Urban Design Brief

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1.0 Vision

The Urban Design Brief is for the Greenhills Shopping Centre located at Wonderland Road South and Exeter Road. It will reflect the vision and initiatives outlined by the City of London in the city’s Official Plan and the Southwest Area Secondary Plan. The plan calls for a vibrant community which incorporates mixed use, residential and commercial opportunities within a sustainable development. Located in proximity to Highways 401 and 402, this 27.6 ha (68.19 acres) property will act as a gateway to the City of London. Promoting a strong urban theme, this Urban Design Brief will delineate the components of the development program that call for a high level of design for the built form, and enhanced landscaping along the arterial public roads and private roads within the project. The latter initiatives will help to provide an environment that works well for both vehicular and pedestrian circulation.

Fully cognizant of the principles and objectives of the Official Plan and the South West Area Secondary Plan the proposed commercial phase of the development will support a high level of connectivity to the adjacent phases for multi-modal transportation opportunities. The plan will enhance the public realm including streetscapes, public spaces, including entry plazas and the infrastructure required to ensure safe and vibrant places. Views and vistas will also be considered. Unsightly views will be mitigated and important views will be enhanced. The desire to provide a sustainable environment for continued growth is reflected by an ecological approach that will provide adequate root space to encourage trees, the use of native vegetation will be incorporated into the design. In this manner, the proposed commercial phase of the Greenhills Shopping Centre will meet the principle of contributing to a diverse and connected community.

Currently the site consists of undeveloped lands with small areas being farmed. The initial commercial retail phase will develop 18.32 ha (45.26 acres) of the site. The remainder of the site will be mixed use. The retail component of the development will include 49,144 sm (530,000 sf) of building area, 46,450 sm (500,000 sf) of which will be retail and 2,694 sm (30,000 sf) to be office. The retail component will be anchored by a 14,334 sm (154,300 sf) large format retailer. This location will take advantage of its proximity to Highways 401 and 402 to the south and Wharncliffe Road South to the north. As a gateway to the city, the retail element may include commercial retail, restaurants, service commercial, banks and related uses. Phase two of the development will continue the mixed use designation and will be subject to a supplementary design brief submission.
1.1 Design Goal and Objectives

The design goals and objectives of the Urban Design Brief are:

1. To establish the development as a unique urban centre where buildings are integrated into the natural and planned landscape context. Buildings will create an urban edge to the public streets and a series of internal streets fitting with the cityscape setting.

2. To design the site edge to relate it to the nature of the street it addresses, including internal public and private roadway circulation and where buildings are integrated into the community and with a wide range of land uses.

3. To attempt to match adjacent buildings by using some similar details, materials and colours to tie in with the neighbourhood, yet utilize design which is distinct and different in order to stand out.

4. To encourage diversity and design creativity among the built components. Each building will be unique with an expressive architecture. Similar materials & architectural details will be incorporated to create a consistent building image throughout the groupings of buildings within the development.

5. To create streets which are animated with retail uses, restaurants and service retailers. These buildings will be linked by sidewalks creating a positive retail character and an animated lively environment.

6. To create retail buildings which will be linked by sidewalks or walkways as part of the overall pedestrian network. Forecourts and landscape courtyard features will be incorporated to relate to and complement the at grade retail or entry areas of the larger buildings.

7. To provide pedestrian amenities including seating, lighting and signage which will be incorporated to enhance the character of the development.

8. To generate building and streetscape design that results in an identifiable hierarchy of circulation and built form.
2.0 City Documents

This Urban Design Brief will outline design principles for the Greenhills Shopping Centre in accordance with the policies of the City of London. This brief will outline guidelines that follow policies in the Official Plan of the City of London, in particular Sections 4.3.6 and 11. There will also be guidelines generally following policies in the South West Area Secondary Plan. The brief will also have guidelines that follow the city’s Urban Design Guidelines and Commercial Design Guidelines.

2.1 Official Plan

Under the Official Plan of the City of London, copyright 2009, Section 4.3.6, Greenhills Shopping Centre Ltd. will apply to have their site designated as a New Format Regional Commercial Node. The location, use, form and scale will follow these policies as per Section 4.3.6. Greenhills Shopping Centre would become the southern gateway into the city from Highways 401 and 402. The Urban Design Principles in Section 11 of the Official Plan, Section 11.1 should also be adhered to by the guidelines in this brief.
2.2 Southwest Area Secondary Plan

Based on the Southwest Area Secondary Plan, Section 20.5, November 2012, the site is within the Wonderland Road Community Enterprise Corridor, as per Section 20.5.6. This corridor's purpose will be to serve as an appealing gateway into the city and will support mixed-use development that will anchor the southwestern part of the city as per the Southwest Area Secondary Plan. The General Policies, Section 20.5.3 as well as the Wonderland Boulevard Neighbourhood Policies, Section 20.5.6 are considered by this brief. The Southwest Area Secondary Plan recognizes the uses permitted in the Official Plan designation of New Format Regional Commercial Node, as per Section 20.5.6.1 ii). The Greenhills Shopping Centre will be developed as an intensive, transit-oriented, mixed-use focal area for the community. The design of the site will adhere to the Southwest Area Secondary Plan by acting as a gateway into the southern part of London and by becoming a focal point within the community.
2.3 Urban Design Guidelines and Commercial Design Guidelines

The principles of the City of London Urban Design Guidelines, Draft December 2011 will be adhered to by the principles and policies in this Brief. Designs for site layout, as per Section 2 and landscape principles as per Sections 3 and 4 for the public and private realm, as well as built form guidelines in Section 4 will be followed. The Commercial Urban Design Guidelines, November 1999, shall also be followed in terms of its policies in Section 1, Building Design and Section 2, Parking and Pedestrian Orientations. The goal is for Greenhills Shopping Centre to be economically competitive and to contribute to a high quality of life helping to make the city a place where people want to live.
2.4 Zoning

The site is currently zoned UR6, which is an Urban Reserve Zone. This zone provides for and regulates existing uses on lands which are primarily undeveloped for urban uses. A zoning by-law amendment application will be submitted to amend the zoning in order to allow for the retail centre and the future mixed use area. Greenhills Shopping Centres Ltd. is seeking to have a site specific zoning of New Format Regional Commercial Node. This will be a similar zone to the commercial centre to the north at Wonderland Road South and Southdale Road. The surrounding areas are zoned Urban (UR) Reserve, Light (L) Industrial Areas, Environmental (ER) Review zones and Open (OS) Space Zones. All policies and designs laid out in this brief should comply with the city’s zoning by-laws.
2.5 Response to City Documents

1. Greenhills Shopping Centre will provide a wide range of commercial uses as outlined in Section 4.0 of this Brief as per Sections 4.3.6.1 and 4.3.6.3 of the Official Plan and Sections 20.5.6 of the Southwest Area Secondary Plan.

2. Greenhills Shopping Centre meets the definition for New Format Regional Commercial Node as outlined in Sections 1.0, 4.0, 5.2 and 7.2 The site is at the intersection of two arterials, it is large enough and has access to public transit as per Sections 4.3.6.2 i), 4.3.6.2 ii) and 4.3.6.2 iii) of the Official Plan and Sections 20.5.6.1 ii) of the Southwest Area Secondary Plan.

3. The total gross floor area is 49,144 sqm as outlined in Section 1.0 of this Brief. The total gross floor area falls within the size range of 35,000 sqm - 130,000 sqm as per Section 4.3.6.5 of the Official Plan. The total gross floor area for the Wonderland Community Enterprise Corridor (for lands south of Bradley Avenue) shall not exceed 100,000 sqm as per Section 20.5.6.1 v) a) of the Southwest Area Secondary Plan.

4. The total office gross floor area is 2,694 sqm as outlined in Section 1.0 of this Brief. The total office gross floor area for the Wonderland Road Community Enterprise Corridor shall not exceed 20,000 sqm as per 20.5.6.1 vi) a) of the Southwest Area Secondary Plan.

5. Phase two of the Greenhills Shopping Centre is a 21.85 acre mixed use area to the east as outlined in Section 1.0 of this Brief and proposed to be developed in the future as per Section 20.5.6.1 v) c) of the Southwest Area Secondary Plan.

6. Building massing and architecture will provide articulated faces, varying roof lines and accentuated entry points outlined in Sections 4.1, 4.2, 4.3, 4.4 and 4.5 of this Brief as per Section 4.3.2 i) of the Official Plan. This is also per Section 4 of the Urban Design Guidelines.

7. The site will be anchored by a large format retail store and will have smaller single or multi-tenant buildings placed near the street frontage as outlined in Section 4.0 of this Brief as per Sections 4.3.2 ii) and 4.3.6.4 of the Official Plan. This is also per Section 1 C) of the Commercial Urban Design Guidelines.

8. The public realm street edge will be enhanced by landscaping and building architecture as outlined in Sections 4.2, 6.0 and 7.0 - 7.4 of this Brief as per Sections 4.3.2 iii), 4.3.6.4 and 11.1.1 vii) of the Official Plan and 20.5.3.9 ii) and 20.5.3.9 iii) of the Southwest Area Secondary Plan. This is also per Sections 1 A), 1 B), 1 C) of the Commercial Urban Design Guidelines and per Section 4 of the Urban Design Guidelines.

9. The site circulation for pedestrian and vehicles will be based on a modified grid system in which local driveways shall be established perpendicular to Wonderland Road South as outlined in Section 5.0 of this Brief as per Section 20.5.3.9 i) a) of the Southwest Area Secondary Plan. This is also per Section 2 B) and 2 D) of the Commercial Urban Design Guidelines and Section 2 of the Urban Design Guidelines.

10. The Greenhills Shopping Centre will be developed as pedestrian, bicycle friendly and transit oriented as outlined in Sections 4.9, 5.1, 5.2, 7.0 and 8.0 of this Brief as per Section 20.5.3.9 i) a) of the Southwest Area Secondary Plan. This is also per Section 2 and 3 of the Urban Design Guidelines.

11. Public will have access from the public sidewalks to the entrances of all the buildings through sidewalks and crosswalks as outlined in Section 5.1 of this Brief as per Section 20.5.3.9 i) e) of the Southwest Area Secondary Plan.

12. Landscaping will be used to screen and buffer unsightly uses such as parking and service areas as outlined in Section 7.2 of this Brief as per Sections 4.3.2, vii), 4.3.6.4 and 11.1.1 iii) of the Official Plan and 20.5.3.9 iii) i) of the Southwest Area Secondary Plan. This is also per Section 1 D) and 2 D) of the Commercial Urban Design Guidelines.

13. The internal realm will include landscaped island and pedestrian walkways
throughout the parking fields as outlined in Sections 5.1 and 6.1 of this Brief as per Sections 4.3.2, v) and 4.3.6.4 of the Official Plan and Sections 20.5.3.9 iii) g) and 20.5.3.9 iii) i) of the Southwest Area Secondary Plan. This is also per Section 2 A) and 2 B) of the Commercial Urban Design Guidelines.

14. Signage will be used to demarcate entrances and compliment the architecture as outlined in Section 4.7 of this Brief as per Sections 4.3.2 vi) and 11.1.1 vii) of the Official Plan.

15. Lighting will be provided to ensure public safety and reinforce the pedestrian environment as outlined in Section 4.8 of this Brief as per Section 4.3.2 viii) of the Official Plan.

16. The urban design policies applying to the Southdale Road and Wonderland Road New Format Regional Commercial Node should also be applied to Greenhills Shopping Centre as outlined in Section 3.2 of this Brief. Greenhills Shopping Centre will serve as the major southern entryway into the City of London from Highways 401 and 402 as per Sections 4.3.6 and 11 of the Official Plan.

17. A high standard of architecture and detail will be applied to the buildings based on its strategic location as an entryway from the Highways as outlined in Sections 4.1, 4.2, 4.3, 4.4, 4.5 and 4.6, of this Brief as per Sections 11.1.1 iv) of the Official Plan and Section 20.5.3.9 iii) of the Southwest Area Secondary Plan. This is also per Section 1 A), 1 B) and 1 C) of the Commercial Urban Design Guidelines.

18. Commercial built form shall be of low to mid rise height as per Section 4.3 of this Brief as per Section 20.5.6.1 v) b) of the Southwest Area Secondary plan.

19. Pedestrian nodes will be featured at the north and south corner along Wonderland Road South as outlined in Section 7.3 and 7.4 of this Brief as per Section 11.1.1 viii) of the Official Plan.

20. The rear and side buildings on corner lots shall be designed to take advantage of their visibility as per Section 4.2 of this Brief as per 20.5.3.9 iii) c) of the Southwest Area Secondary Plan. This is also per Section 1 A), 1 B) and 1 C) of the Commercial Urban Design Guidelines.

21. Varied roof lines and parapets are encouraged to break up the building massing and to be used for screening of mechanical units as outlined in Section 4.6 of this Brief as per Section 1 F) and 1 G) of the Commercial Urban Design Guidelines.

22. Entrances should be highly visible as outlined in Section 4.5 of this Brief as per Section 1 H) of the Commercial Urban Design Guidelines.

23. Sidewalks shall be provided along the full length of the building face featuring entrances. They shall be made of a material distinguishable from the driving pavement as outlined in Section 5.1 of this Brief as per Section 2 E) and 2 F) of the Commercial Urban Design Guidelines.

24. All buildings will be handicap accessible and will feature accessible parking close to the building entrances as outlined in Sections 4.5 and 5.3 of this Brief as per Section 11.1.1 xii) of the Official Plan.

25. Measures to reduce noise pollution shall be encouraged as outlined in Section 4.10 of this Brief as per Section 11.1.1 xviii) of the Official Plan.

26. Areas for waste handling and recycling shall be incorporated into the site design as outlined in Sections 4.0, 4.10 and 8.0 as per Sections 11.1.1 xix) of the Official Plan.

27. Conservation of energy and water shall be encouraged as outlined in Section 8.0 as per Sections 11.1.1 xx) of the Official Plan.

28. The proposed 48 m Wonderland Road South R.O.W. should be designed as a six lane arterial, including a landscaped median, on-street parking and bicycle lanes, as outlined in Section 7.0 as per Section 20.5.3.8 iv) of the Southwest Area Secondary Plan. This is also per Section 3 of the Urban Design Guidelines.
3.0 Spatial Analysis

The site for Greenhills Shopping Centre is at the southeast corner of Wonderland Road South and Exeter Street. The surrounding area is filled with open space, areas of retail, light industrial and office. To the south are Highways 401 and 402 and the site will act as a gateway into the City of London from these highways. The retail centre at the corner of Wonderland Road South and Southdale Road is an existing node (Section 3.2 of this Brief), a retail centre that was the previous gateway into London from the highways. The main transit lines follow Wonderland Road South to Wãmare’s Road (Section 5.2 of this Brief). The City of London Transit Commission have a bus barn north of Wãmare’s Road. The main site access routes will come off of Exeter Road and Wonderland Road South. The primary site frontage will be along Wonderland Road South.
3.1 Context

The site is presently undeveloped and is immediately surrounded by undeveloped lands. To the east is a light industrial area along Exeter Road, commercial developments to the south and to the west the community of Lambeth. The Pincombe Drain abuts the site to the south. The proposed development will integrate with the natural area and surrounding developments. It will promote a positive city image and provide employment and services to the city.
Greenhills Shopping Centre Ltd. will apply to have their site designated as a New Format Regional Commercial Node under the Official Plan. The existing retail centre along Wonderland Road South from Southdale Road to Bradley Avenue falls under this designation. The existing centre is anchored by large format retailers with smaller retail units along the street. Based on Section 4.3.6.6 of the Official Plan, the Wonderland Road South and Southdale Road site was considered a major southern entryway into the city from the Highways 401 and 402. An emphasis was placed on a high standard of design because of the strategic location. Based on the closer proximity to Highways 401 and 402, Greenhills Shopping Centre should now be considered the southern gateway into London.
4.0 Conceptual Design

A goal of Greenhills Shopping Centre is to pursue architectural and urban design excellence that provides diversity and design creativity among the built components. A mix of complementary uses will establish the development as a centre for employment, service, office and retail activities to address the needs of the community. The plan ensures convenient access and maintains a pedestrian-friendly urban environment through the built form and urban design features. The centre will be anchored by large to medium sized retail with the street front lined with smaller retail uses and single tenant buildings. Each building will feature an expressive architecture, while similar materials and architectural details will be incorporated to create a consistent design theme throughout the whole development. Loading and service areas are proposed to be located away from the main pedestrian traffic areas and will be screened where visible to the public streets. Pedestrian and vehicular linkages will help integrate the site both internally and with the community. The site layout will satisfy operational requirements while at the same time create an urban street edge.
Proposed landscape site plan LC-1, retail plan enlargement
defined by buildings, amenity areas and landscape features. The landscaping will be designed to complement the built form and create a pedestrian friendly environment. The centre will provide opportunities for people to meet and interact with others in a safe, clean, comfortable, vibrant and attractive environment. The centre’s eastwest drive aisle is designed to provide a future potential connection to the planned mixed use area to the east for pedestrians and cars, including opportunities to connect to planned trails in the Pincombe Drain corridor. The design of the future collector roads in the 21.85 acres future mixed use area is conceptual in nature. The proposed future cul-de-sac located in this area would be an interim condition that will ultimately allow for a future connection.
4.1 Building Design

Built form should be diverse, varied in building envelope, incorporate changing roof lines, use a variety of materials and include architectural detailing to express corporate identity. While corporate individuality is important, unifying elements are equally important in order to tie the development together as a whole by creating an overall design theme. Each building will incorporate similar window treatments and varying planes of flat roofs with overlays and projections. Architectural elements such as canopies, a similar pallet of colour and materials will be used to tie the entire development together. Larger scale buildings will incorporate varied roof lines and façade treatments in order to reduce building massing.

Guidelines

1. Buildings will be designed to be visually attractive and user friendly.
2. The use of high quality and varied building materials will be encouraged throughout the public and private realm.
3. Consistency in material themes is required; a group of building materials will be established and used throughout the project.
4. Emphasis will be placed on building entries to create a sense of arrival that will improve accessibility and convenience.
5. Garbage enclosures will not be free-standing; they should be connected to the main buildings and constructed with a material common to the building façade.
6. Loading and garbage areas will be screened with built form elements relating to the building and combined with landscaping where possible.
4.2 Streetscape

The streetscape along Wonderland Road South will be aesthetically pleasing with attractive, well articulated built form, forming the edge of a high quality landscaped boulevard. A ‘main street’ commercial identity and character will be created for Wonderland Road South to support retail and service retail uses through quality pedestrian scale design and public realm treatments.

Guidelines

1. Architectural built form should be established as close to the street line as allowed by the minimum setbacks in the city zoning by-laws.

2. Blank or single material monolithic façades that extend the entire length of the building parallel to the public street shall not be permitted. Architectural detailing including articulation of the building wall or changes in building material or colour should be used.

3. Articulation of the façade is to be created by emphasizing the base, middle and top of the building.

4. Buildings should address the street with well considered elevations that consider proportion, façade articulation, and detail. All sides of the buildings that address streets or walkways are to be treated with the same attention to detail as the building frontages.

5. Where no buildings are present, landscaped islands and buffers will be provided to create a comfortable screened environment.

6. Buildings will be varied, with different heights and depths to create interesting façades and minimize building bulk.

7. Buildings will have a consistency of materials, and architectural detailing which provides the “thread”, unifying the buildings into the overall project.

8. Service areas will not be visible from the public roadway and will be screened from view.

9. Pedestrian linkages from public street sidewalks into the site are to be incorporated.

10. Signage should be combined with built landscape features, and be in accordance with the city’s sign bylaws.

11. The landscaped areas should consist of a mixture of deciduous and coniferous planting in combination, allowing visibility into the site as well as visual screening of the parking areas with the use of lower understorey planting where necessary.
4.3 Building Height and Massing

The buildings façades should not be one long blank façade either in length or height. Overall massing of building should be broken up both vertically and horizontally.

Guidelines

1. Retail Buildings shall be of low to mid rise height.
2. Buildings should be broken up into a base, middle and top to reduce overall massing.
3. Large façades should be broken up by using different materials, windows, projections, recesses and architectural detailing.
4. Building and parapet heights should be varied to break up the massing and to help emphasize key entry points.
4.4 Building Materials

The buildings shall use a mixture of material to help create distinct vertical and horizontal elements. The roof parapets will be lined with both metal elements and decorative mouldings.

Guidelines

1. The front façade of buildings will provide a high standard of design, detail and variety of materials. Wall facing material will be combined to create front building façades with a distinct, well-balanced street presence.

2. The design treatment of flanking façades visible from the street or public open spaces and from adjacent uses will be equal to that of the front façade.

3. Changes in the use of wall facing materials will occur at wall setbacks or projections, or to articulate the transition between major building horizontal elements and the vertical base, middle and top where appropriate.
4.5 Building Entrances

Entrances to buildings shall be prominent, visible and coordinated with the placement of pedestrian walkways.

Guidelines

1. Main entrances to buildings should be emphasized through entrance canopies, awnings or other architectural elements.
2. In multi-tenant buildings the use of multiple pedestrian entrances into the building at street level is encouraged.
3. Main entrances should be handicap accessible and should be located within close proximity of designated handicapped parking spaces, where possible.

*Note: Entrance locations preliminary
4.6 Roofs

Guidelines

1. Roof forms shall be generally compatible with the rooflines, massing and height of adjacent buildings as they develop within the site.
2. Different roof forms are encouraged to provide variety and interest. These different roof themes should be coordinated within areas to contribute to a cohesive and complementary design.
3. Roof materials/colours should be complementary to the primary building materials.
4. Cornices should be used to articulate and define the building top.
5. Rooftop mechanical equipment and vents should be incorporated as an integral part of the building design wherever possible.
6. Rooftop mechanical units shall be screened.
4.7 Signage

Signage on building faces will be controlled and is to be coordinated with its architecture. Signage will create visual landmarks that support the buildings identity. Traffic and parking signage will be integrated into the urban landscape.

Guidelines

1. Traffic and parking signage shall be in accordance with city traffic sign by-laws.
2. The placement of traffic and parking signage shall be consistent with the applicable by laws and engineering standards, as well as architectural and landscape design.
3. Fire/emergency routes are to be delineated in accordance with city by-laws.
4. Building signage shall meet the requirements and by-laws for the city.
5. Building identification signs should be incorporated prominently on the front façade and should be compatible with the building design in scale, material and colour.
6. Pylon signs should be oriented to address the street frontage, street intersections and primary access driveways. Pylon signs should be compatible with the associated building design in scale, material and colour, and should be set within a landscaped setting. These should integrate with the overall themed traffic signage.
7. Externally lit signs or individual internally lit letters are encouraged, particularly those that face the public street or parallel a pedestrian walkway.
8. Building identification signs should be applied as large scale building elements including awnings and banners to contribute to an artful and dynamic building presence that will be attractive and visible to passing pedestrians and motorists.
9. A consistent design for building identification should be applied to the whole commercial development to establish a coordinated image.
10. Rooftop signs are not recommended.
4.8 Lighting

Lighting will be used throughout the site to enhance visibility, safety and to reinforce the architectural and landscape design. Lighting will include pole mounted lighting to allow parking visibility at night. Wall mounted lighting may be provided to accent building features and pedestrian scale lighting to provide night time intimate and safety lighting.

Guidelines

1. The colour of wall mounted luminaries are to complement the architecture.
2. Lighting within forecourts and landscape areas should be used, to enhance and provide the necessary lumination.
3. Accent lighting should be used to enhance the building entry points.
4. Light poles and fixtures are to be in keeping with other site furniture.
5. Consideration of dark sky lighting is encouraged with the use of light shields and deflectors concentrating the light downwards.
4.9 Site Furnishings

The thoughtful design and placement of street furnishings will contribute to the character and visual continuity of the development.

Guidelines

1. Furnishings should be developed within an overall thematic concept and should provide a consistent and unified appearance. Preference should be given to durable materials.
2. Furnishings should be placed in a coordinated manner that does not obstruct pedestrian circulation on sidewalks.
3. Site furniture may be placed at appropriate pedestrian activity areas.
4. All site furnishings should be co-ordinated and may incorporate design motifs characteristic to the development.
5. Trash receptacles should be co-ordinated with benches wherever possible.
6. Bicycle parking facilities should be provided to encourage alternative modes of transport, particularly for employees and consumers with small purchases.
7. Bicycle racks should be co-ordinated with other site furnishings and be consistent in terms of design, colour and materials.
8. Bollards and guardrails should be co-ordinated with other site furnishings and be consistent in terms of design, colour and materials.
4.10 Service Areas

Service and delivery areas will not be visually obtrusive. The visual and audio impact of these areas should be minimized and will be screened when in close proximity to a public street, primary sidewalk location, neighbouring residential uses or visible from public view and from gateways and vistas.

Guidelines

1. Loading and garbage areas will be screened with built form elements relating to the building and combined with landscaping where possible.

2. Garbage enclosures will not be free standing and will be constructed with a material common to the building.

3. Street delivery to front doors will be permitted for the smaller retail and service tenants.

4. Loading dock screening will be incorporated where necessary on buildings located along street fronts which lie directly across from existing and future residential areas.

5. Service and delivery areas will meet the requirements and by-laws of the City of London.
5.0 Site Circulation

Within Greenhills Shopping Centre the buildings and parking areas will be connected by a hierarchy of vehicular roadways and pedestrian walkways. The streetscapes that will be created will be accessible to all users and designed for pedestrian, bicycle, automobile and transit use. The private road network will consist of major and minor driveways. The circulation network has been designed, so it can be connected and integrated to the future mixed use area at key east-west junctions.

Guidelines

1. The private roadway should have a smaller width than the public roadways. Major driveways should be sized to public R.O.W. for the future.

2. Traffic calming measures are encouraged at intersections or at major entrances. Textured materials may be used to reinforce this crossing, including feature paving and signage.

3. Landscaped islands will be provided to separate the parking stalls from the main drive aisle.

4. Where parking islands are required to accommodate trees, the minimum width of the island should be 2.0m, where there is no walkway.

5. Trees and shrubs that are salt-tolerant and provide year-round visual interest should be used.
5.1 Pedestrian Circulation

Greenhills Shopping Centre will provide a high degree of public interaction for spontaneous and programmed outdoor activities. A system of walkways will be provided to facilitate and encourage pedestrian movements from the street into the built components. These connections will allow for a safe environment for pedestrians and also create short walking distances between destinations.

Guidelines

1. Walkway and storefront sidewalks should be wide enough to encourage activity and consist of concrete paving and/or decorative paving.

2. Pedestrian walkways which traverse vehicular areas should be delineated by a change in paving material wherever possible.

3. Curb cuts and ramp access for barrier free design will be provided where required.

4. Public transit will be easily accessible.

5. Pedestrian access to open space will be provided.
5.2 Public Transportation

The proposed retail centre will encourage public transit as an alternative to travelling by car. The closest existing bus stops are along Route 28 going along Wharncliffe Road South. Walking west along Exeter Road a bus stop is located 0.35 km from the Exeter Road and Wonderland Road South intersection. Walking north along Wonderland Road South a bus stop is located 0.27 km from the intersection. The London Transportation Master Plan and Wonderland Road South Environmental Assessment anticipate transit servicing the site. Any new transit stop along this or any new routes will be in accordance with London transit requirements. The London Transit Commission have a bus barn north of Wharncliffe Road at 3508 Wonderland Road South which should make Wonderland Road South a key transit route.
5.3 Parking

Parking islands and medians will incorporate soft or hard landscape treatments to create visually attractive areas. Parking lots should be subdivided into parking areas that integrate landscaping, lighting, and pedestrian walkways.

Guidelines

1. All parking spaces will meet city requirements and be sized as per city standards.
2. There should be enough parking and handicapped parking provided to meet city requirements.
3. The parking lot will be book-ended by planted islands where possible. These islands should be bermed to display the planting, discourage walk-through and provide enough soil volume to support vigorous tree growth.
4. The design of parking should relate to the retail frontages.
5. Handicapped spaces should be located as close as possible to main entrances.
6. Lighting and signage should be co-ordinated to enhance safety and orientation for uses.
7. Where parking islands are incorporated into the pedestrian walkway, a 1.8 m wide concrete walk should be provided where possible on the parking side along the planted boulevard.
8. Where parking abuts the street, landscape features such as plants, low walls, fences and berms should be incorporated to screen the parking and intercept car headlights.
6.0 Landscaping

The overall landscape scheme for the development has been designed to promote an animated frontage along Wonderland Road South and Exeter Road. Safe passageways for pedestrians around, into and through the commercial development are provided off Wonderland Road South. This will take the form of an urban edge that accentuates the key entrance into the commercial development. At the corner of the site, the main pedestrian entrance provides for the establishment of a strong axial view into the commercial centre. Secondary entrances into the site and service access points are delineated along the flankage road frontages. Within the development itself, a spatial relationship shall be developed so that the landscape elements are positioned along central spines that are punctuated with events that relate to the pedestrian scale. Within the smaller commercial units, additional landscape treatments are proposed promoting a design cohesiveness within the entire site. For this site, where applicable, the establishment of a strong tree canopy, opportunities for seating and a lower level lighting are intended to make this commercial development appeal to both pedestrians and vehicular traffic.
6.1 Parking Lot Treatment

Through the spines, a hierarchy of spaces will be established. This element is directly accessible from Wonderland Road South and Exeter Road and will establish the strong axial view into the site. Internal parking squares will be marked by a special paving treatment or line painting which delineates pedestrian routes. This will clearly delineate areas for safe pedestrian movement. Signage and lighting will be installed to allow vehicles to find the way to parking lots in an efficient manner, as well as allow shoppers to find their cars easily.

Guidelines

1. Tree planting in islands should be considered where the islands are large enough for the species to thrive. In parking lots, islands less than 2.0 metres in width should not be planted with large tree species. Parking lot islands with trees should have raised curbs and should contain mulch, planting materials (shrubs, groundcovers) or permeable cover allowing maximum water penetration to the roots.

2. Tree planting in paved areas may be considered where protection for the roots is provided. Tree grates and open pit planters in paved zones are acceptable. Surface compaction should be mitigated so proper water penetration to the roots is promoted. Where two or more trees are to be located in a paved area, a continuous planting bed with proper planting soil must be provided under the paving to allow for proper root development. Where tree planting is located along major pedestrian thoroughways in paved areas, consideration may be given to protect the trunks through the placement of tree-guards.

3. Where sidewalks are combined with islands, the minimum width of the island shall be 3.5 metres wide. All islands shall accommodate the car overhang of 600 mm. This zone shall be treated with either sod or pavers.
7.0 Public Realm

The public realm is one of the most important components of the development. The architecture and landscape will work together to form one cohesive streetscape. The streetscape design that faces the public realm should be pedestrian friendly, attractive and safe. The interface between the public and private realms of the site will be designed to buffer and enhance the edge conditions between the street and the private properties. These streets will serve a functional role in supporting active transportation, including pedestrians, cyclists and transit users. The proposed 48 m Wonderland Road South R.O.W. should be ultimately designed as a six lane arterial, including a landscaped median, on-street parking and bicycle lanes.
7.1 Civic Design Initiatives

This site defines the corner of Wonderland Road South and Exeter Road. As such, a civic landscape initiative as delineated by the Official Plan and the Southwest Area Secondary Plan is required along these streets to define the urban qualities of the site. The treatment along this road should reflect a 'green' profile including high-branching street trees, formal lower shrub planting, established viewsheds into the site and an entrance feature and the corner that may be read at the vehicular and pedestrian scales. The guidelines for the civic design initiatives shall be coordinated with the Wonderland Road South Environmental Assessment Study being undertaken by the City of London. The study will determine the Right-of-Way requirements and a functional urban design concept for this corridor. Site planning should be integrated with this Environmental Assessment document.

Guidelines

1. High branching deciduous trees shall be planted on the municipal boulevard at a minimum spacing of 10 metres on centre. The trees should have an open canopy and be placed so that they do not impact on signage for the retail uses. The trees shall vary in species type with no dominant species to avoid mono-culture planting. The trees shall meet the City of London’s standards for setbacks to public utilities, sidewalks and urban infrastructure placed in the municipal R.O.W.

2. The main vehicular entrance off Wonderland Road South shall have an entry feature. The feature shall reflect the dominant materials used for the architecture of the buildings and character of the site.

3. Additional coniferous planting along this frontage shall be established to buffer unsightly views and define viewsheds into the development.

4. Annual floral and perennial planting shall be established at the vehicular and pedestrian entrance features to reinforce the visual significance of the feature along the street.
7.2 Landscape Buffers

The landscape buffers will help define the perimeter of the site and reinforce the civic design initiatives. These edges will exist in harmony with the built environment of the development and help define vehicular and pedestrian access points around the site. These edges will also provide visual screening of the parking lots and service elements while enhancing the architectural elements and provide an initial aesthetic definition to the development. These buffers shall be coordinated with the Environmental Assessment for Wonderland Road South being undertaken by the City of London.

Guidelines

1. Around the perimeter, a series of continuous planting beds consisting of coniferous and deciduous shrub, perennials and ornamental grasses will be provided which define visual access points into the site. Deciduous trees may be used where space allows framing of sightlines.

2. On the secondary frontage (Exeter Road) a strong line of planting will be established to visually buffer exposed parking areas. Coniferous plantings where applied shall not impact on the sight triangles at access points around the perimeter.

3. Built elements such as metal features and paving will be used to enhance the landscape buffer and designate significant elements and nodes around the site. The materials of these features should relate to the architectural finishes within the site.

4. Parking areas will be screened from Wonderland Road South and Exeter Road through a combination of planting and built elements. Pedestrian access points shall be highlighted by the installation of special paving features and signage.

5. Within the site the service areas should be buffered by the placement of coniferous trees combined with shrub planting.
7.3 Gateway Features

Gateway features shall respond to the architecture and character of the site. Their scale will help delineate the hierarchy of access points around the site. The landscape treatment will compliment the architectural treatment within the site and bring the built-form out to the street.

Guidelines

The landscape entrance features should incorporate:

1. Wall elements.
2. Masonry and decorative metal works.
3. Ornamental planting including shrubs, perennials, grasses and annuals.
4. Feature paving to define pedestrian crossing points.

7.4 Landscape Features

Landscape features are utilized throughout the site to enhance the landscape experience.

Guidelines

1. Provide feature paved or painted areas at all significant pedestrian nodes and through the driveways where crossings occur.
2. Elements such as pillars may be provided within the site to add to the pedestrian scale.
3. Pedestrian scale decorative lighting may be used where appropriate to define walkways.
8.0 Sustainability

The proposed development shall be built with a sustainable community vision. It shall be built to ensure sustainability economically, environmentally and socially.

Guidelines:

1. Interesting streetscapes will be provided with ample landscaping to encourage pedestrian traffic.
2. The use of transit shall be promoted. The site is in close proximity to two main transit routes.
3. Travel by bicycle shall be encouraged by providing bike parking by store entrances.
4. All buildings shall be constructed to be energy and water efficient.
5. Connections for pedestrians from Wonderland Road South to all building entrances shall be provided.
6. Better air quality will be strived for by trying to reduce gas emissions and the use of low VOC paints will be encouraged.
7. Local materials and recycled materials shall be used as much as possible to try and reduce waste.
8. Buildings shall follow principles of Bird Friendly design.