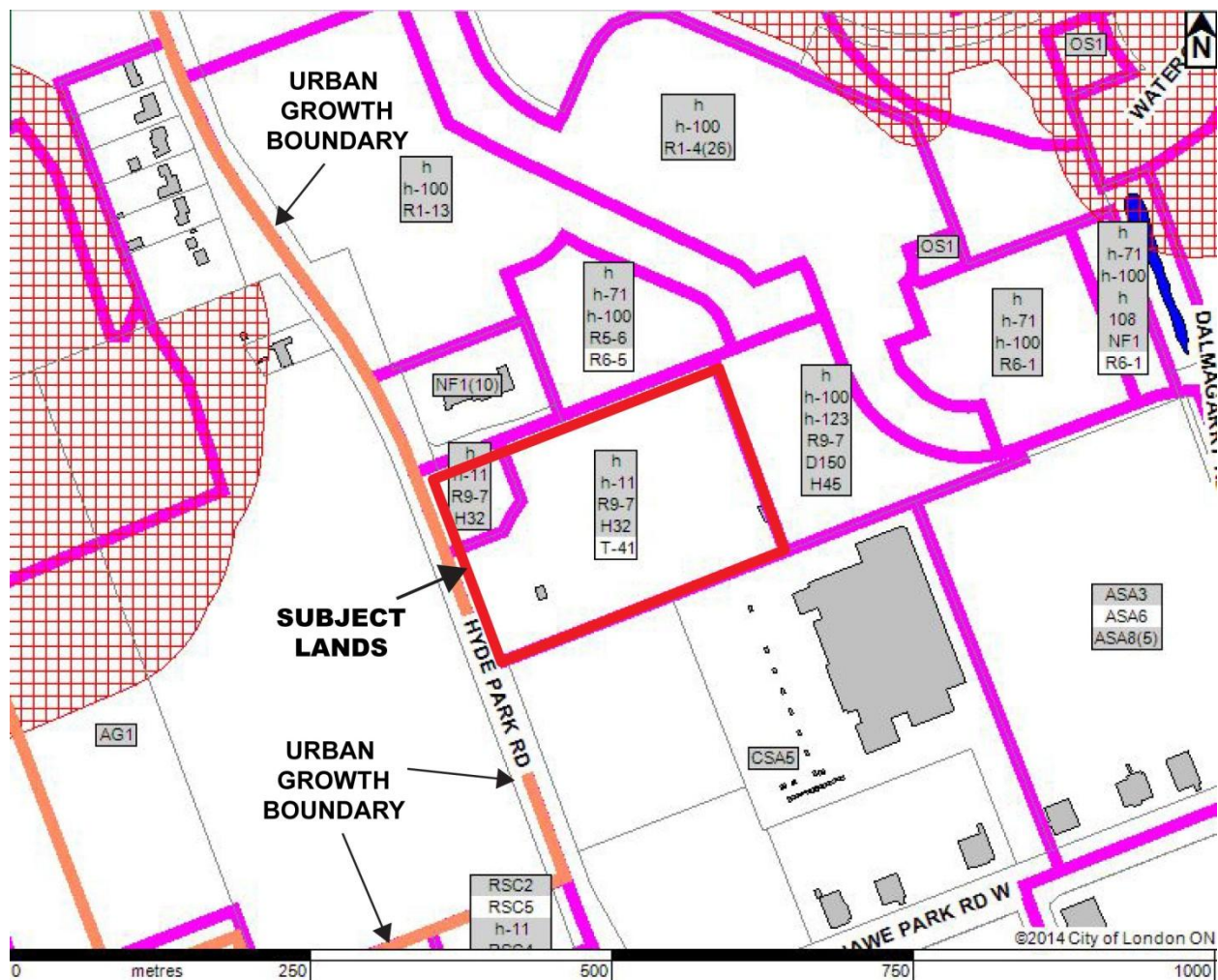


Figure 5: City of London Official Plan – Schedule 'A' (excerpt)

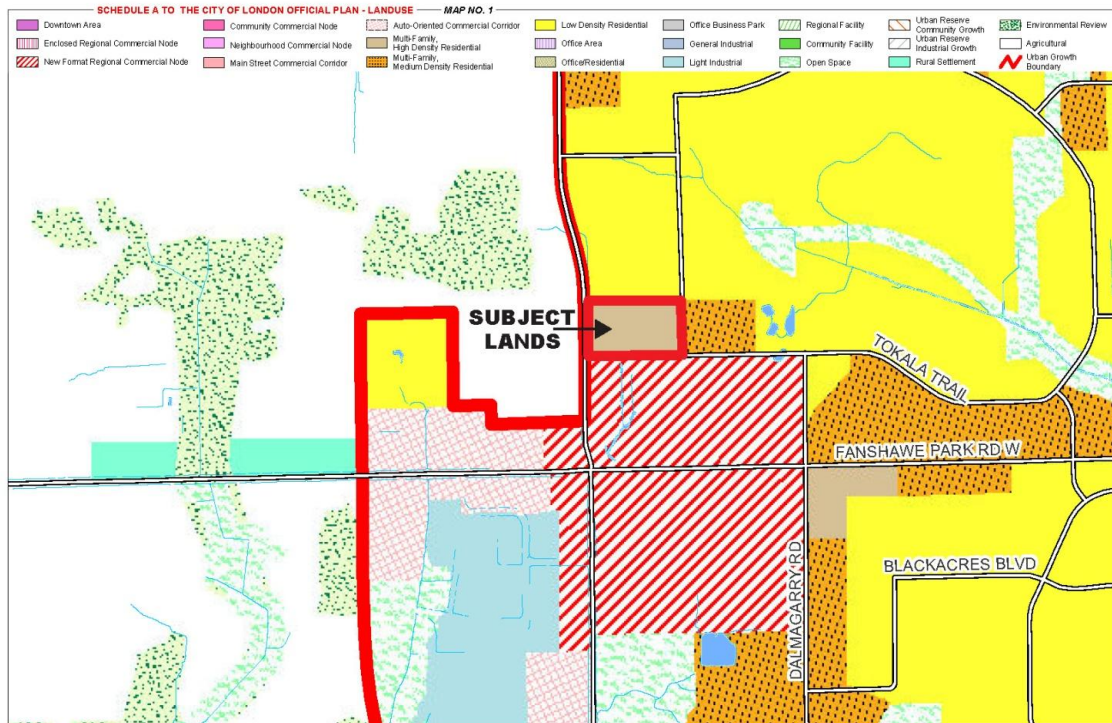


Figure 6: Proposed Site Plan

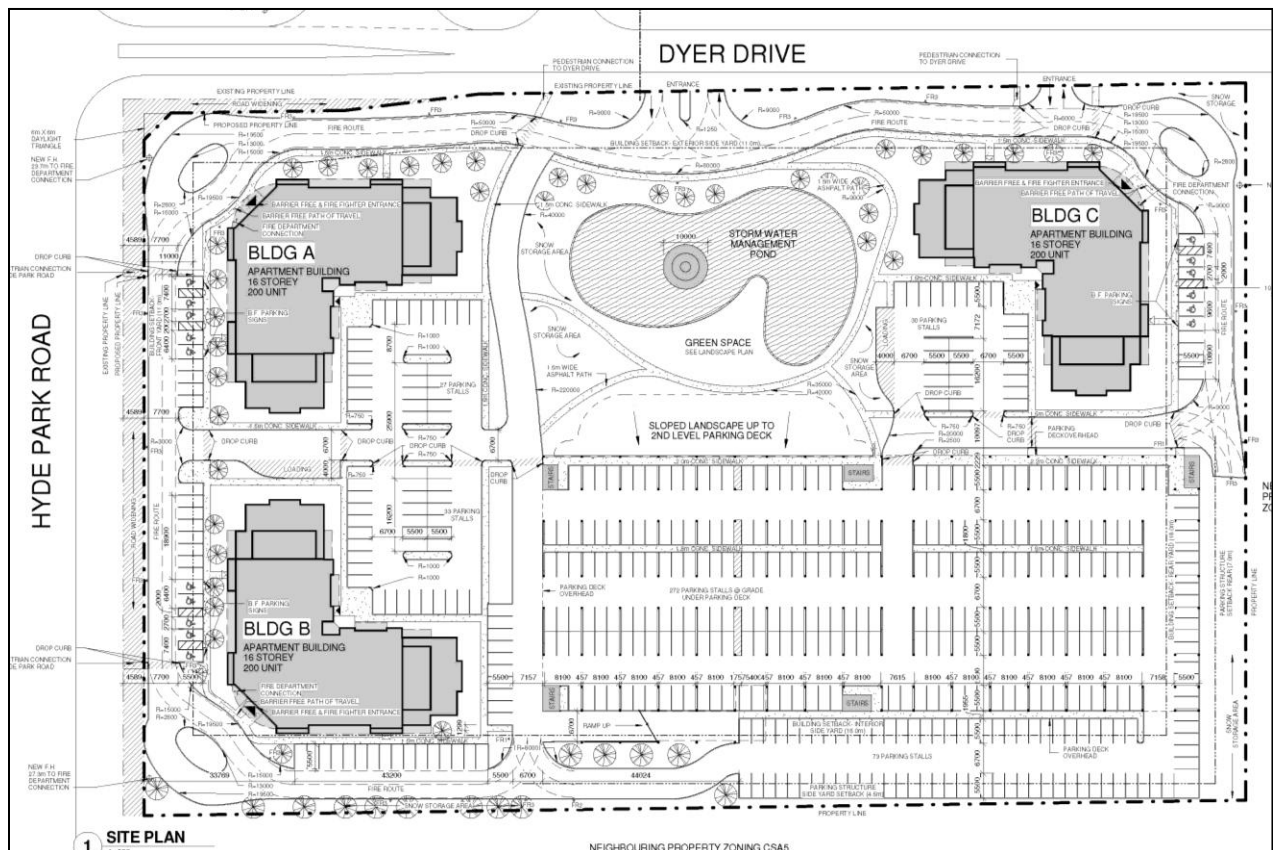


Figure 7: 400m and 800m land use context

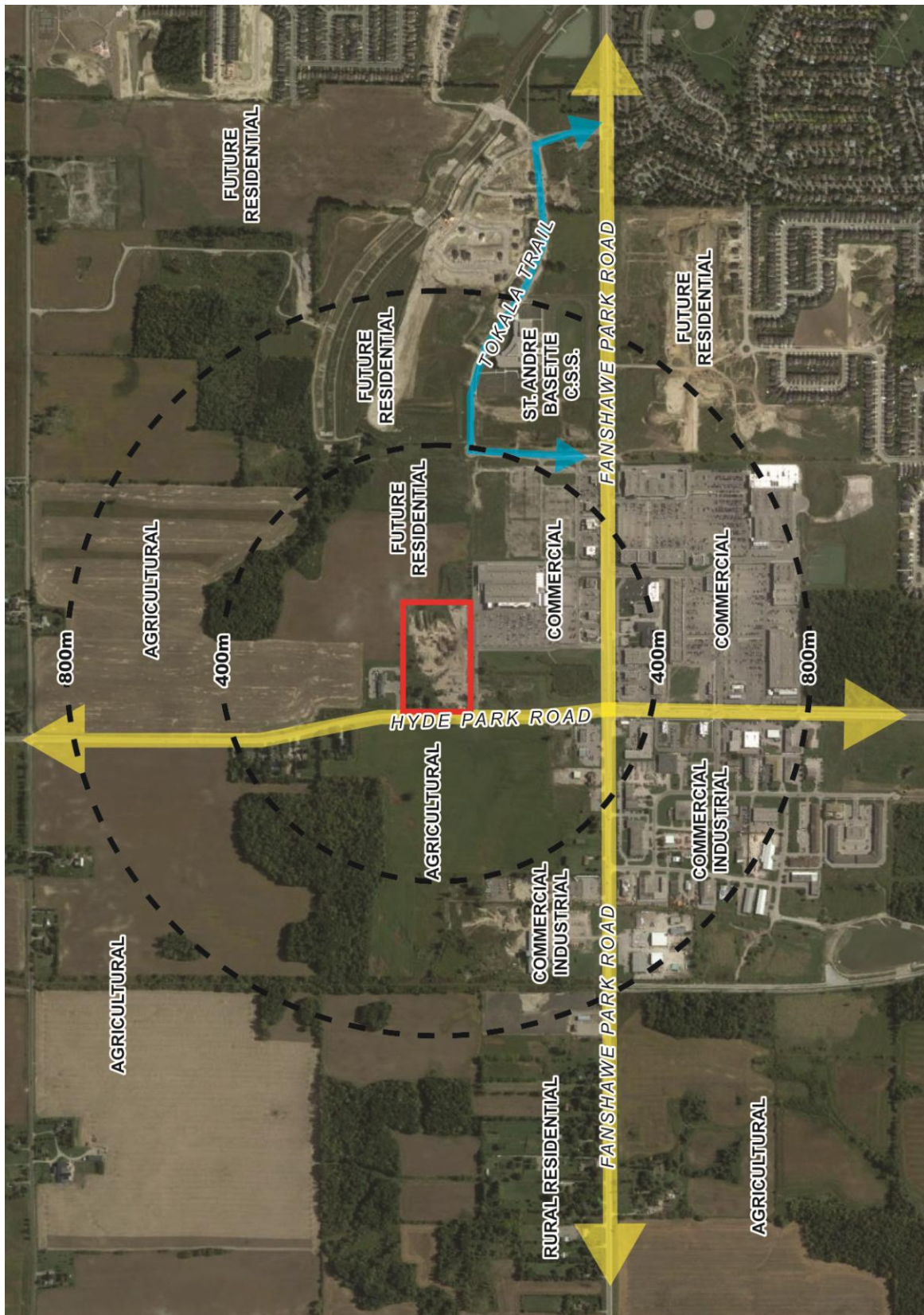


Figure 8: Landscape Plan

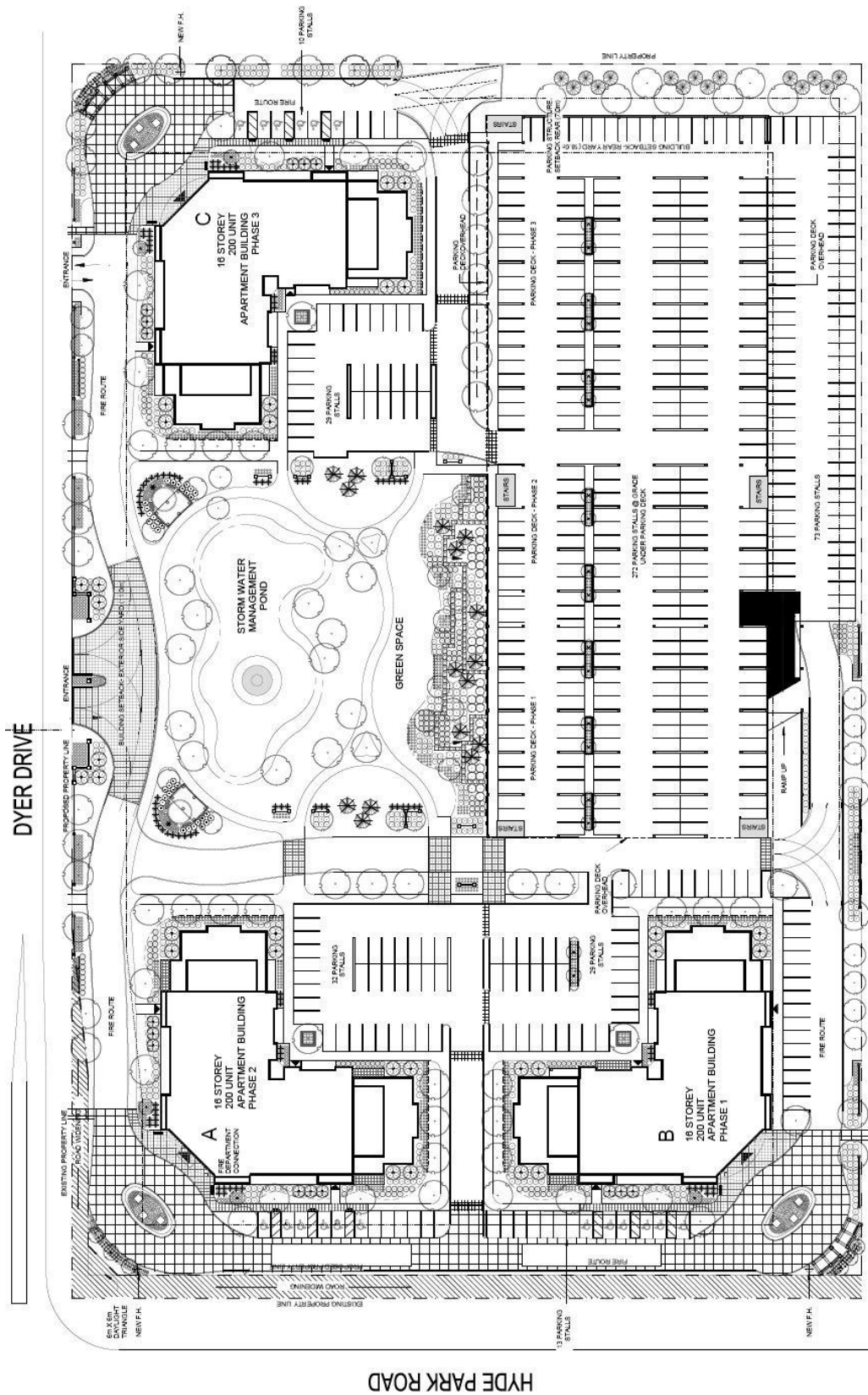
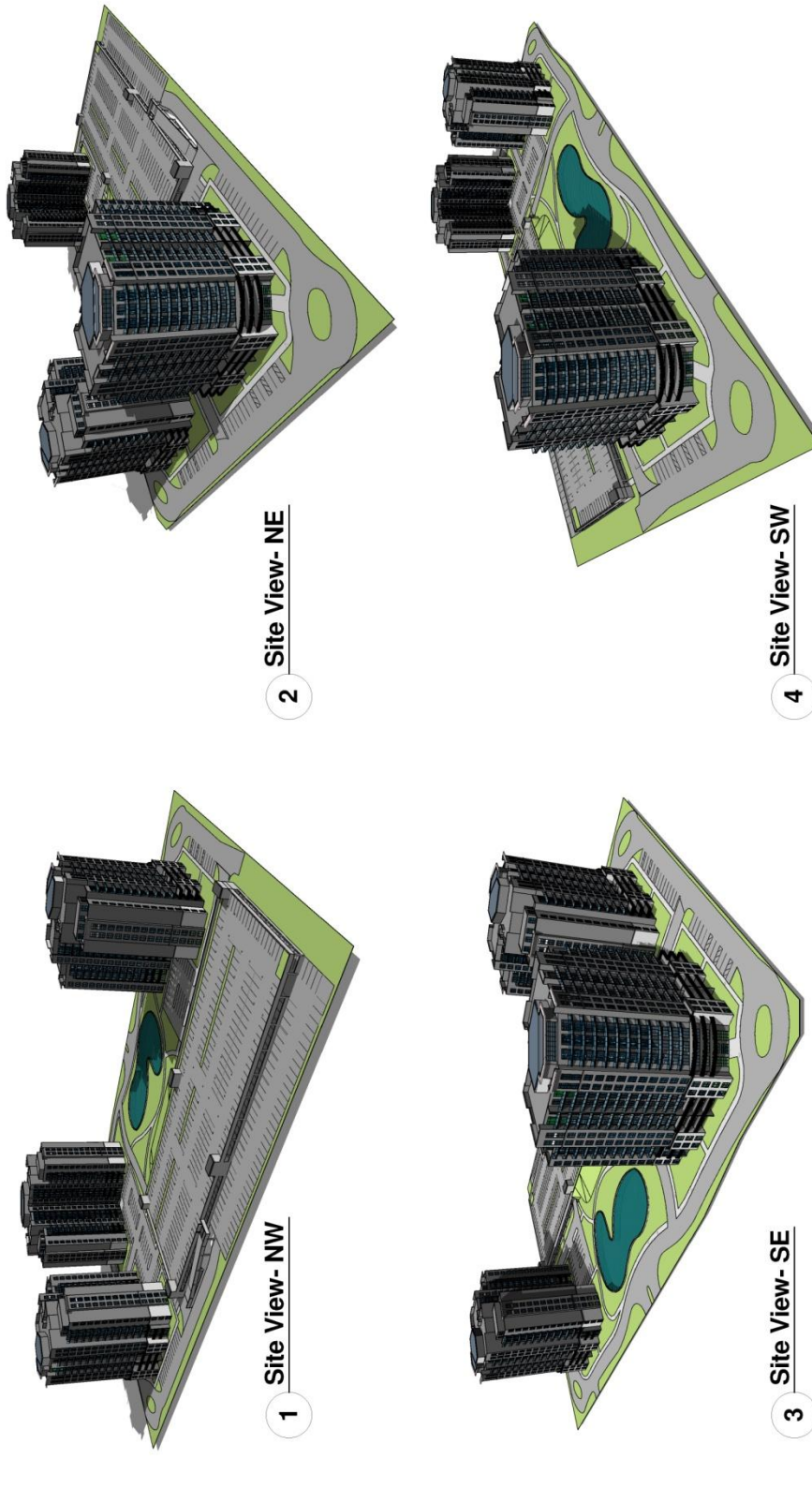


Figure 9: Perspective Renderings



SITE VIEWS
LONDON, ONTARIO

Figure 10: Elevation Rendering (looking southeast from Hyde Park Road)



Figure 11: Elevation Rendering (looking northeast from Hyde Park Road)



Figure 12: 885 Southdale Road (east elevation, looking west from Pomeroy Lane)



Figure 13: 885 Southdale Road (looking southwest from Pomeroy Lane and Southdale Road)



Figure 14: 885 Southdale Road West (north elevation, looking south from Southdale Road)



Figure 15: 885 Southdale Road West (southerly streetscape along Southdale Road)

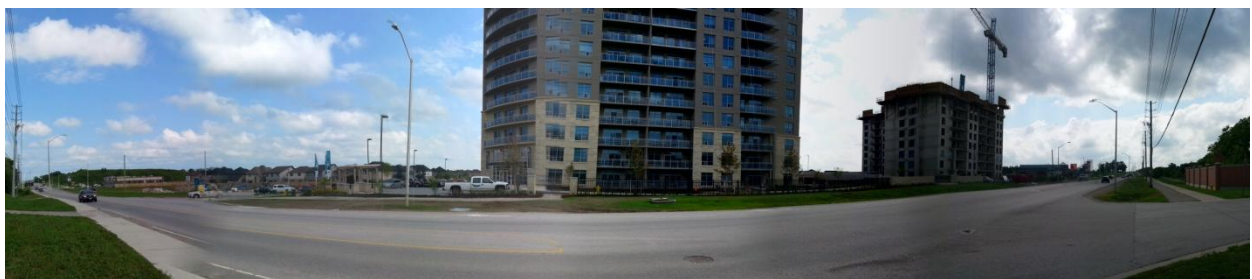


Figure 16: Building A North Elevation (facing Dyer Drive)

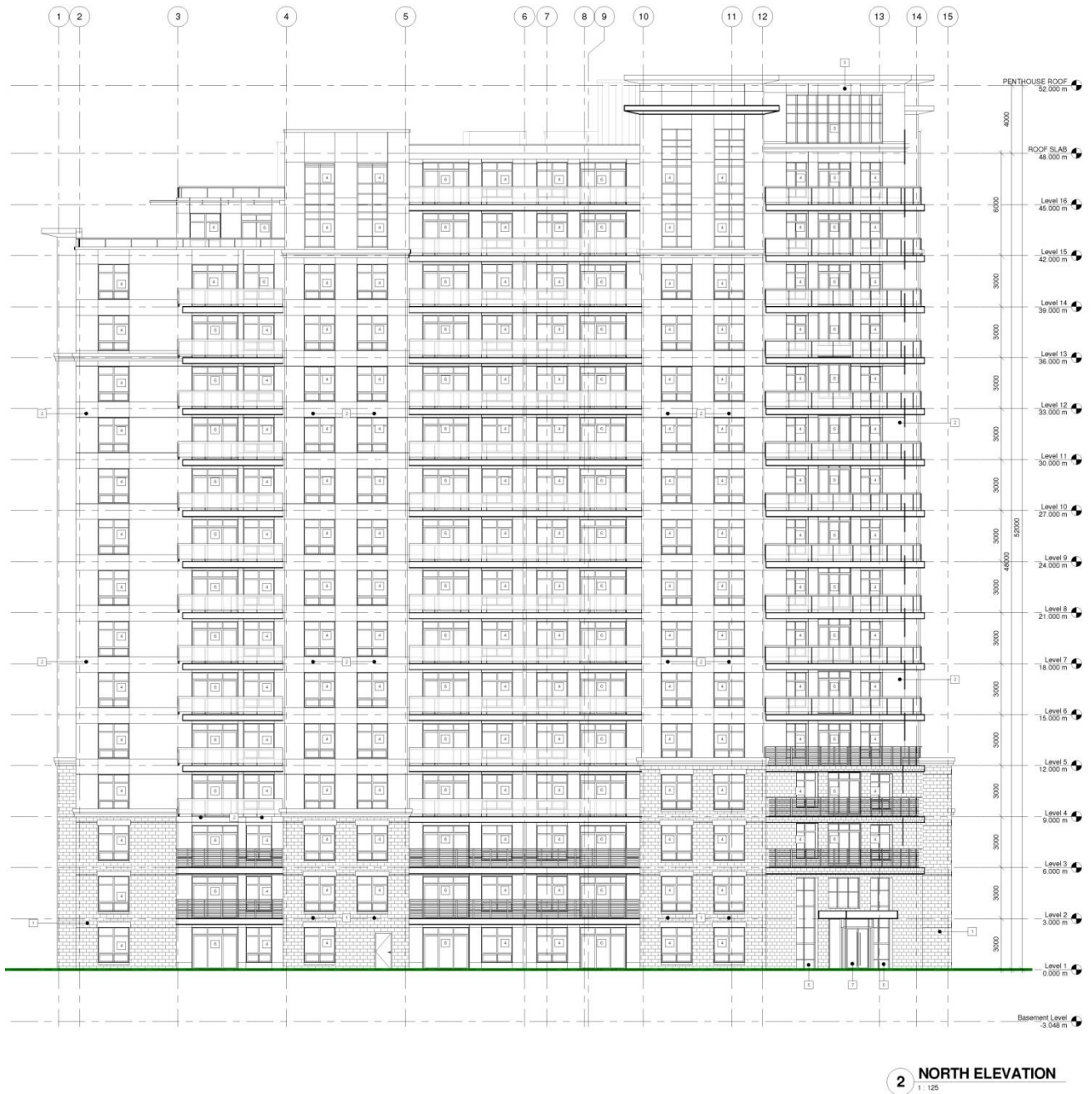


Figure 17: Building A East Elevation (facing stormwater management pond)

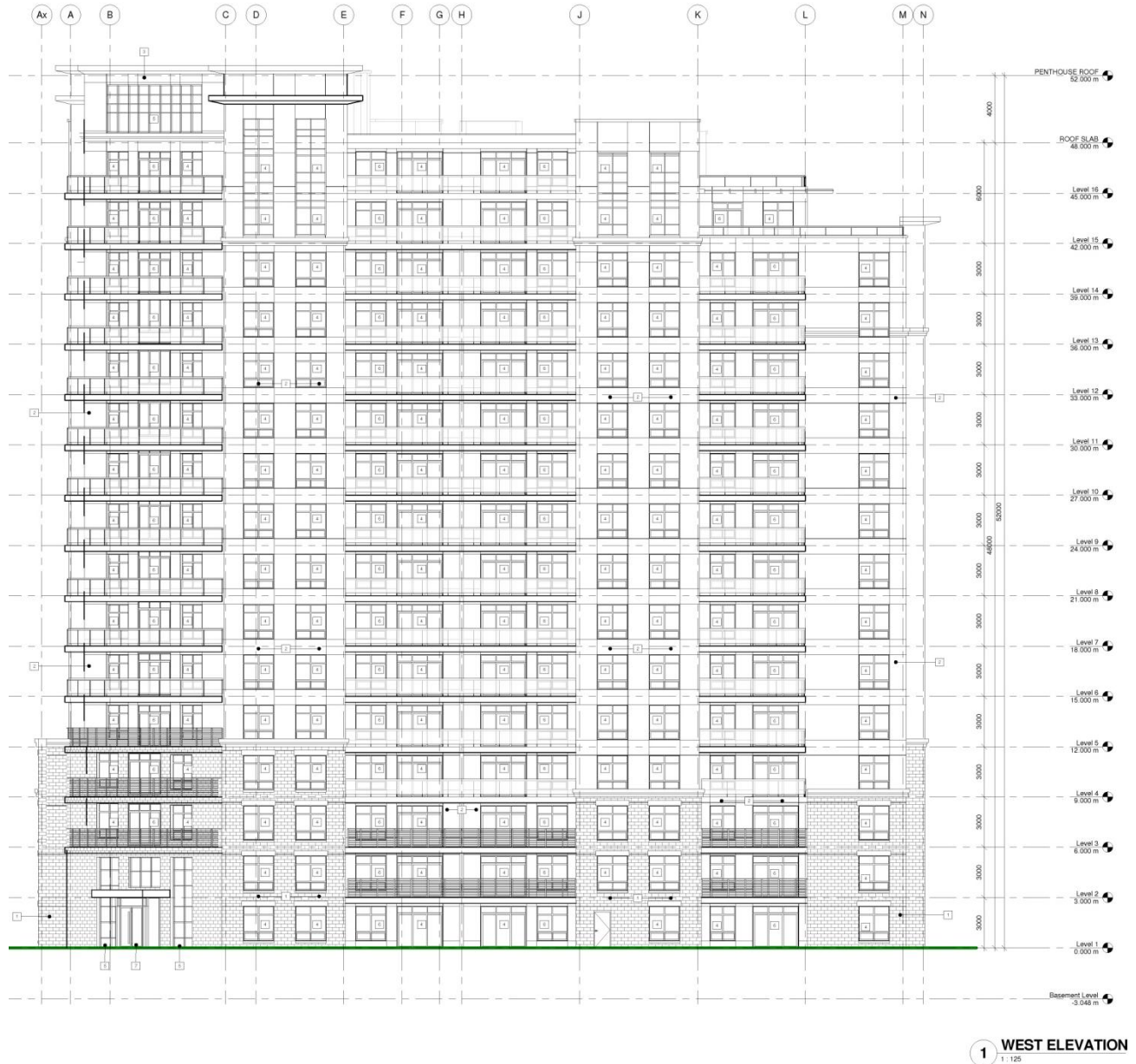


1 EAST ELEVATION
1 - 125

Figure 18: Building A South Elevation (facing Building B)

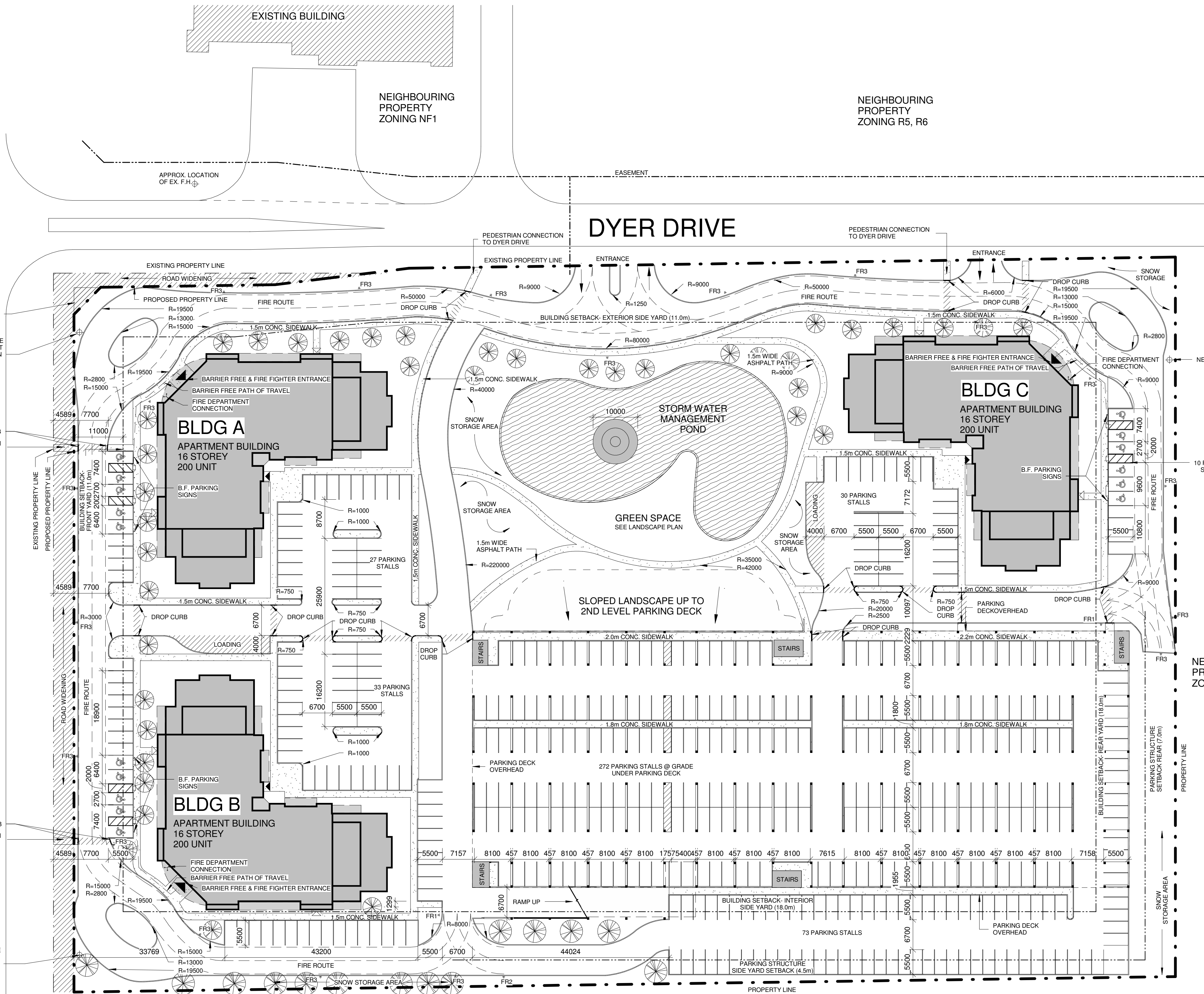


Figure 19: Building A West Elevation (facing Hyde Park Road)



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\\RD440SRV\Shared Folders\Projects\13035 - Old Oak Hyde Park\Drawings\Revit\Design Drawings\13035 - Old Oak Hyde Park_V5.rvt

HYDE PARK ROAD



1 SITE PLAN
1 : 500

NEIGHBOURING PROPERTY ZONING CSA5



KEY PLAN
N.T.S

| Site Data Chart | | |
|--|------------|-------------|
| Site Information 2179 and 2201 Hyde Park Road, London, Ontario | | |
| PART OF LOT 24, CONCESSION 25 MUNICIPAL NO. 3179 AND 2201 HYDE PARK ROAD CITY OF LONDON, COUNTY OF MIDDLESEX ZONING: BYLAW NO. Z-1 RESIDENTIAL R-9 ZONE | | |
| BUILDING SETBACKS | Required | Proposed |
| Front Yard | 11.0m Min. | 18.77m Min. |
| Exterior Side Yard | 11.0m Min. | 14.49m Min. |
| Interior Side Yard | 18.0m Min. | 19.40m Min. |
| Rear Yard | 18.0m Min. | 21.50m Min. |
| BUILDING HEIGHT | Maximum | Proposed |
| Max Building Height | 32m | 48m |
| Max Number of Storeys | N/A | 16 storeys |

| | |
|--------------------------------------|-------------------------|
| LOT AREA (Before road widening) | 4.0429 Ha (40,429.22m²) |
| GROSS LOT AREA (After road widening) | 3.9492 Ha (39,492.9m²) |
| LOT FRONTAGE (After road widening) | 151.6m |

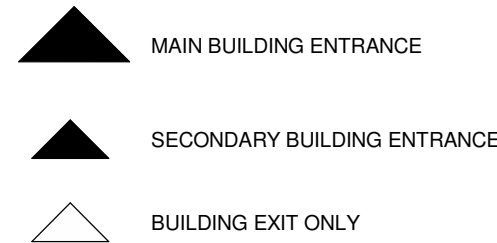
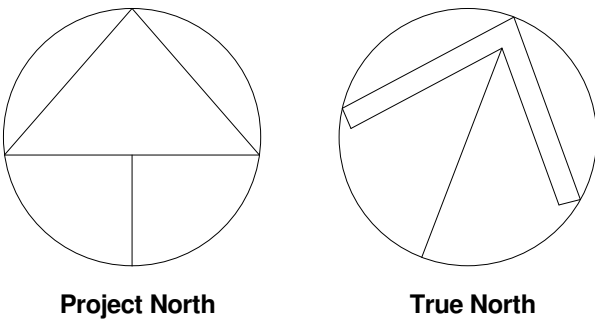
| DENSITY (After Road Widening) | | | |
|---|---------|---------------------------|---------------------------|
| UNIT DENSITY | Minimum | Maximum | Proposed |
| Max. Unit Density 150 Units / Hectare Area = 3.9509 Ha 150 x 3.9509 = 592.64 Units | N/A | 150 Units/Ha 592 Units | 151 Units/Ha 600 Units |

| Site Breakdown | Area | Required | Provided |
|---|-------------|--|----------|
| Building A | 25,269.63m² | - | - |
| Building B | 25,269.63m² | - | - |
| Building C | 25,269.63m² | - | - |
| Parking Garage | 17,716.52m² | - | - |
| Gross Building Area | 93,525.41m² | - | - |
| Building Footprint | | | |
| Building A | 1,648.06m² | - | - |
| Building B | 1,648.06m² | - | - |
| Building C | 1,648.06m² | - | - |
| Parking Deck | 8,437.06m² | 30% + 10% MAX. 30% + 6.16% =36.16% MAX | 33.88% |
| Gross Building Footprint | 13,381.24m² | - | - |
| Hardscape (NOT including Sidewalks OR Parking deck) | 11,200.66m² | - | 28.37% |
| Landscape | 14,911.0m² | 30% MIN. | 37.75% |
| Total (39,492.9m²) | | | 100% |

| PARKING BREAKDOWN | Required | Provided |
|--|----------|---|
| 1.25 parking space per dwelling unit required (TOTAL 13 Buildings x 200 units each) 1.25 x 600 units | 750 | Surface: 503 Deck: 287 Total: 790 |
| Barrier-Free Accessible Parking Stall Limited Mobility | 9 7 | 9 7 |
| 10% Surface Parking | 75 | 503 |

| | | |
|----------------------------|-----|--------------|
| BIKE PARKING (0.75 / UNIT) | 450 | 450 INTERNAL |
|----------------------------|-----|--------------|

SITE DATA CHART
1 : 50



| No. | Date | Revision |
|-----|------------|----------------|
| 1 | 2013-11-21 | Minor Variance |

srm
ARCHITECTS INC.

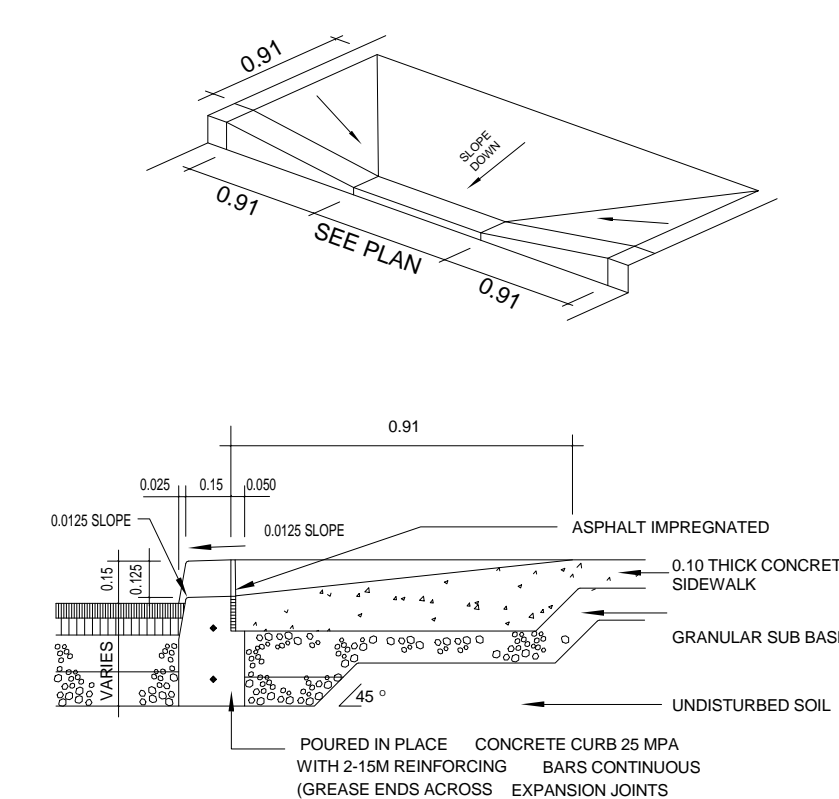
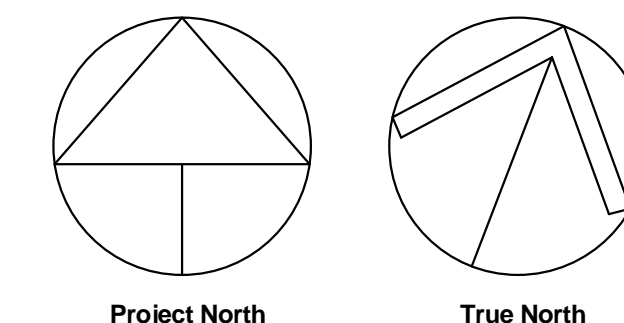
Project No. 13035
Issue Date 2013-11-21
Drawn by SW
Checked by RH
Plot Date / Time 20/09/2014 11:49:28 AM

2179 & 2201 Hyde Park Rd.
HYDE PARK LONDON

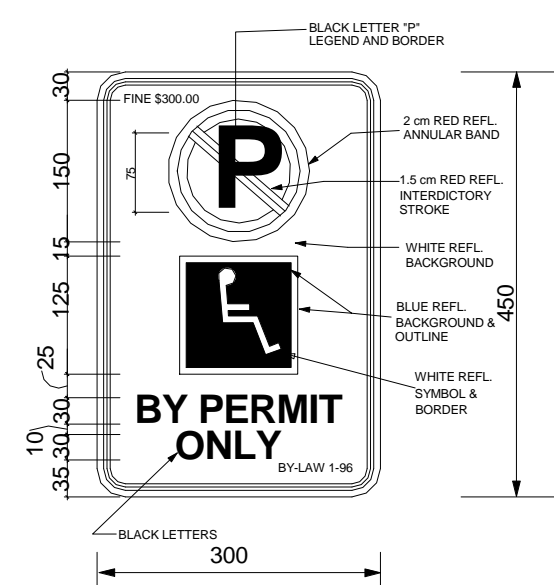
SITE PLAN

PRELIMINARY

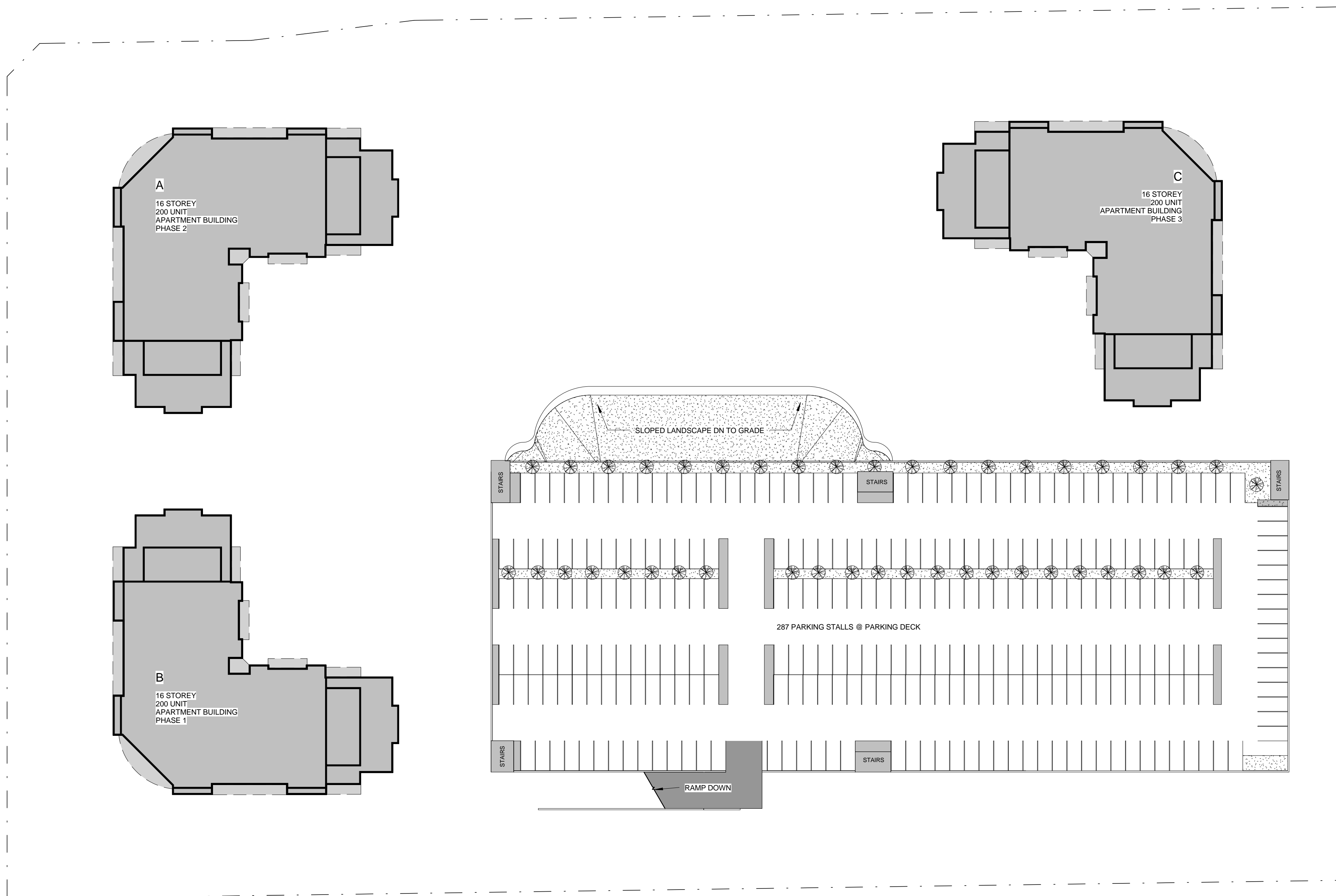
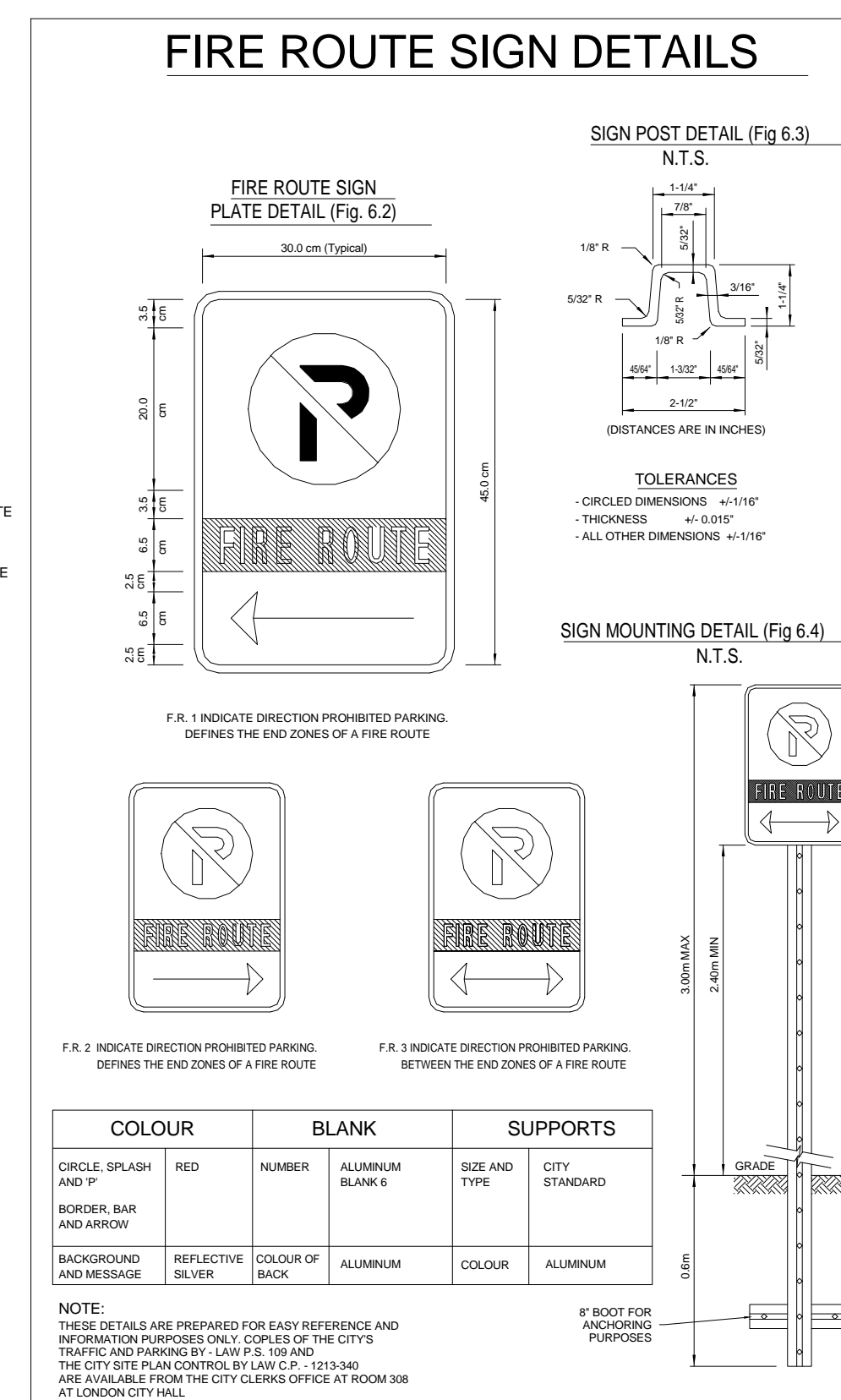
Drawing Scale As indicated
Status
SPA Submission
Drawing No. Revision No.
A1.1



HANDICAP ACCESS CURB DETAIL



CURB AND FIRE ROUTE SIGN DETAILS



| No. | Date | Revision |
|-----|------|----------|
|-----|------|----------|



Project No 13035
Issue Date 2013-11-21
Drawn by Author
Checked by Checker
Plot Date / Time 27/08/2014 9:16:17 AM

**2179 & 2201 Hyde Park Rd.
HYDE PARK LONDON**

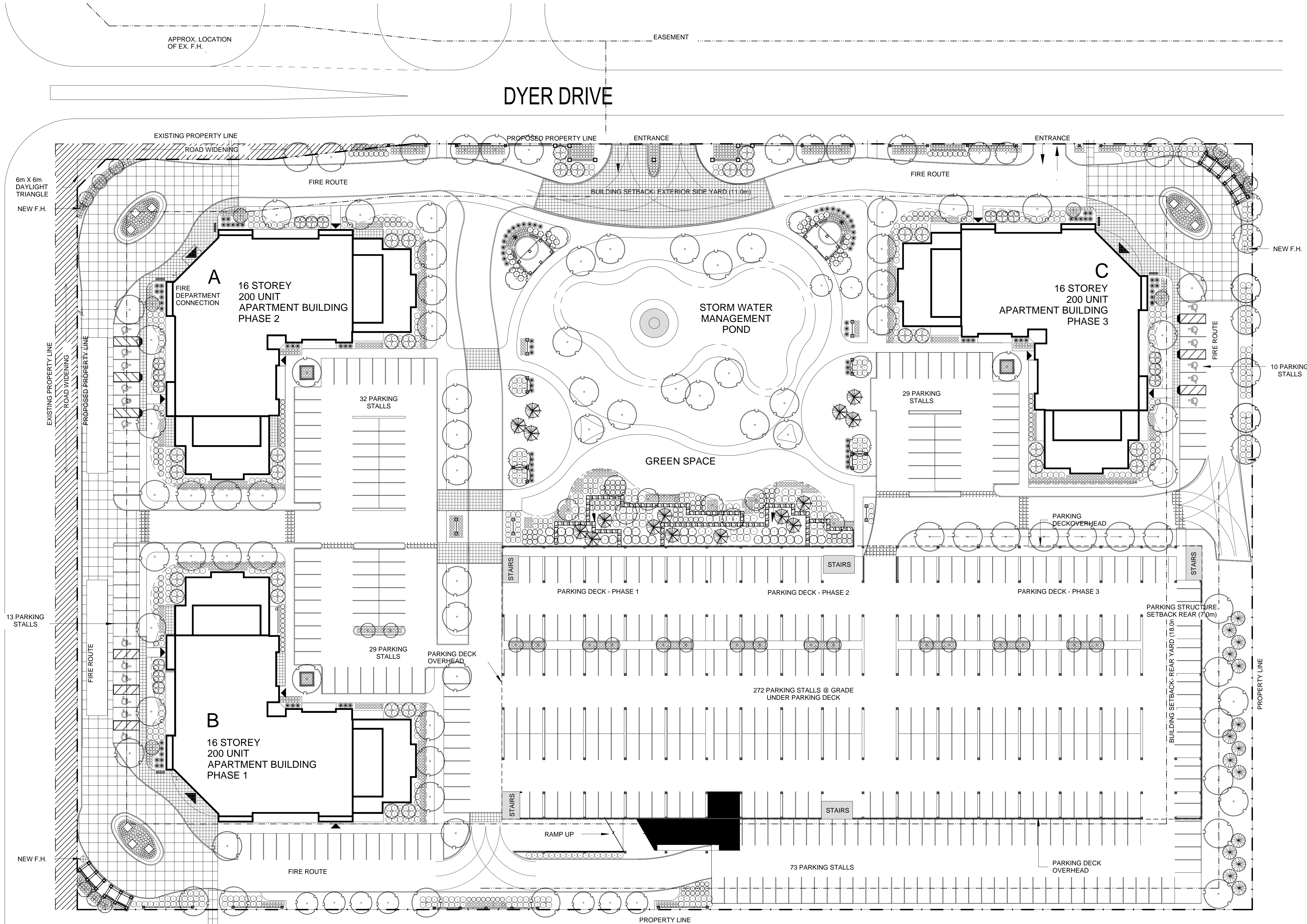
PARKING DECK

| | |
|---------------|--------------|
| Drawing Scale | As indicated |
| Status | |

SPA Submission

A1.2

HYDE PARK ROAD



LANDSCAPE CONCEPT PLAN
SCALE = 1:400

KEY MAP

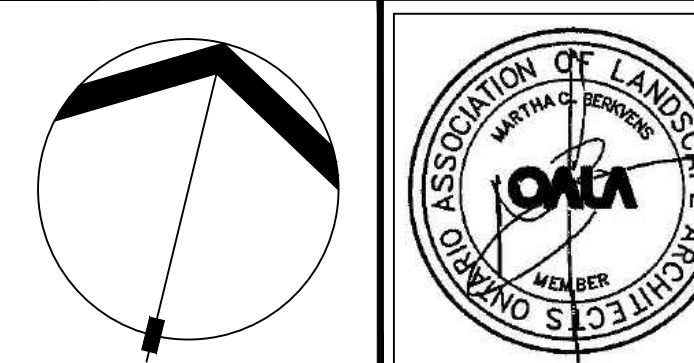


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Ronald H. Koudys, O.A.L.A., C.S.L.A. DATE

| DATE | DESCRIPTION | NO. |
|-----------|-------------------|-----|
| AUG 13/14 | ISSUED FOR REVIEW | 1 |

FLUTING INFORMATION:
PLOTTED DATE = AUG 13/14
PLOTTED SCALE = AS NOTED



PROJECT TITLE:
2179 - 2201 HYDE PARK ROAD
London, Ontario

SP14-075

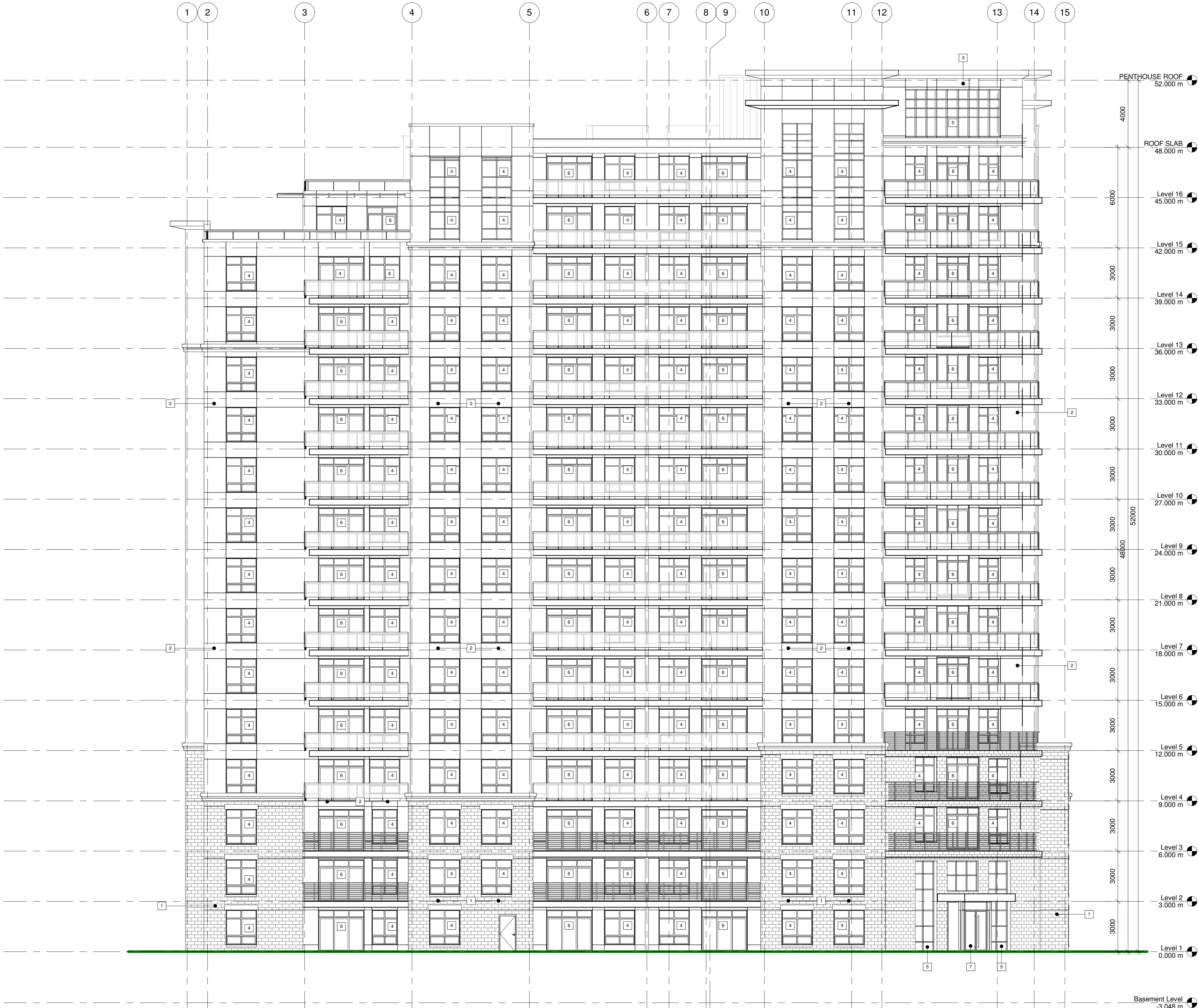
DRAWING TITLE:

LANDSCAPE
CONCEPT
PLAN

| | | |
|---------------------------|--------------------|--------------------|
| DATE: AUG 20/14 | SCALE: AS NOTED | DRAWING No. L-1 |
| DRAWN: RKL/AJG | CHECKED BY: RHK | |
| PROJECT No. 14-159L-1C | | |

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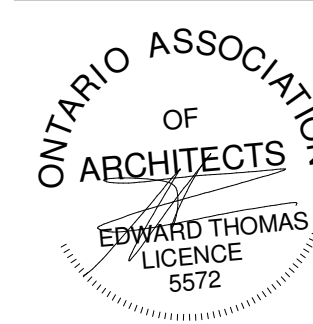
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- 1 ARCHITECTURAL STONE FINISH
 - 2 COLOURED CONCRETE - SMOOTH FINISH (COLOUR: T.B.D.)
 - 3 MECHANICAL PENTHOUSE
 - 4 GLAZING (SWELLING UNIT)
 - 5 GLAZING (AMENITY / COMMON AREA)
 - 6 DOOR (DWELLING UNIT)
 - 7 DOOR (AMENITY / COMMON AREA)

| 1 | 2014-08-08 | SITE PLAN APPROVAL |
|-----|------------|--------------------|
| No. | Date | Revision |

| | | |
|-------------------------------|------------------|------------------------|
| srm ARCHITECTS INC. | Project No. | 13035 |
| | Issue Date | 2014-08-07 |
| | Drawn by | SRW |
| | Checked by | RH |
| | Plot Date / Time | 20/08/2014 11:43:53 AM |

OLD OAK
HYDE PARK

BUILDING A -
NORTH ELEVATION

| | | |
|---|--------------------|--------------|
|  | Drawing Scale | As indicated |
| | Status | |
| | Drawing No. | Revision No. |
| | SITE PLAN APPROVAL | |

A3.1

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- ELEVATION LEGEND**
- 1 ARCHITECTURAL STONE FINISH
 - 2 COLOURED CONCRETE - SMOOTH FINISH (COLOUR: T.B.D.)
 - 3 MECHANICAL PENTHOUSE
 - 4 GLAZING (DWELLING UNIT)
 - 5 GLAZING (AMENITY / COMMON AREA)
 - 6 DOOR (DWELLING UNIT)
 - 7 DOOR (AMENITY / COMMON AREA)

| 1 | 2014-08-08 | SITE PLAN APPROVAL |
|-----|------------|--------------------|
| No. | Date | Revision |

| | | |
|-------------------------------|------------------|------------------------|
| srm ARCHITECTS INC. | Project No. | 13035 |
| | Issue Date | 2014-08-07 |
| | Drawn by | SRW |
| | Checked by | RH |
| | Plot Date / Time | 20/08/2014 11:43:56 AM |

**OLD OAK
HYDE PARK**

**BUILDING A -
EAST ELEVATION**

| | | |
|--|-----------------------|--------------|
| ONTARIO ASSOCIATION OF ARCHITECTS EDWARD THOMAS LICENCE 5572 | Drawing Scale | As indicated |
| | Status | |
| | SITE PLAN APPROVAL | |
| | Drawing No. | Revision No. |

A3.2



- | | | |
|------------|-------------|--------------------|
| 1 | 2014-08-08 | SITE PLAN APPROVAL |
| No. | Date | Revision |

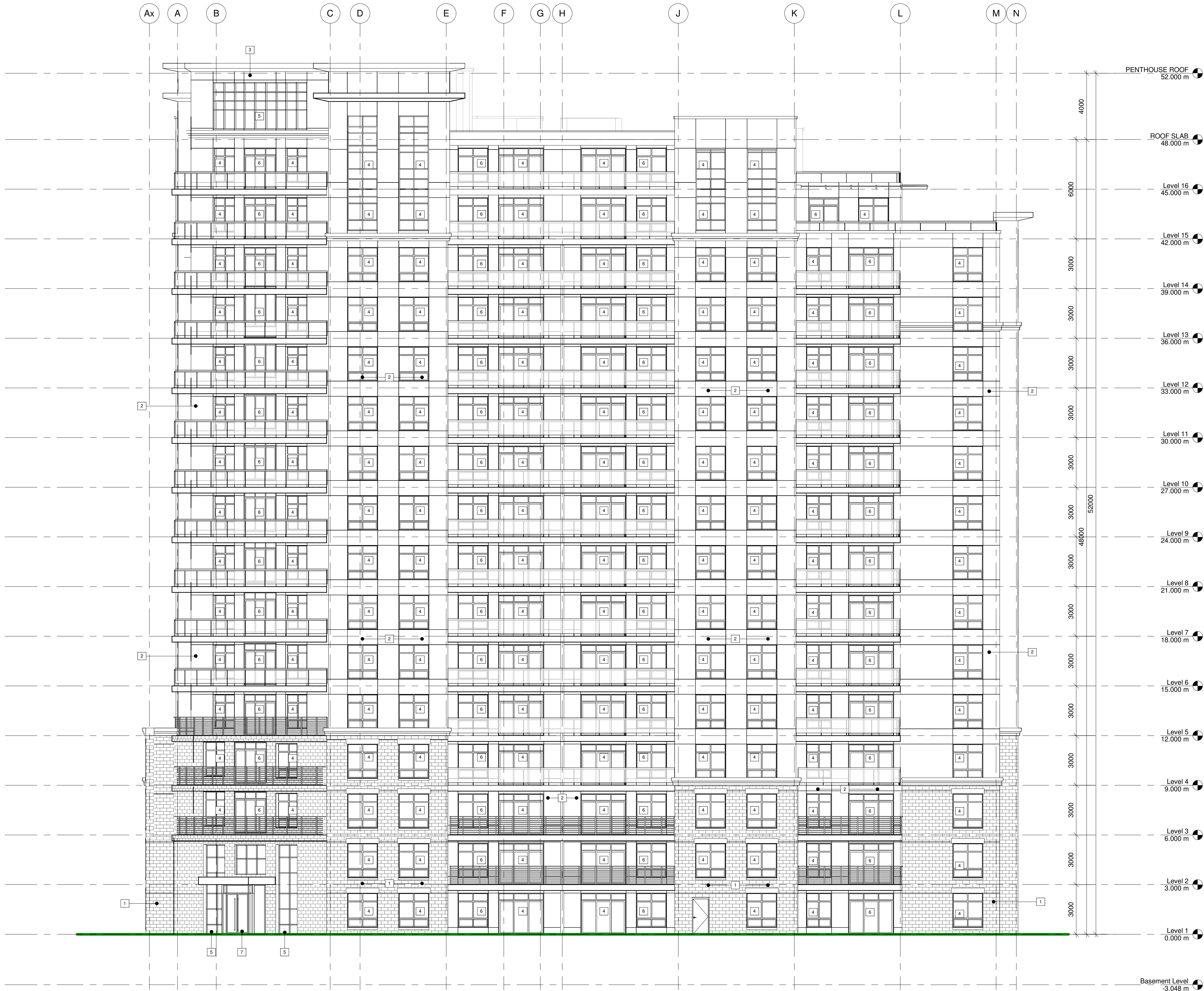
**OLD OAK
HYDE PARK**

**BUILDING A -
SOUTH ELEVATION**



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- ELEVATION LEGEND
- 1 ARCHITECTURAL STONE FINISH
 - 2 COLOURED CONCRETE : SMOOTH FINISH (COLOUR: T.B.D.)
 - 3 MECHANICAL PENTHOUSE
 - 4 GLAZING (SWELLING UNIT)
 - 5 GLAZING (AMENITY / COMMON AREA)
 - 6 DOOR (DWELLING UNIT)
 - 7 DOOR (AMENITY / COMMON AREA)

| 1 | 2014-08-08 | SITE PLAN APPROVAL |
|-----|------------|--------------------|
| No. | Date | Revision |

| | | |
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| srm ARCHITECTS INC. | Project No. | 13035 |
| | Issue Date | 2014-08-07 |
| | Drawn by | Author |
| | Checked by | Checker |
| | Plot Date / Time | 20/08/2014 11:44:03 AM |

OLD OAK
HYDE PARK

BUILDING A -
WEST ELEVATION

| | | |
|--|--------------------|--------------|
| ONTARIO ASSOCIATION OF ARCHITECTS EDWARD THOMAS LICENCE 5572 | Drawing Scale | As indicated |
| | Status | |
| | Drawing No. | Revision No. |
| | SITE PLAN APPROVAL | |

A3.4

1 WEST ELEVATION
1 : 125



SITE VIEW - NORTHWEST



SITE VIEW - NORTHEAST



SITE VIEW - SOUTHEAST



SITE VIEW - SOUTHWEST

SITE VIEWS HYDE PARK LONDON