230 North Centre Road

Urban Design Brief

January 24, 2018
Revised Feb 13, 2018

In support of a Zoning Bylaw Amendment and Official Plan Amendment
Prepared for Tricar Developments Inc.
Prepared by Stantec in coordination with Kasian Architects
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1.0 LAND USE PLANNING CONTEXT

1.1 INTRODUCTION

This Urban Design Brief has been prepared by Stantec Consulting Ltd. and Kasian Architecture on behalf of Tricar Developments Inc. (Tricar) in support of the proposed development located at 230 North Centre Road, London, Ontario. The purpose of this Design Brief is to outline the design approach for the proposed high density residential building and how the design conforms to City of London guidelines and policies. This Design Brief has been prepared in accordance with the City of London Urban Design Brief Terms of Reference (January 2009) and provides clear direction on how the site should be developed. This has been submitted as part of a complete Official Plan and Zoning Bylaw Amendment application.

1.2 SUBJECT LANDS

The subject site shown on Figure 1 is a rectangular 1.136 ha property fronting onto North Centre Road at its intersection with Richmond Street, known as 230 North Centre Road. The site is approximately 83.5 metres in depth and has approximately 86 metres of frontage along North Centre Road. An office building, medium density residential, and the Masonville regional commercial node are located directly south of the site, the Richmond Woods Retirement Village to the east, open space and vacant residential land to the north, and Richmond Street and medium and high density residential further to the west. The site is not located within any conservation authority Regulated Areas, and there are no significant natural heritage features located within the site. The subject site is shown on Figures 1 through 4.
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Figure 1 Subject Site (CityMap)

Figure 2 Looking south from north of the subject site
Figure 3 Streetview approaching subject site from the north, facing south

Figure 4 Streetview looking south from subject site
Tricar is proposing to develop lands known as 230 North Centre Road for a 22-storey residential apartment building with two-storey podium units along the south and west. The proposed development includes 230 units within the residential tower with lower 8th floor stepped roof, 7 podium units along North Centre Road and 5 podium units along Richmond Street. The property will be accessed via a joint access easement with 200 North Centre Road, and two way left turn lane. A secondary pedestrian access is located at the corner of Richmond Street and North Centre Road.

The proposed development contributes to the provision of a range and mix of residential housing types within the area, which consists primarily of medium density along with senior’s/retirement accommodations, and low densities further north. This range of housing types will be vital in supporting the proposed city structure as identified in the London Plan and the City’s SHIFT Rapid Transit Initiative.

The property is designated as Multi-Family Medium Density within the City’s Official Plan 1989, and the existing zoning is a compound zone with a holding provision, density, and height provisions: h-5, R5-7, R7, D75, H12, R8-4, H12. The applicant is submitting an application for an Official Plan and Zoning Bylaw Amendment to permit a high density residential development in keeping with the London Plan Transit Village Policies.
Table 1 Proposed Official Plan and Zoning Bylaw Amendment

<table>
<thead>
<tr>
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<th>Existing</th>
<th>Proposed</th>
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<tbody>
<tr>
<td><strong>1986 Official Plan</strong></td>
<td>Multi-Family, Medium Density</td>
<td>High Density Residential</td>
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<td><strong>The London Plan</strong></td>
<td>Transit Village</td>
<td>Transit Village</td>
</tr>
<tr>
<td><strong>Zoning Bylaw Designation</strong></td>
<td>h-5, R5-7, R7, D75, H12, R8-4, H12</td>
<td>R9-7 (*)</td>
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Figure 6 Official Plan 1989 Schedule A Land Use
1.4 SPATIAL ANALYSIS

The subject site is bound by Richmond Street to the west, North Centre Road to the south, the Richmond Woods Retirement Village to the east, and open space and residential lands to the north. The site is located adjacent to the Masonville Commercial area, which includes a wide range of amenities including a grocery store, book store, pet store, a variety of restaurants, medical services, and CF Masonville Place. Medium and high density residential areas are located west on North Centre Road, and areas east on North Centre Road are also zoned for high density residential. The site is situated near the crossroads of two arterial roadways, which provides easy access to the City’s main transportation corridors. It should also be noted that the City is currently undertaking a Municipal Class EA which identifies a number of improvements to the Fanshawe Park Road/Richmond Street intersection to facilitate vehicle, transit, pedestrian, and cyclist movements.

There is a significant grade change from the intersection of Richmond Street and North Centre Road, sloping up towards the north and down towards the east. This grade change creates a pleasing view corridor beginning approximately from the intersection of Richmond Street and Plane Tree Drive. This grade change, in addition to the existing woodlot along the east side of Richmond Street north of the subject site, both contribute to the visual transition between low density land uses to the north and the proposed development.

This change in elevation has been addressed through the use of 2 storey podium units along Richmond Street, transitioning to the ground floor pool and fitness room, and 3 storey podium units along North Centre Road.

The proposed development will contribute to a dynamic and high quality streetscape at what can be considered a secondary gateway into the built-area of the City. The proposed building height creates balance within the streetscape, opposite the thirteen storey residential building located on North Centre Road west of Richmond Street.

1.4.1 Spatial Analysis - 400m and 800m

The community context within 400m of the subject site is identified on Figure 7. The site is situated within walking distance of important amenities including a grocery store, banking institution, and a variety of retail establishments and restaurants. Existing LTC bus stops for several routes are located within 400m of the subject site, and the Masonville transit hub is located just beyond the intersection of Fanshawe Park Road and Richmond Street, which services over 10 bus routes, including the semi-express Route 90.
The community context within 800m of the subject site is shown on Figure 8. The area encompasses the CF Masonville Place Shopping Centre, and includes a wide variety of retail, service, and restaurant establishments. Several dental and medical offices are also located within the area, including a new medical building currently under construction at the intersection of Richmond Street and Hillview Boulevard. As noted above, an existing LTC transit hub is located southeast of the intersection of Richmond Street and Fanshawe Park Road which services over 10 bus routes, including the semi-express Route 90. Several additional financial institutions, restaurants, and person service (hair/nail salons, etc.) are also available.

Access to the Uplands Trail is provided within the area via Richmond Street east of North Centre Road. The Trail consists of an accessible paved multi-use pathway that passes through the Gibbons/UWO Wetland complex to Heron Haven Park and Sunningdale Road.
2.0 DESIGN PRINCIPLES AND DESIGN RESPONSES

The goals and objectives of the proposed development include establishing an overall site design that respects the urban design principles for the neighbouring area, and those set out within various City documents, by:

- Providing a residential development that, through the combination of its massing, orientation, pedestrian and vehicular entrances, and material selection, will complement existing features and align with the vision for the area;
- Creating a visually appealing street edge along both Richmond Street and North Centre Road by designing a pedestrian-friendly and safe public realm by placing 2 and 3 storey units at the base of the development. This will provide a podium in keeping with pedestrian scale.
- Providing a development that allows for higher densities near public transit and within close proximity to a variety of uses. This promotes a healthy, vibrant, transit supportive and safe public realm.
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- Designing a site plan that takes advantage of the topography of the site to enhance view corridors and create an active, pedestrian-oriented street frontage.

- Maximizing the available capacity within existing infrastructure, and supporting planned infrastructure including the City’s bus rapid transit initiatives;

- Implementing a land use that is consistent with the policies and objectives of the City of London as set out in the London Plan.

2.1 DESIGN RESPONSE TO CITY DOCUMENTS

The design policies relevant to the proposed development are taken from the City of London Official Plan and London Plan. The subject lands are currently designated as Multi-Family Medium Density within the 1989 Official Plan, and are designated as Transit Village in the Council-adopted London Plan. Since the 1989 Official Plan is still in legal force and effect, the applicant is submitting an Official Plan and Zoning Bylaw Amendment to permit the Multi-Family, High Density Residential development, which is consistent with the objectives of the Transit Village Place Type within the London Plan.

2.1.1 1989 Official Plan Urban Design Policies

Section 3.1.4 of the Official Plan contains general policy objectives for the Multi-Family, High Density Residential land use designation:

i. Support the development of multi-family, high density residential uses at locations which enhance the character and amenity of a residential area and where arterial streets, public transit, shopping facilities, public open space, and recreational facilities are easily accessible; and where there are adequate municipal services to accommodate development.

ii. Provide opportunities for the development of multi-family, high density residential buildings at locations adjacent to major public open space areas where compatibility with adjacent land uses can be achieved.

iii. Promote, in the design of multi-family, high density residential developments, sensitivity to the scale and character of adjacent land uses and to desirable natural features on, or in close proximity to the site.

The Official Plan’s Urban Design Policies, as outlined under Section 11.1.1, and with respect to the proposed development, are discussed below.

Natural Features

There are no significant natural features located within the development limits. The site changes in elevation, sloping downward from Richmond Street eastward. The change in elevation is

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incorporated into the building design, and address through the use of both 2- and 3-storey podium units.

**Trees**

There are no significant tree specimens or communities within the proposed development limits. A small woodlot is located north of the subject site, and development of the site is not anticipated to impact the woodlot.

**Open Views**

Development of the site will not result in the obstruction of open views of natural features or landmarks.

**High Design Standards**

As the development is intended to meet the needs of both pedestrian and vehicular circulation, it is anticipated that a high standard of design will be implemented from a site layout, landscape design, and architectural perspective. Such design standards include, but are not limited to safe access for site users, aesthetic pedestrian linkages, a shared public streetscape, best practices for built form design, and a landscape plan designed to enhance connectivity, and aesthetic qualities of the streetscape to the benefit of the adjacent land uses. This location may also be considered a secondary gateway into the built-up area of the City, and/or a gateway into the Masonville Commercial Area. This has been considered throughout the design of the development through the massing to create a strong, defined streetscape, and through the use of high quality building materials and architectural features, including the articulation of podium units.

**Architectural Continuity**

The massing and conceptual design of the development will provide for continuity and harmony in architectural style with adjacent uses. The mass of the podium is broken down into a scale reflective of the lower density surroundings with the inclusion of 2 storey podium units along Richmond Street and 3 storey units along North Centre Road.

**Redevelopment**

There are no incompatible land uses or structures within the property limits.

**Streetscape**

The only two facades exposed to the public realm, on the south and west facing sides of the building, have been aesthetically enhanced in consideration of their visibility from street level. The building includes articulated podium units to create visual interest, and connection with the pedestrian realm. The 2nd and 3rd-storey terraces also enhance the connection with the public realm, and contribute to community safety through ‘eyes on the street’ and through creating a sense of enclosure. This will provide definition and an appropriate pedestrian scale for the
adjacent streets. It will ensure a contiguous streetscape and integrate the building with the existing adjacent buildings. Landscaped space that transitions the site into the right of way will be consistently designed with appropriate paving materials and street trees in an effort to engage the public realm, without impeding pedestrian traffic.

Landscaping along the streetscape should include deciduous trees planted in rhythmic form to balance the vertical geometry and clean lines of the proposed building. Large height canopy trees should also be implemented to complement the pedestrian zone and scale of the building.

**Pedestrian Traffic Areas**

Pedestrian connections to the existing sidewalks will be facilitated by concrete pathways and paving stones. The main entrance to the building on the east side of the building will be sheltered with a protective canopy/overhang.

**Access to Sunlight**

Shadow impacts from the tower has been minimized through the tower massing with lower 3rd and 8th storey roofs. The site plan and generous glazing provided to the residential units ensures that residents will have access to ample sunlight.

Adequate sunlight should be available to all residential and recreational spaces within the City. In general, surrounding properties should not be shaded for more than a four-hour period during any period of the year. As shown in the shadow studies prepared by Kasian Architecture found in Appendix E, shadows cast from the proposed development fall well within this range, with no single part of a property impacted for any significant length of time. The building’s massing, with 4th and 8th floor stepped roofs, has been designed to minimize shadow impacts on adjacent properties.

**Landscaping**

Landscape components will be provided in accordance with site plan requirements. The proposed landscaping enhances the overall appearance of the development by softening the edges of the hard materials used in the building façade and the concrete paving at grade, and connecting the building to the streetscape. The landscaping complements the existing spaces in nearby properties, applying similar plant species.

The design of the pedestrian entrance located at the corner of Richmond Street and North Centre Road enhances the high visibility intersection to create a main focal point. This focal point should provide a visual experience of arrival and entrance to the development with an enhanced mix of hardscape and soft-scape treatment. It should provide a clear un-obstructed visual and pedestrian circulation to the building. This focal point includes a plaza area with seating for its users, in an ideal location that takes advantage of its direct southern sun exposure.
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In consideration for open views to this building entrance, attention to a sense of boundaries should be included to enhance the pedestrian realm within the plaza. These boundaries can be performed with the inclusion of paving patterns and street level planting beds and trees. Landscape lighting within the plaza should be implemented to enhance landscape plantings and to further sustain visibility at all hours.

Building Positioning

The proposed building has been positioned in consideration of setbacks as well as taking into consideration the public realm for all users, and available vehicle access to the site off of North Centre Road (utilizing an existing access).

Enhances Accessibility Standards

Access and circulation by emergency vehicles will be facilitated as per the site plan. The required ratio of barrier-free parking spaces will also be provided. Sidewalks surrounding the site will enhance pedestrian accessibility and connectivity. It is anticipated that building entrances will be barrier free and sheltered by the overhead canopy.

Parking and Loading

Internal and underground parking will be provided on site in accordance with the zoning bylaw. This will allow for the appropriate functioning of the site and will not degrade the experience for users of the public realm.

The proposed development accommodates accessibility to roads, public transit, bicycle, and walking routes. Loading facilities will be provided as per the site plan. The landscape treatment of the vehicular entrance to the development will be planted with large canopy coniferous and deciduous trees with land form berms to provide screening and separation to the retirement community development.

Privacy

Privacy of residents will be preserved by situating parking in the lower levels of the tower and podium, with residential units beginning at the 4th storey. Strategic landscape planting will act as visual barrier from neighbouring properties to the main floor residential units.

The ground floor podium units along Richmond Street are raised approximately 1m above grade to add to the privacy of residents using those spaces.

Consideration has been made for screening the amenity space located on the northeast corner of the development from the adjacent seniors’ residents through deciduous and coniferous tree plantings.
Outdoor Space/Play Areas/Recreational Facilities

Shared amenity space for building occupants will be provided on the third-floor podium rooftop along the south and east side of the site. Interior amenity space will include a pool and fitness room located at the north end of the building, with men’s and women’s change rooms.

The amenity area has been located in the rear of the development in order to provide the best possible space for the privacy of residents. This amenity area is to be passive in nature and provide a separation from the roadway corridors. Landscape treatment will include seating areas, open air shelter, an open space with plant materials that will enhance the amenity area. Considerations to screen the adjacent retirement development to the east is included.

The focal point at the Richmond Street and North Centre Road entrance also includes seating areas to provide additional open space for residents, taking advantage of direct southern sun exposure.

Noise Attenuation

It is anticipated that transportation noise will be attenuated through building controls. Landscaping along the streetscape should also contribute to noise attenuation for residents.

Waste Management

Waste and materials for recycling will be stored indoors, and collected from North Centre Road.

Resource Conservation

The proposed development encourages a denser contiguous development in an existing built up area and promotes efficient use of existing infrastructure. In addition, the development provides for easy access to transit and pedestrian linkages to amenities such as grocery stores, financial institutions, retail establishments, etc. Environmentally sustainable building methods as well as methods to conserve energy and water usage will be taken into consideration where applicable throughout the design and implementation of the development.

Gateways

While the City’s Urban Growth Boundary is located further to the north, the subject site could be considered a Gateway to the built up Masonville Commercial Area and future Transit Village. As such, the site provides the opportunity to set a precedent for high quality urban design, particularly the design principles as set out in the London Plan for the redevelopment of the area, coinciding with the implementation of the Bus Rapid Transit Initiative.

2.1.2 London Plan Urban Design Policies

Within the Council-adopted London Plan, the proposed development is located within the Transit Village Place Type. Transit Villages are intended to consist of higher density, mixed use developments with high quality pedestrian and cyclist environments to support Rapid Transit.
ridership. As noted in Policy 809, much of the land designated for the Transit Village Place Type are located within built-up areas, therefore development of this underutilized parcel of land provides an ideal opportunity to set a precedent of high-quality urban design for future development within the northernmost Transit Village. The proposed compact, higher density development is essential in supporting the Rapid Transit initiative and creating “an environment that places the pedestrian and transit user first” (London Plan Policy 809).

The Transit Village Form Policies are discussed below with respect to the proposed development:

1. All planning and development applications will conform with the City Design policies of this Plan.
   
   City Design policies are discussed below.

2. High-quality architectural design will be encouraged within Transit Villages;
   
   The proposed development has been designed to a high standard of architectural design, with an aesthetically pleasing view of the building and continuous streetscape treatment with enhanced landscaping and high quality façade design. The south and west facades include articulated podium units with pitched rooflines which add visual interest to the public streetscapes. The tower also has a distinctive base, middle, and top to reduce overall building massing and decrease shadow impacts.

3. Buildings and the public realm will be designed to be pedestrian, cycling, and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure, and general site layout that reinforces pedestrian safety and easy navigation.

   The proposed development includes two- and three-storey podium units with terraces that create an active, pedestrian-oriented streetscape. Pedestrian pathways to unit entrances and the main building entrances are clearly delineated through concrete pathways, paving stones, and landscaping. The building includes ample bicycle parking, and is in proximity to existing and planned cycling facilities as part of the City’s main cycling network.

4. Convenient pedestrian access to transit stations will be a primary design principle within Transit Villages.

   The exact location and form of the future rapid transit stations is yet to be determined, however the site is located within walking distance of the existing Masonville transit hub. As identified through the Fanshawe Park Road and Richmond Street Municipal Class Environmental Assessment, additional improvements are also being identified at the intersection of Fanshawe Park Road and Richmond Street to enhance the pedestrian realm including a pedestrian plaza, and street furniture.
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5. Consideration should be given to providing publicly-accessible pedestrian connections through a proposed development site connecting with the pedestrian network on existing and future adjacent sites.

Pedestrian pathways associated with the proposed development will connect with existing sidewalks. Pedestrian connections to existing and future adjacent developments can be provided via the existing sidewalk along the North Centre Road and Richmond Street sidewalks.

6. All public works will ensure a high-quality pedestrian environment through streetscape improvements such as widened sidewalks, upgrading the sidewalk material, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art.

The development is proposing a high-quality pedestrian environment through the building and podium design that creating an active street frontage, as well as landscaped public plaza space at the intersection of North Centre Road and Richmond Street, and along the Richmond Street frontage.

7. The base of all buildings will be designed to establish and support a high-quality pedestrian environment.

The articulated two- and three-storey podium units create a rhythm for the street and along with landscaping and pedestrian pathways will all contribute to the creation of a high-quality pedestrian streetscape.

8. Pedestrian traffic associated with rapid transit stations should be considered in the design of the station, the public realm, and adjacent developments.

The proposed development will provide a safe and aesthetically pleasing public realm to support the pedestrian traffic associated with the rapid transit station.

9. Massing and architecture within the Transit Village should provide for articulated facades and rooflines, accented main entry points, and generous use of glazing and other facade treatments along sidewalk areas such as weather protection features to support a quality pedestrian environment.

The building has been oriented to create a strong, pedestrian-oriented streetscape with articulated podium units, and pedestrian pathways along the Richmond Street and North Centre Road frontages.

The main pedestrian entrance is accented by a generous raised external landing, canopy, and glazing which continues vertically to the top of the tower.

10. Creative and distinctive forms of building design are encouraged within the Transit Villages.
This development proposes a high-quality of building design that will set the stage for future redevelopments within the Transit Village place types.

The building form is divided visually into three parts: the base/podium, middle, and top. Each has its own material ranging in scale from the fine-grained brick in the pedestrian realm to the monolithic concrete and glass of the middle and top. The variation in building materials and pronounced massing result in a dynamic and visually interesting building that will set the stage for future development within the Transit Village Place Type.

11. Surface parking areas should be located in the rear and interior sideyard. Underground parking and structured parking integrated within the building design is encouraged.

Limited outdoor parking, and interior parking is located on the interior sideyard to the east. Interior parking will be architecturally screened via the two-storey podium units and fenestration along the North Centre Road and Richmond Street frontages.

12. Shared car and bicycle parking facilities and carshare/bikeshare programs will be encouraged within Transit Villages. Public changerooms and bicycle facilities will be encouraged.

Carshare/bikeshare programs may be considered. Common area changerooms and secured bicycle parking has also been included for residents as per the site plan.

13. Planning and development applications will be required to demonstrate how the proposed development can be coordinated with existing, planned and potential development on surrounding lands within the Transit Village Place Type.

The subject site is surrounded by existing developments, including a seniors’ retirement complex, medium density residential, an office building, and residential and vacant lands to the north. The surrounding transportation system has capacity to accept the traffic volumes generated from the proposed development, and traffic from the development is not anticipated to impact surrounding properties. There are no anticipated issues with physical coordination with existing developments.

3.0 CONCEPTUAL DESIGN

The overall design objectives for the subject lands are:

- Create a development that is sympathetic to the land uses, both existing and planned in the neighbourhood and set the stage for future developments within the Transit Village Place Type.
• Create a development that will adhere to a high standard of urban design and architectural principles, and complement the vision of the Official Plan for this area by implementing the Transit Village Place Type objectives.

• Provide well-connected landscape treatment and employ appropriate landscape and architectural design principles to enhance the shared public streetscape.

The goals outlined above have been achieved throughout the conceptual design process by considering building scale and placement, orientation, landscape features, and consideration and support of the public realm.

### 3.1 SITE DESIGN ELEMENTS

Specific conceptual design elements are address in the table below, and subsequently in images used as precedents throughout the conceptual design of the subject site.

**Table 2 Site Design Elements**

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<thead>
<tr>
<th>Design Element</th>
<th>Site Response</th>
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<tr>
<td><strong>Site Design</strong></td>
<td>• Building will contribute to a dynamic skyline and streetscape, and will serve as a gateway feature to the Masonville Commercial Area.</td>
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<td>• Building orientation maximizes available space with respect to setbacks and existing topography.</td>
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<td>• Vehicular and pedestrian corridors are designed for efficient ingress and egress, as well as the circulation of pedestrians through the shared public realm. This includes a focal point at the intersection of Richmond Street and North Centre Road as a pedestrian plaza with seating areas and shade trees.</td>
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<td>• Public safety has been taken into consideration when designing layout and landscape components of the conceptual site plan.</td>
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<td><strong>Built Form</strong></td>
<td>• Built form across the site will be consistent, and the two- and three-storey podium units...</td>
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<tr>
<td>Design Element</td>
<td>Site Response</td>
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<td>create an active, pedestrian-oriented environment at the street level.</td>
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<td>• Podium unit entrances will be well defined and accessible from Richmond Street and North Centre Road, and the main entrance will be located off of North Centre Road.</td>
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<tr>
<td><strong>Massing and Articulation</strong></td>
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<td>• The building has a contemporary form that reflects the prominence of the site while allowing for a pedestrian friendly streetscape. The podium units create a visual break in the building mass.</td>
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<tr>
<td>• The building will be oriented parallel to North Centre Road and Richmond Street to create a strong streetscape aesthetic that complements the vision for the Transit Village Place Type.</td>
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<td>• The building will be linked to the public realm by hardscape/concrete sidewalks and provide barrier-free access.</td>
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<td>• Landscaping in front of the podium units will provide both outdoor amenity space and proper enclosure between the public and private realms.</td>
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<td><strong>Character and Image</strong></td>
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<tr>
<td>• The overall character and anticipated precedent of the subject site will be in keeping with its designated land use, be compatible with the aesthetic of nearby structures, and be considerate of the shared public realm.</td>
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<tr>
<td>• The proposed development will support and enhance the viability of the existing commercial area and future transit station.</td>
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### Design Element | Site Response
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**Architectural Treatment**<br>• The façades of the podium and tower are to be finished with variety of textures and colours with emphasis on glass and masonry treatments that complement the surrounding neighbourhood character and enhance the pedestrian experience at grade. The tower will be finished in monochrome building materials to create a simple, timeless effect.<br>• The façades of the building facing both Richmond Street and North Centre Road incorporate more traditional building materials of a finer grain in contemporary colours to promote interest at a pedestrian scale.
**Lighting**<br>• Lighting will be provided where necessary and in accordance with standard guidelines with respect to public safety.<br>• Site lighting will be designed to direct light to the ground and not to the sky to avoid light pollution. It will also be designed at a pedestrian scale to ensure safe movement along pedestrian routes at night.
**Signage**<br>• Signage will be strategically and considerately placed for visibility from the public realm and used to introduce the site, demark ingress/egress, and establish sense of place.
**Servicing**<br>• Infrastructure necessary to service the site is readily available within the adjacent right-of-way.<br>• Internal parking will be provided, located in the interior side yard.
### 3.2 SITE SECTIONS

The relationship between the proposed building and the Richmond Street and North Centre Road streetscapes are shown on the sections provided in Appendix F. There is a change in topography along both the east-west and north-south axes of the site. This change in topography has been addressed through the use of 2-storey and 3-storey podium units, and through the overall massing of the building with a 2-storey amenity space occupying the podium towards the north of the site where the topography raises in elevation.

Five 2 storey podium units are located along Richmond Street from the corner of North Centre Road, with direct views onto Richmond Street via a raised patio. As the topography increases in elevation towards the north, the podium units transition to the amenity room (pool and recreation areas). No direct access to the Richmond Street right of way is provided via this amenity room, and the façade will be partially screened and softened with tree planting between the building and street line. See the elevations and sections provided in Appendix C and Appendix F.

The topography decreases in elevation from west to east from the Richmond Street right of way. 3 storey podium units fronting North Centre Road have direct access onto North Centre Road via patios and walkways. Changes in grade are accommodated using varying numbers of steps from the private sidewalk to the unit’s patio. See the sections and elevations provided in Appendix C and Appendix F.

### 3.3 DESIGN PRECEDENTS

Anticipated design of the site layout, architectural elements, and landscaping of the proposed development will reflect existing precedents within the City of London and elsewhere, but also strive to build upon successful elements to create a new design model for future growth within the Transit Village Place Type.

Some examples of successful site design precedents are identified below:

- Well-articulated podium units to screen the towers’ podium and enhance the pedestrian realm (Figure 9);
- Traditional materials in contemporary colours (Figure 10); and
- Change in grade addressed using 2- and 3-storey podium (Figure 11).
Figure 9 Successful Design Precedents: Well-Articulated Podium Units

Figure 10 Successful Design Precedents: Traditional Materials in Contemporary Colours
Figure 11 Successful Design Precedents: Site Grading

4.0 PUBLIC REALM

The site will be connected to the existing sidewalks along North Centre Road and Richmond Street through direct connections to the podium units, as well as a main pedestrian entrance to the building at the corner.

The intersection of Richmond Street and North Centre Road is a highly visible intersection. This transition into the development should provide a visual experience of arrival and entrance to the residential high-rise development with the use of glazing, and an enhanced mix of hardscape and soft-scape treatments. This entry from the daylight intersection also allows for clear, unobstructed visual and pedestrian circulation to the building.

A plaza area with seating for residential users would be ideal at the Richmond Street and North Centre Road entrance, as it is in direct southern sun exposure. In consideration of open views to the main entry, attention to a sense of boundaries should be included within the plaza area. These boundaries can be achieved with the inclusion of paving patterns and street level.
planting beds and trees. Landscape lighting within the plaza should be implemented to enhance landscape planting and to further sustain visibility at all hours.

Access for vehicles will be provided via the existing access off North Centre Road. Limited surface parking is provided, and bicycle parking is provided interior to the building in proximity to the building entrances. The proposed podium units, with direct access onto the Richmond Street and North Centre Road corridors, create a sense of enclosure that will contribute to a comfortable pedestrian atmosphere, adjacent to the arterial Richmond Street corridor, directly in line with the vision for the Transit Village Place Type and future developments within the area.

5.0 SUSTAINABILITY

Sustainability measures for the proposed development include strategies listed below.

- Transit friendly compact development with pedestrian linkages.
- Installation of drought tolerant plants where feasible.
- Planting of street trees that will contribute to overall canopy cover.
- Lighter coloured roofing/siding materials, which reduce cooling costs and urban heat island effects.
- The stormwater management plan incorporates a design that results in a runoff rate than meets discharge requirements. Low-flow faucets, toilets, and showerheads will be incorporated throughout the units to reduce water consumption.
- Closed-looped heating and cooling systems.
- Energy efficient lighting.
- Recycling and waste management.
- Individually metered units.
- Well-constructed building to minimize future maintenance issues.
- The use of natural light and natural ventilation in the building designs.
- Utilization of local materials wherever possible.
- Site is fully serviced by existing infrastructure.

6.0 CONCLUSION

The proposed high density residential building will contribute to the quality and character of the neighbourhood and surrounding Transit Village Place Type. The proposed development embodies the City of London’s goals of growing inward and upward, and the intensification will be crucial in supporting the City’s rapid transit initiative. The proposed development is a high quality, attractive building, which contributes to a pedestrian and cyclist-friendly environment, and enhances the gateway into the Masonville Commercial Area through the building design, massing, and architectural features.
CLOSING

This document has been prepared in collaboration with information provided by various contributors including Architect J P Thornton, RIBA, MRAIC, ENV SP, Principal (Kasian Architecture); Planner Stephanie Bergman, MA, ENV SP (Stantec Consulting Ltd.). The information is respectfully submitted in support of the proposed development on behalf of Tricar.

Sincerely,

STANTEC CONSULTING LTD

Chris Hendriksen, P.Eng.
Project Manager, Community Development
Phone: (519) 675-6606
Chris.Hendriksen@stantec.com
Appendix A  SITE & FLOOR PLANS
Appendix B LANDSCAPE PLAN

B.2
The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to Stantec without delay.

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THE TRICAR GROUP
230 NORTH CENTRE ROAD
London, ON Canada

CONCEPTUAL LANDSCAPE PLAN

ORIGINAL SHEET - ANSI D

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Legend:

- Property Line
- Borrowed soil
- Coniferous tree
- Multi-stem ornamental tree
- Perennial & ornamental grass
- Groundcover
- Limit of mulched plant bed
- Tree protection fence
- Sod
- Natural concrete paving
- Three tone grey paving slab
- Unilock paving with banding
- Japanese spurge groundcover

Notes:

Revision

Drawn By

Issued By

 Sheet Files: 161413525_L-LP-Prelim.dwg

File Name: 161413525_L-LP-Prelim

By Lapointe, Stephanie

Project: The TriCare Group

230 North Centre Road
London, ON Canada

Tip: CONCEPTUAL LANDSCAPE PLAN

Project No. 161413525

Scale

Drawing No.

Sheet

Revision

0

1

2

3
Appendix E SHADOW STUDY
MAR/ SEPT 1652

MAR/ SEPT 1752 (1.5HR BEFORE SUNSET)
Sunrise: 05:46 A.M.
Solar Noon: 13:26 P.M.
Sunset: 21:07 P.M.

Latitude, Longitude: (45.1510532655634, -79.398193359375)
Sunrise: 05:46 A.M.
Solar Noon: 13:26 P.M.
Sunset: 21:07 P.M.

Latitude, Longitude: (45.1510532655634, -79.398193359375)

SUMMER SOLSTICE_2
230 NORTH CENTRE ROAD
LONDON, ON.

A-804
2018-01-22
PROJECT 190357
Sunrise: 07:52 A.M.
Solar Noon: 12:22 P.M.
Sunset: 16:53 P.M.

Latitude, Longitude: (45.1510532655634, -79.398193359375)

WINTER SOLSTICE
230 NORTH CENTRE ROAD
LONDON, ON.

A-805
2018-01-22
PROJECT 190357
PATIO
PLANTER

Figure No.
Client/Project Title
TRICAR DEVELOPMENTS INC.
230 North Centre Road
London, ON Canada
1.5 BUILDING SECTION E-E

February, 2018
161413525
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2018-2-13
10:15 AM
by: Rice, Derrick

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London ON N6A 5J7
519-645-2007

Legend

NOTE: Podium units facing North Centre Road have a consistent elevation. This is a typical grading configuration with the number of steps into the unit varying to accommodate changing grade.

SECTION E–E

EXISTING BARRIER CURB
EXISTING 10cm SIDEWALK
PROPOSED SHADE TREE
PROPOSED WALKWAY
PROPOSED PATIO ACCESS

HORIZ - 1 : 200
20 0 4m

Scale

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TRICAR DEVELOPMENTS INC.
230 North Centre Road
London, ON Canada

February, 2018

1.6

BUILDING SECTION F-F

SECTION F-F

Legend

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