

Pre-submission Concept: 3334-3354 Wonderland Road South Presentation & Review, February 20, 2019  
 Panel Comments

#	PANEL COMMENT	RESPONSE
General	<p>Considering that the design is at an early stage, the comments provided herein are meant to inform the further refinement of the development concept prior to submission of complete planning application(s). The Panel may review the complete submission again through the planning review process, and may provide further comments at that time.</p> <p>The Panel provides the following preliminary feedback on the submission:</p>	<p>Understood.</p> <p>Additional comments were provided through SPA Submission No.1 and were received by Gateway on May 6, 2019. Several subsequent meetings have taken place between Gateway's design/consultant team and City staff where the evolution of the design was reviewed and additional feedback from staff was provided. This submission is the result of that productive, iterative process.</p>
1	<p>The Panel commends the applicant for submitting the concept for Urban Design Panel review and comment at this early stage of development.</p>	
2	<p>The Panel is supportive of the applicant's efforts to provide a well defined and prominent building entrance as a focal point in the design.</p>	
3	<p>The Panel asked questions about the building placement in the overall site design, including questions about traffic flow and circulation between the parking areas and the main entrance of the building.</p>	
4	<p>The following suggestions were provided:                  Consider bringing the building closer to the street or flipping the orientation of the building to:                  a) reinforce the building and forecourt as a prominent destination;</p>	<p><b>Bringing the primary building closer to the street was considered but not implemented for the following reasons:</b></p> <ul style="list-style-type: none"> <li>▪ A vehicular drop-off at the front door is a mandatory operational requirement and contribution to the guest experience of the Casino. Bringing the building closer to Wonderland would force the main building entrance to the east face of the building in order to maintain the required vehicular access throat length and drop-off condition.</li> </ul>

	<p><b>b)</b> improve relationship to public realm and sidewalk and</p> <p><b>c)</b> reduce or eliminate the number of pedestrian crossings of vehicular access aisles/parking.</p>	<ul style="list-style-type: none"> <li>▪ Relocating the entrance from the west building face on Wonderland requires a major shift to preserve mandatory program and internal spatial relationships adjacent to the main entrance. Two of the four restaurants and patios must be expressed on the entry façade adjacent to the entry. The resulting west facade facing Wonderland would be significantly less animated.</li> <li>▪ Additionally, as it is a requirement to shield loading areas from view of Wonderland Rd, the loading dock would be located in proximity to the main building entrance, creating an undesirable condition.</li> </ul> <p><b>The building position and orientation within the site was maintained to:</b></p> <ul style="list-style-type: none"> <li>▪ Create a primary building entrance that faces and addresses the Wonderland Road corridor.</li> <li>▪ Achieve the mandatory functionality of casino operations and to provide safe and efficient vehicular access and internal circulation for private vehicles, buses and service vehicles.</li> <li>▪ Provide direct, visible and safe access from the building entrance to the public sidewalk on Wonderland Road.</li> <li>▪ <b>Establish a distinct forecourt space</b> between Wonderland Road and the building face and entry</li> </ul> <p><b>The following design elements reinforce the forecourt and building and improve the relationship to the public realm:</b></p> <ul style="list-style-type: none"> <li>▪ <b>Prominent 2-storey building façade and porte cochere</b> (projecting approximately 17m from the building face) that terminates the view from Wonderland Road at the east end of the forecourt.</li> <li>▪ <b>Primary windows</b> face the street to enhance the public realm along the Wonderland Road corridor.</li> <li>▪ <b>Pedestrian pathways</b> that define the north and south edges of the forecourt enhanced by landscaping, built form and urban furniture.</li> <li>▪ <b>Landscaping</b> that articulates the edges of the forecourt through a hierarchy of trees and understory planting to enhance the definition of the forecourt edges.</li> <li>▪ <b>Built form elements</b> incorporated into the north, east south pedestrian pathways of the forecourt. These built form elements act as shade structures for the pedestrian walkways linking the building to the Wonderland Road corridor.</li> <li>▪ Two (2) internal <b>covered pedestrian walkways</b> link the public sidewalk to the forecourt and the main entry facade.</li> </ul>
--	--	--

		<ul style="list-style-type: none"> <li>▪ <b>Deliberate views</b> into the forecourt have been framed by modulating landscape planting along the length of the Wonderland sidewalk. To the south of the forecourt planting is more dense, acting as a screen to the adjacent parking areas. At the forecourt address, planting is less dense to open views through the forecourt to the main building entrance and front façade.</li> <li>▪ Prominent and visible <b>signage</b> announces the main entrance to the site and the building.</li> <li>▪ A <b>transit stop</b> is proposed at the south edge of the Forecourt walkway at Wonderland Road to enhance accessibility and promote alternative transportation opportunities.</li> </ul> <p><b>The number of pedestrian crossings of vehicular aisles has been reduced from 7 to 3 to enhance safety and accessibility throughout the site.</b></p>
4.1	<p>Consider the quality of the patron’s experience and sense of arrival to the Site. Given majority of patrons will park in the south parking field, consider animation of the south parking field through:</p> <ul style="list-style-type: none"> <li>▪ Continuation of the treed boulevard into the site;</li> <li>▪ Additional articulation/animation of the south building elevation;</li> <li>▪ Adequate lighting levels through all operational hours; and</li> <li>▪ Additional opportunities for tree planting and pedestrian refuge islands to break up the parking field</li> </ul>	<p><b>The patron experience from the South parking field has been considered and animated in the following ways:</b></p> <ol style="list-style-type: none"> <li>1. The main site access boulevard has not been extended into the site; however, a double-sided treed drive aisle runs the full extent of the parking field at the south. Additionally, the internal street, between the south parking field and the building facade, is landscaped on both sides with canopy trees and understory planting. A pedestrian walkway runs the full extent of the south facade to the main entrance with seating opportunities provided. Lastly, a landscaped island articulates the vehicular view terminus at the eastern extent of the internal street.</li> <li>2. The South Building façade is animated by the landscape elements describe above as well as a large-scale curtain wall window, a 2nd storey restaurant patio, a guest smoking patio at grade and material treatment.</li> <li>3. Adequate lighting, meeting safety requirements will be provided during all operational hours, and</li> <li>4. Additional tree planted islands have been provided throughout the southern parking field. The quantity has been increased from 12 islands to 24.</li> </ol>
4.2	<p>Consider the relationship of the development to the potential future passive amenity area to the east of the Site (Pincombe Drain); incorporate linkages as appropriate</p>	<p>A tree lined walkway has been provided from the Pincombe Drain at the eastern extent of the site all the way through to Wonderland Road.</p> <p>Discussions with UTRCA this spring indicate their willingness to consider realignment of boundary lines of the Pincombe Drain in order to facilitate improved passive amenity use</p>

Pre-submission Concept: 3334-3354 Wonderland Road South Presentation & Review, February 20, 2019  
 Panel Comments

		<p>and naturalization. These discussions are pending submission of the draft EA for the Dingeman Watershed due later this year.</p>
<p>4.3</p>	<p>Consider the pedestrian experience, including:</p> <ul style="list-style-type: none"> <li>▪ The view of the proposed development as perceived from the Wonderland Road sidewalk public realm. Consider increasing the amount of landscaping in the west (street facing) parking field.</li> <li>▪ There is a potential safety issue with the proposed diagonal alignment of the walkway from Wonderland Road to the main entrance. Consider revisiting the alignment of pedestrian walkways. Direct paths of travel between Wonderland Road and main entrance; consult London Transit regarding location of transit stop and consider alignment of the main entry forecourt with the location of the transit stop.</li> <li>▪ Provide physical traffic calming measures (such as raised pedestrian crossings) to give priority to pedestrian movements.</li> </ul>	<p>The treatment of the view and landscaping along the Wonderland sidewalk has been discussed at length with the COL Planning staff. The preferred scenario is to have a varied and dynamic landscape treatment that responds to the need for articulating the ‘forecourt’ as a more open and distinct space focused on the primary building address.</p> <p>The southern portion of the site is articulated with dense landscape elements between the sidewalk and the parking lot areas. The north portion of the site opens to views across a forecourt plaza with dynamic landscaping elements, urban furniture and places of rest, directly through to the main building facade and entrance.</p> <p>In response to COL Planning’s concerns, the earlier diagonal and northerly walkways have been redeployed running perpendicular to the public sidewalk along Wonderland Road to both north and south edges of the forecourt. This reinforces and enhances the visual link between the Wonderland public realm and the building and provides safer pedestrian access to the building.</p> <p>Relocating the transit stop at Wonderland Road and the walkway parallel to the south edge of the Forecourt has been proposed and is under review through the Site Plan process.</p> <p>Pedestrian crossings have been reduced and/or shortened throughout the site. In the Forecourt, the pedestrian crossing is physically separated by a raised curb between the Forecourt and the parking lot immediately to the south. A painted stop line or, stop signs are present at every other pedestrian crossing location.</p>