

Final

Urban Design Brief

192 – 196 Central Avenue, London



Prepared for Farhi Holdings Corporation
by Arcadis Professional Services (Canada) Inc.

August 1, 2023

Document Control Page

CLIENT:	Farhi Holdings Corporation
PROJECT NAME:	192-196 Central Avenue, London
REPORT TITLE:	Urban Design Brief 192 – 196 Central Avenue, London
ARCADIS REFERENCE:	139153
VERSION:	1
DIGITAL MASTER:	https://ibigroup.sharepoint.com/sites/Projects2/139153/Internal/Documents/6.0_Technical/6.17_Planning/03_Reports/PTR_UDB_192-196CentralAve.docx 2023-08-08\CT
ORIGINATOR:	Christian Tsimenidis, Emma Tillery
REVIEWER:	Dave Galbraith, Betty White
AUTHORIZATION:	Dave Galbraith
CIRCULATION LIST:	
HISTORY:	

Table of Contents

Introduction	1
Section 1.0	1
1.1 Subject Lands	1
1.2 Proposed Development	2
1.2.1 Site Plan	3
1.2.2 Elevations.....	4
1.2.3 Renderings.....	8
1.3 Design Goals and Objectives	11
1.4 Design Response to City Documents	11
1.4.1 The London Plan.....	11
1.5 Spatial Analysis – Site and Regional Context	14
1.5.1 Site Context.....	14
1.5.2 Regional Context.....	15
Section 2.0	16
2.1 Conceptual Design.....	16
2.1.1 Site Design.....	16
2.1.2 Built Form.....	17
2.1.3 Massing and Articulation.....	17
2.1.4 Character and Image	17
2.1.5 Architectural Treatment.....	17
2.1.6 Lighting.....	18
2.1.7 Signage	18
2.1.8 Servicing	18
2.1.9 Additional Design Considerations	18
2.1.10 Public Realm	19
2.1.11 Sustainability Techniques	20
Conclusion.....	20

Table of Contents (continued)

Table of Figures

Figure 1: Aerial Imagery of the Subject Lands (Source: GeoWarehouse)	2
Figure 2: Street View Image of the Subject Lands facing North from Central Avenue (Source: Google Street View, December 2022)	2
Figure 3: Proposed Site Plan prepared by SRM Architects Inc.....	4
Figure 4: Proposed South Elevation Plan (Facing Central Avenue) prepared by SRM Architects Inc.....	5
Figure 5: Proposed North Elevation Plan prepared by SRM Architects Inc.	6
Figure 6: Proposed East Elevation Plan prepared by SRM Architects Inc.....	7
Figure 7: Proposed West Elevation Plan prepared by SRM Architects Inc.....	8
Figure 8: 3D Rendering of the proposed South Elevation, illustrating the Podium and Entrance prepared by SRM Architects Inc.....	9
Figure 9: 3D Rendering of the South and West Elevation prepared by SRM Architects Inc.	9
Figure 10: 3D Rendering of the South and East Elevations prepared by SRM Architects Inc.	10
Figure 11: 3D Rendering of the North and East Elevations prepared by SRM Architects Inc.	10
Figure 12: Site Context Map	15
Figure 13: Regional Context Map	16

Introduction

On behalf of our client, Farhi Holdings Corporation, we are pleased to submit this Urban Design Brief as part of the complete Zoning By-Law Amendment application for the proposed development on the subject lands municipally known as 192-196 Central Avenue in the City of London (“Subject Lands”, “Site” or “Subject Property”).

This Urban Design Brief (“UDB”) follows the City of London UDB Terms of Reference (“ToR”) in order to meet the requirements for a ‘complete’ application submission package. The following UDB is divided into two sections. Section One includes an overview of the Design Goals and Objectives, Design Response to City Documents pertaining to the lands, and Spatial Analysis of both the regional and immediate site context. Section Two includes discussion of the Conceptual Design of the proposed development in relation to the design principles outlined in the City’s UDB ToR.

Section 1.0

1.1 Subject Lands

The subject lands are municipally known as 192-196 Central Avenue in the City of London and legally identified as follows:

PARCEL 27-1, SECTION 33-L-238(W) PT LT 27 & ALL LOTS 28, 29 & A PLAN 238(W),
PTS 1 & 5 33R10101; T/W ROW W13470 LONDON

The subject lands are located on the north side of Central Avenue; west of the intersection of Richmond Street and Central Avenue; and north of the Downtown Area. The subject lands have an estimated frontage of 49 metres along Central Avenue and an approximate area of 1,869 square metres (0.46 acres). An aerial image of the subject lands and surrounding neighbourhood is shown in Figure 1 below.

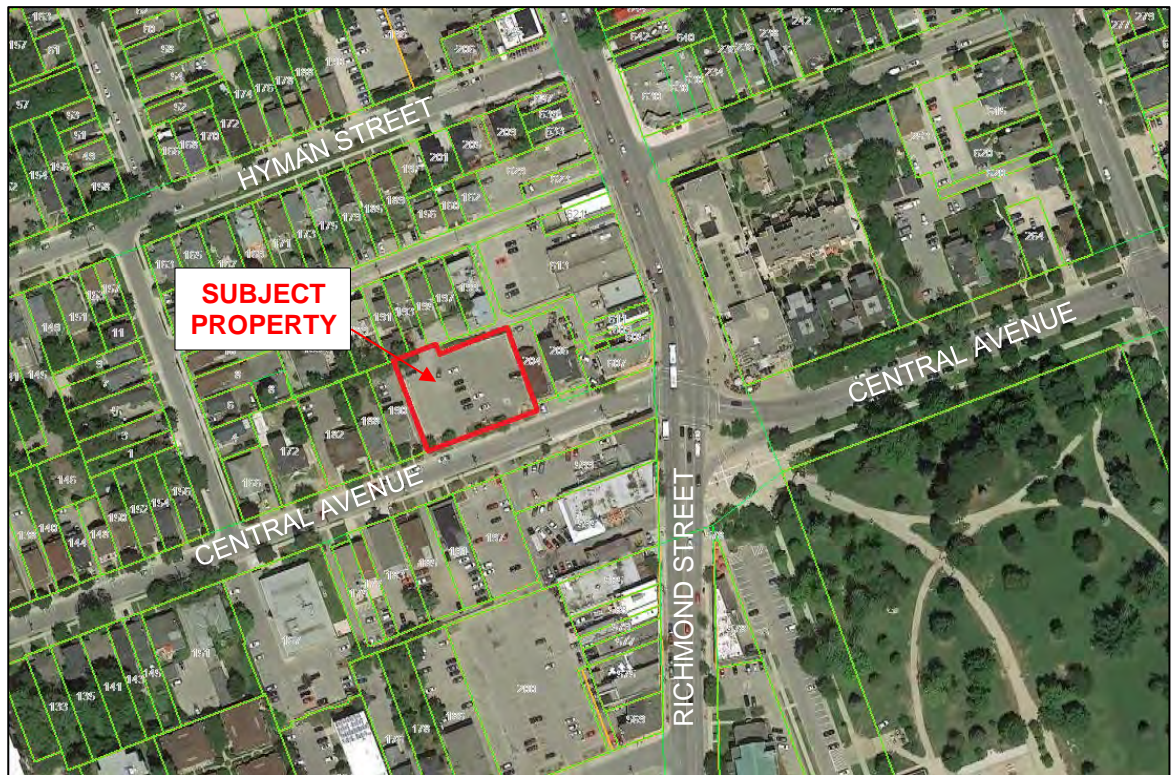


Figure 1: Aerial Imagery of the Subject Lands (Source: GeoWarehouse)

The subject property is currently a surface parking lot that does not contain any buildings or structures. Parking meters are located throughout the site. The subject property contains two (2) accesses from Central Avenue and can also be accessed via a laneway to adjacent property parking lots to the rear and east (leading to 204 & 206 Central Avenue and Hyman Street). Figure 2 provides a Streetview image of the subject property.



Figure 2: Street View Image of the Subject Lands facing North from Central Avenue (Source: Google Street View, December 2022)

1.2 Proposed Development

Our client is proposing to develop the lands with a 13 storey residential development consisting of 126 residential dwellings and two (2) levels of underground parking to provide 68 parking

spaces. The design prepared by SRM Architects Inc. consists of a 3 storey podium, with a further tower setback at the 9th storey. Please refer to Figure 4 below for the Site Plan.

The ground floor consists of a central Lobby area leading to a mail room, moving room, internal garbage storage room, and elevators and stairways to the upper residential floors and underground parking. There are also private internal accesses to the 6 townhouse dwellings on the ground floor. The townhouse units also have an external private patio area and extend to the second floor.

Along the west side of the subject property is a driveway giving access to a drop off area, loading space and ramp to the underground parking. This area is covered and screened along the west side. An outdoor amenity area will be situated on the top of the covered area and can be accessed from the 3rd floor to provide private outdoor space for residents.

The second floor includes a large indoor amenity area along with 2 one-bedroom plus den units, and the upper level of the townhouse dwellings (that are not accessible from this level).

The third floor comprises mostly residential units with a smaller indoor amenity area which leads out to the outdoor amenity area over the driveway area (as previously mentioned).

Floors 4 to 13 consist of a mix of residential units with a central stairway and elevator. A mechanical penthouse is situated on top of the roof and will be screened from the street view.

The proposed development includes two (2) levels of underground parking. No surface parking is proposed. The underground parking area will provide a total of 68 spaces. Six (6) visitor parking spaces are included within the total parking count. Further, four (4) accessible spaces (2 Type A and 2 Type B) are provided and be accessed via a ramp at the north-west corner of the building.

The proposed development also includes a total of 114 bicycle parking spaces. 101 spaces are dedicated to long-term parking, while the remaining 13 are dedicated to short-term parking.

The proposed Site Plan and Building Elevations for this project have been prepared by SRM Architects Inc. and are included as part of the complete application.

1.2.1 Site Plan

Figure 3 below shows the proposed Site Plan for the proposed development as prepared by SRM Architects Inc. The proposed building will have a principal access from Central Avenue into the lobby; which provides access to a mail room, moving room, internal garbage storage room, and elevators and stairways to the upper residential floors and underground parking. There will also be private internal accesses to the 6 townhouse dwellings from an internal corridor leading from the Lobby. Additional access doors are provided from the mail room, garbage room and moving room, as well as an emergency access out onto the driveway from the stairway.

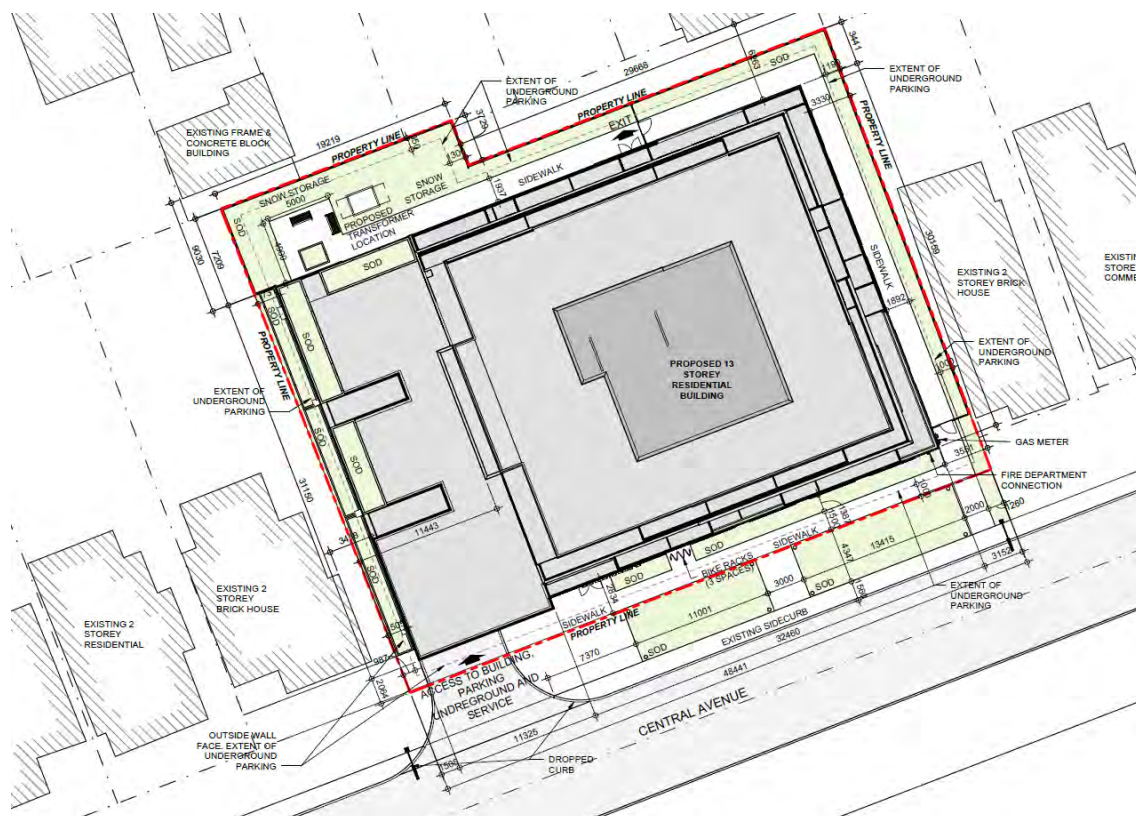


Figure 3: Proposed Site Plan prepared by SRM Architects Inc.

Vehicular access is from Central Avenue, on the western side of the proposed building. No surface parking is provided, however a ramp to the lower parking levels is located at the end of the driveway, at the north-west of corner of the proposed building. An at grade drop-off / pick-up area and loading bay are also provided off the driveway to the west of the proposed building.

Landscaping is proposed along the north, east and south property boundaries, with a screen along the western property boundary to provide a buffer from the driveway.

The proposed building provides indoor amenity space on the second and third floors, with the third floor area leading out to the large private outdoor amenity space above the driveway. Further, private amenity areas are provided to individual units in the form of private patio areas at grade for the townhouse dwellings and balconies for the upper residential apartment units.

1.2.2 Elevations

The following subsections (Figures 4 to 7) show Building Elevations from various perspectives of the proposed development. The proposed development will include a mix of materials, including brick, precast concrete panels varying in colour and texture, as well as metal/aluminium finishing as the core materials to create a contemporary development that is compatible with the surrounding area.

The proposed base from Levels 1 to 4 will mainly consist of black brick, floor to ceiling glazing, and precast concrete. Levels 5 to 13 consist of light grey metal panelling, glazing, as well as black brick on the western façade. Dwelling units above the first floor include balconies with glass panels to provide private amenity space for residents. A mechanical penthouse for utilities is located on the rooftop.

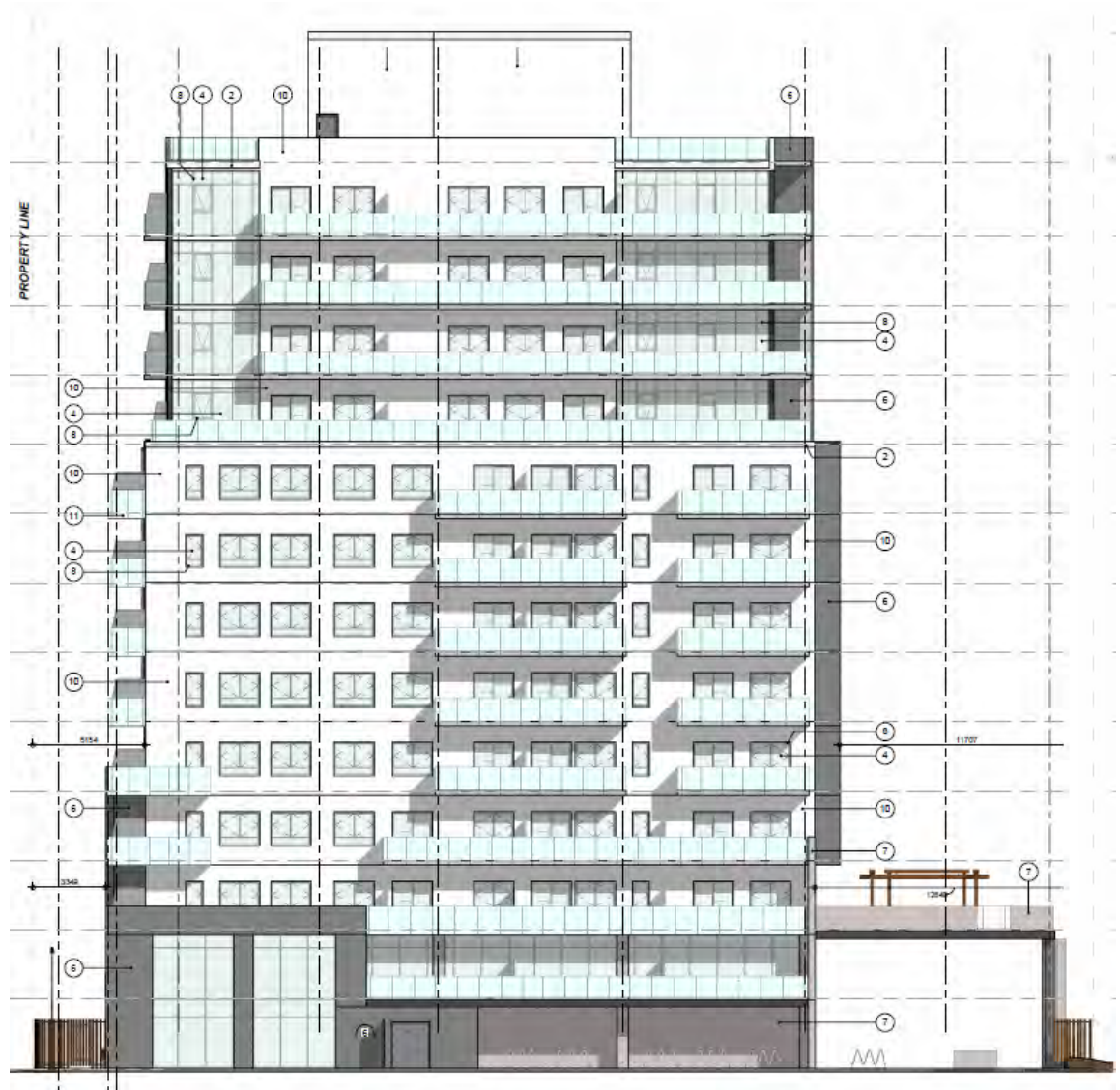


Figure 5: Proposed North Elevation Plan prepared by SRM Architects Inc.

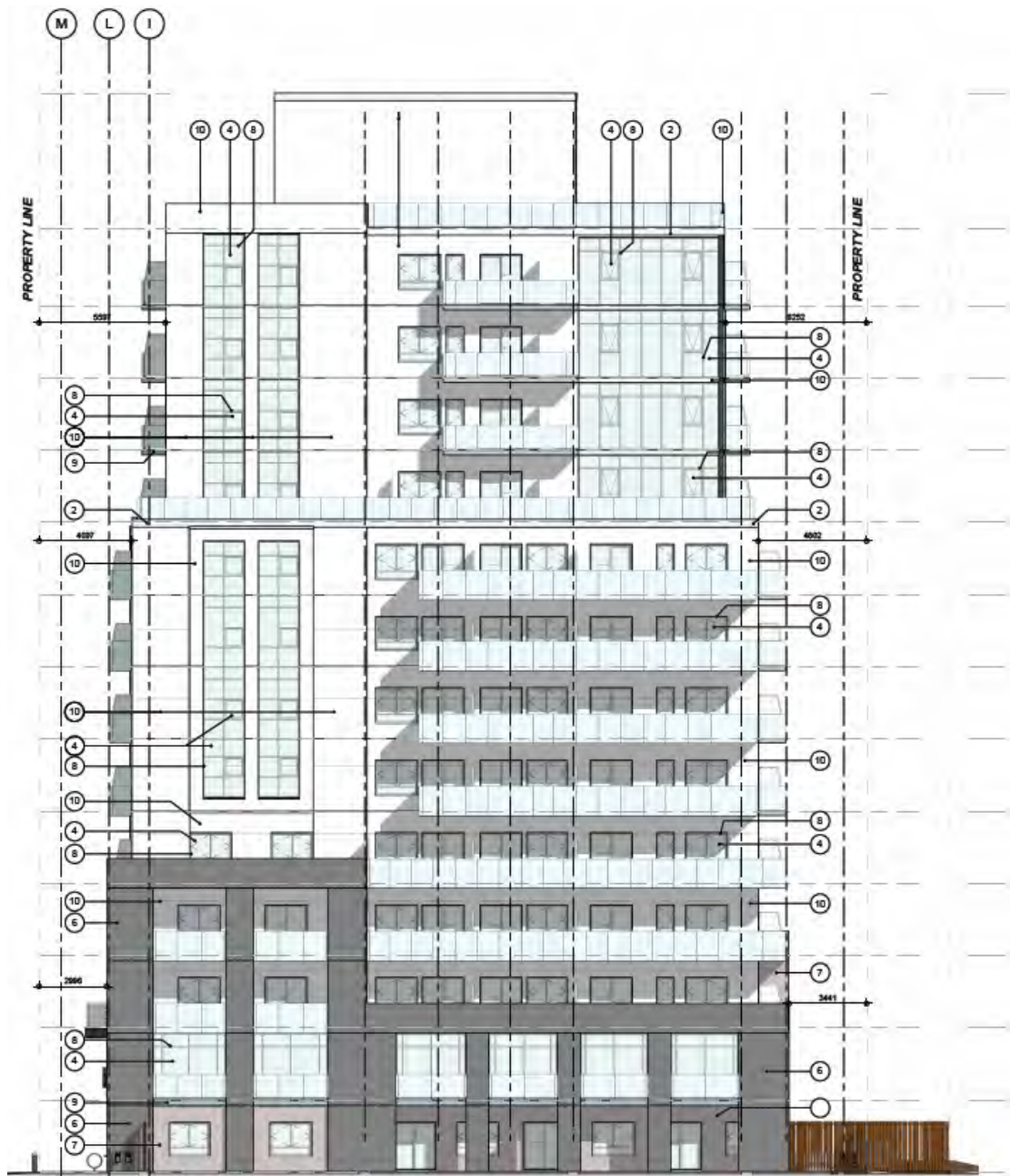


Figure 6: Proposed East Elevation Plan prepared by SRM Architects Inc.



Figure 7: Proposed West Elevation Plan prepared by SRM Architects Inc.

1.2.3 Renderings

The following figures (Figures 8 to 11) provide 3D renderings of the proposed development, highlighting the built form, massing and overall design relative to the surrounding area. As previously mentioned, the objective of the proposed development is to achieve a high standard of urban design that is consistent with the urban design policy objectives in the London Plan, which are discussed further in Section 2.0 below.



Figure 8: 3D Rendering of the proposed South Elevation, illustrating the Podium and Entrance prepared by SRM Architects Inc.



Figure 9: 3D Rendering of the South and West Elevation prepared by SRM Architects Inc.



Figure 10: 3D Rendering of the South and East Elevations prepared by SRM Architects Inc.



Figure 11: 3D Rendering of the North and East Elevations prepared by SRM Architects Inc.

1.3 Design Goals and Objectives

The intent of the proposed development is to provide a mixed range of residential units on an underutilized property that is supported and encouraged by Provincial policy and plans, as well as the planning goals and objectives of the City. The proposed development aims to achieve a high standard of urban design on lands in close proximity to the City’s downtown area and within a Primary Transit Area in the London Plan.

The proposed residential development is intended to be respectful to and consistent with the form and function of the surrounding area. It also intends to support the local business economy and public transportation systems given the close proximity to various goods and services within the adjacent downtown area that will be utilized by future residents.

1.4 Design Response to City Documents

The use and development of the subject lands is guided by a range of legislation, policies, plans and regulations including the following:

- Planning Act;
- Provincial Policy Statement;
- The London Plan; and
- City of London Zoning By-Law.

Generally, provincial and regional plans/policies defer urban design direction to lower-tier policy documents, and accordingly are not discussed in this Brief. The following subsections of this Urban Design Brief discuss the City’s urban design principles outlined in The London Plan.

1.4.1 The London Plan

The London Plan (“LP”) is the new policy framework for all planning in London, which is currently in force and effect as the new Official Plan for the City of London. It is understood that The London Plan provides policies and land use designations to support the long-term growth and development of the City.

The LP identifies the subject lands within the “Neighbourhood” designation. Central Avenue is classified as a “Neighbourhood Connector” street (on Map Three of the LP) and the property is in the Central London Area. The LP allows for a range of residential uses within these designations and areas, including Low-rise Apartments.

The subject property is also under the “High Density Residential Overlay (from the 1989 Official Plan)”. This designation permits High-rise buildings in addition to those buildings permitted under the Neighbourhood designation. As per policy 958.2, development in an overlay area outside the Primary Transit Areas may be permitted up to 12 storeys in height and at a density of up to 150 units per hectare.

The subject property also falls within the “Talbot Mixed-use Area” special policy area. As such, a development should provide a transition between the higher intensity uses to the south and lower intensity uses to the north (of Central Avenue).

As per Policy 936 in the LP, the following “Form” policies apply within the Neighbourhood designation and have been considered for the proposed development:

Policy

Consideration / Analysis

<ul style="list-style-type: none"> • All planning and development applications will conform with the City Design policies of this Plan 	<p>The proposed development addresses the applicable design policies and meets the planned function, goals and objectives of the London Plan.</p>
<ul style="list-style-type: none"> • Large amounts of onsite parking will not be permitted on properties within the Neighbourhoods Place Type to accommodate the parking requirements of mixed use buildings. Front yard parking will not be permitted on properties fronting a Neighbourhood Street or Neighbourhood Connector Street. The City Design policies of this Plan will provide direction for parking for other locations within the Neighbourhoods Place Type. On-street parking may be permitted to address parking requirements where it is demonstrated that there is capacity for such parking, and it is appropriate and permitted. 	<p>The proposed development provides two (2) levels of underground parking for residents and their visitors. There is no surface parking or on-street parking proposed for this development.</p>

In addition, Policy 953 in the LP, the following design policies apply to Residential Intensification and have been considered for the proposed development:

Policy	Consideration / Analysis
<ul style="list-style-type: none"> • Compatibility and fit, from a form perspective, will be evaluated based on such matters as: <ol style="list-style-type: none"> Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking. Building and main entrance orientation. Building line and setback from the street. Character and features of the neighbourhood. 	<ol style="list-style-type: none"> The proposed Site Plan shows consideration for the surrounding neighbourhood by having only one access driveway, which is itself screened from the abutting property; leading to parking that is completely underground and hidden from streetview. A landscape buffer is provided around all internal property boundaries and the building is situated as close to the front lot line as possible to give maximum street presence. The principle entrance to the Lobby is located centrally along the frontage and welcoming with its glazed front wall and double height interior space. The driveway is located directly adjacent to the Lobby area and provides guided, covered access to the drop-off, loading and parking areas. Stepbacks at Levels 4 and 10 enhance the building line from street view. A reduced front yard setback is requested to give the building a greater street presence. The proposed development will feature brick along the façade facing Central Avenue and to the west. This will provide greater compatibility

<p>e. Height transitions with adjacent development.</p> <p>f. Massing appropriate to the scale of the surrounding neighbourhood.</p>	<p>with the materials of the adjacent buildings, which are primarily made from brick. The proposed development also features floor to ceiling glazing on the ground floor in order to create a pedestrian oriented environment that is similar to the adjacent development along Central Avenue.</p> <p>e. The proposed development features stepbacks at Levels 4 and 10 to provide a transition in height with adjacent development. From the eastern property line, the proposed tower features a setback of 5 metres (Levels 4 to 9) and 6 metres (Levels 10 to 13). From the western property line, the proposed tower features a setback of 12.7 metres (Levels 4 to 9) and 14.4 metres (Levels 10 to 13). It is our opinion that the proposed stepbacks provide smooth transition in height from the adjacent 2.5 storey buildings.</p> <p>f. It is our opinion that the massing and built-form is appropriate to the scale of surrounding neighbourhood based on the proposed setbacks, stepbacks of the tower, and siting of the proposed building. The proposed development focuses the massing on the eastern-side of the subject property in order to shift the building closer to Richmond Street. The proposed stepbacks on Levels 4 and 10 provide additional depth to the proposed development and reduces the impacts of massing imposing over the adjacent buildings.</p>
<ul style="list-style-type: none"> The intensity of the proposed development will be appropriate for the size of the lot such that it can accommodate such things as driveways, adequate parking in appropriate locations, landscaped open space, outdoor residential amenity area, adequate buffering and setbacks, and garbage storage areas. 	<p>The proposed development proposes a density of 678 units per hectare and has been programmed to accommodate underground parking and internal garbage storage so that adjacent properties are not impacted by these facilities.</p> <p>Amenity areas are provided at range of scales in the form of balconies, patios, indoor amenity areas and an open amenity area on top of the covered driveway area.</p>

The London Plan places a strong emphasis on developing intensive forms of housing along higher order roads. The objective of such intensive development is, in part, to have development support transit programs and infrastructure, and vice versa. As mentioned earlier, the planned function of the subject lands contemplates high-density residential development based on the “High-Density Residential Overlay Zone”. The subject lands are located within walking distance of a transit route on a major transportation corridor (Richmond Street) in the City and as such are well positioned to be developed in accordance with the goals of The London Plan.

It is our opinion that the proposed is aligned with the LP, as it aims to achieve a pedestrian and transit-oriented development. The proposed podium utilizes floor to ceiling glazing on the ground floor and second floor will create a human-scale environment. This will foster a better relationship from a design and compatibility perspective between the site and the public realm. Further, the proposed podium height, along with the stepbacks on Levels 4 and 10, will be compatible in height and respect the surrounding 2.5-storey buildings for a smoother transition.

From a design perspective, two (2) levels of underground parking are proposed in order to minimize visual impacts of surface parking from the public realm. With a parking ratio of 0.54 stalls per unit the required parking provision exceeds the required number of parking stalls under the Zoning By-Law of 0.50 spaces/unit). The proposed development will provide a total of 114 bicycle parking spaces (101 Long-term and 13 short-term) on-site in order to create an environment that is supportive of public transit and active transportation uses, such as walking and cycling, thus meeting the goals and objectives of the LP.

It is our professional opinion that the proposed development is largely consistent with the policies and the intent of The London Plan, including residential intensification policies, urban design, compatibility, and support for transit-oriented development. Given the subject property is close proximity to the City's downtown area, the proposed pedestrian and transit-oriented development will support a range of uses within the neighbouring downtown and connect future residents to a wide variety of services across the City.

1.5 Spatial Analysis – Site and Regional Context

This section of the Urban Design Brief describes the existing conditions of the subject lands, as well as its context within the broader area. The urban design characteristics of the surrounding neighbourhood are also discussed.

1.5.1 Site Context

The subject property is surrounded by a broad range of uses given its proximity to the downtown area. To the immediate north are low-rise residential buildings and a Law Office. Most buildings to the north range from one to three-storeys. Across Central Avenue, south of the subject property is a parking lot and a range of commercial uses including a Circle K Convenience store.

West of the subject property is a local bookstore, with low rise residential properties along Central Avenue to the west. East of the subject property are personal service commercial businesses and restaurant / take-out services along Central Avenue to the east.

Richmond Street is also within walking distance of the subject property, thus providing access to public transit that runs south into the downtown area. This will provide future residents with greater access to other areas of the City and Region for goods and services. On the east side of Richmond Street is Victoria Park, providing multi-use trails and open green space.

Further west is the Thames River which provides access to the Thames Valley Parkway trail and various green spaces located along the river.

The downtown area offers a broad range of goods and services that can be accessed from the subject property.

Please refer to Figure 12 below for the Site Context Map. As noted above, the site is generally surrounded by a broad range of residential, commercial, institutional, and green space uses that support the proposed development.

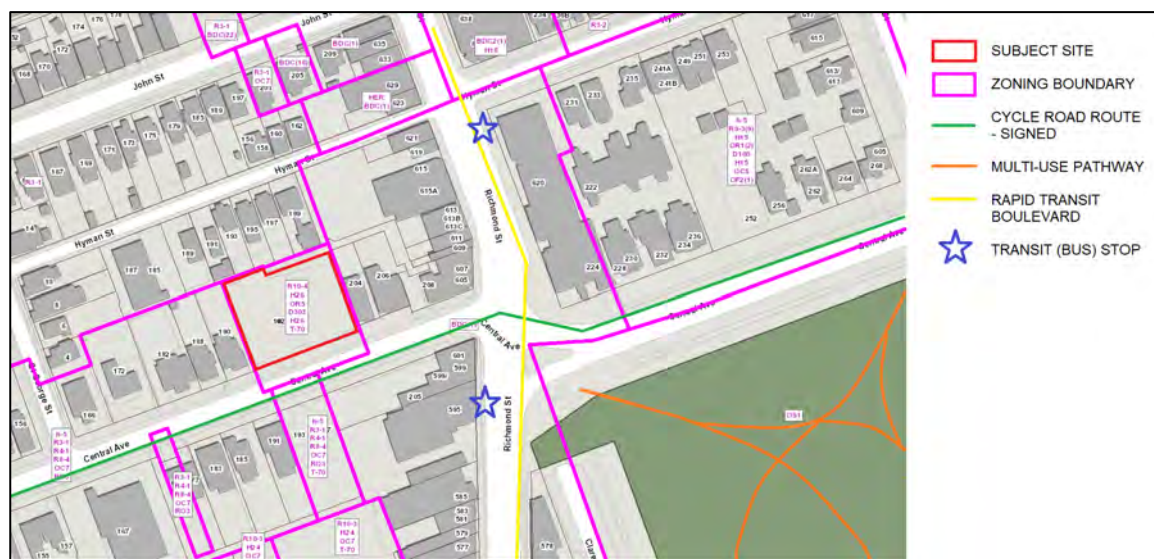


Figure 12: Site Context Map

1.5.2 Regional Context

Figure 13, Regional Context Map, identifies the community context at 400 and 800 metre radius from the site. The subject lands are located just north of the City’s downtown area and are west of the Rapid Transit Boulevard and Urban Corridor that runs parallel with Richmond Street.

This makes for a short walking and cycling distance to the downtown area, as well as the broad range of commercial and institutional uses located along Richmond Street. Some notable uses and/or areas within the 400 and 800 metre radius of the site are as follows:

- Victoria Park
- Harris Park
- Ann Street Park
- London City Hall
- Centennial Hall
- Downtown Area (includes Commercial, Retail, Residential, Institutional uses)
- Rapid Transit Stations
- Thames River
- Thames Valley Parkway trail

It is our opinion that the proposed development will support the goods and services within the regional context and provides residents the opportunity to access a range of uses via public transit, walking, cycling, and motor vehicle.

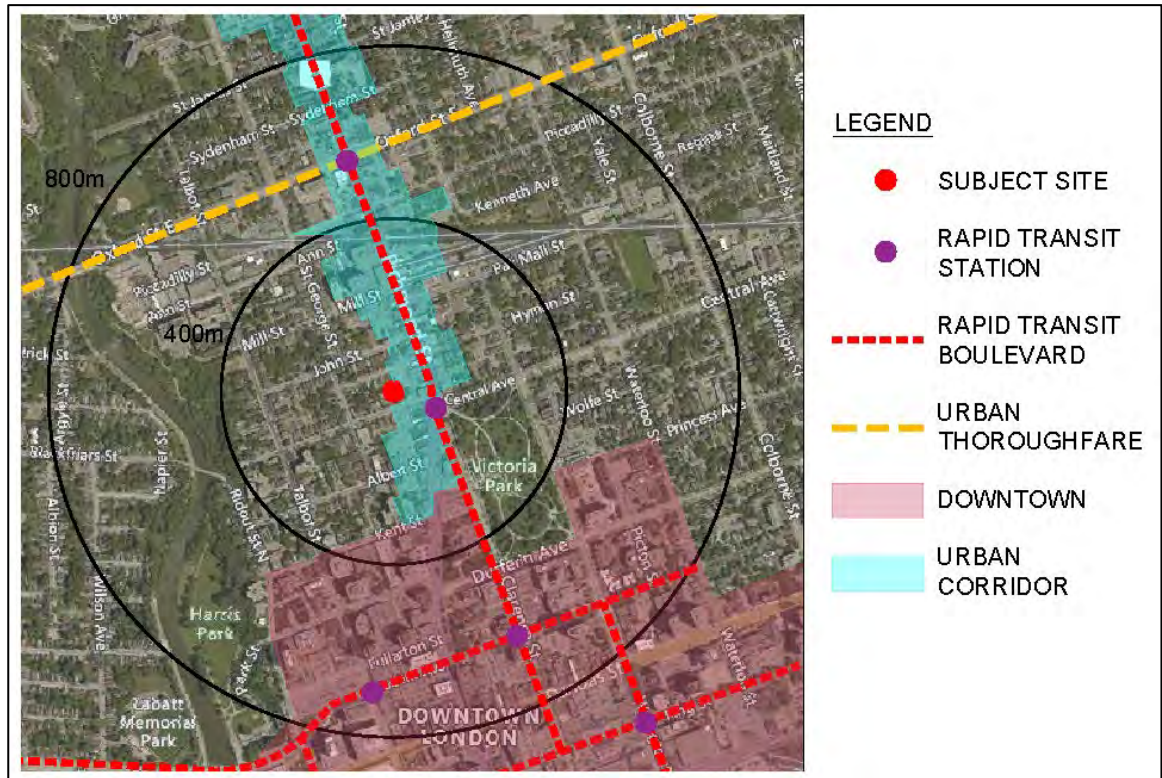


Figure 13: Regional Context Map

Section 2.0

2.1 Conceptual Design

As mentioned throughout, our client is proposing to develop the subject lands to accommodate a 13-storey residential development consisting of 126 dwelling units in the City of London. The proposed development will consist of studio apartments, one-bedroom, one-bedroom plus den, two-bedroom apartment units, and two-bedroom Townhouse units. Based on the proposed plans prepared by SRM Architects Inc., the building is stepped back at Levels 4 and 10.

The development provides both indoor and outdoor amenity space, which includes rooftop amenity on Level 3. The proposed development provides two-levels of underground parking for a total of 68 parking spaces. No surface parking is proposed. Please refer to Section 1.2 of this Brief for more details pertaining to the proposed development.

The following subsections provide a breakdown of the design elements, as noted in the City’s UDB ToR.

2.1.1 Site Design

The proposed development will have a principal entrance from Central Avenue providing access to the lobby, mail room, private amenity spaces and elevators to the residential dwellings. Secondary accesses, mainly to servicing rooms, are also provided along the western façade; under the covered driveway. The majority of the foot traffic will enter the proposed development from the principal entrance along Central Avenue, which is connected to the existing municipal sidewalk via internal walkways.

The proposed development contains two (2) indoor private amenity spaces located on the second and third floors, as well as one (1) outdoor amenity space on Level 3 over the covered driveway. These amenity spaces are private and can only be accessed by residents. Further private outdoor space will be provided to individual units in the form of balconies and patios on the ground floor for the Townhouse units.

The proposed development will feature two (2) levels of underground parking that can be accessed from Central Avenue. The loading space will also be located at-grade where waste will be collected and access to a moving room will be provided.

2.1.2 Built Form

The development will address Central Avenue with a proposed front yard setback of 3.0 metres from the existing front lot line in order to enhance the streetscape and foster a better relationship between the private and public realm.

The proposed street wall will be 6.4 metres in height to provide greater visibility to the principle entrance and lobby. The street wall will feature mostly glazing and include black masonry brick to provide transparency between private and public space. The location of the main entrance located along the street-facing side will provide better ease of access and pedestrian flow.

2.1.3 Massing and Articulation

The proposed development has been designed with appropriate setbacks, as well as stepbacks at upper levels above the podium, to provide transition in scale and massing to ensure compatibility with adjacent buildings. The proposed podium is 3-storeys in height from the Central Avenue façade in order to respect the adjacent 2.5-storey height buildings along Central Avenue.

The building massing, including heights, setbacks and upper level step-backs have been proposed to compliment the adjacent developments, and consider the urban design objectives for this area. Further, the proposed podium design is intended to create an environment that is pedestrian-orientated based on the proposed glazing, ground floor height, and street-facing private amenity space.

2.1.4 Character and Image

It is our opinion that the proposed development will enhance the existing neighbourhood by providing a mid-rise residential building that strengthens the streetscape and block patterns.

In our opinion, while the development is a departure from the existing conditions, the proposed use is indicative of the planned function of the site within a rapid transit station area, with the closest BRT stop located at the intersection of Central and Richmond.

2.1.5 Architectural Treatment

The intent of the proposed development is to create a contemporary residential mid-rise building that respects the surrounding buildings and meets the planned function and urban design goals of the City. As mentioned earlier in Section 1.2 of this Brief, the proposed development will include a mix of materials, including brick, precast concrete panels varying in colour and texture, as well as metal/aluminium finishing as the core materials to create a contemporary development that is compatible with the surrounding area.

The proposed base from Levels 1 to 3 will consist of precast concrete panels with a black masonry brick pattern, vision glass and metal aluminium finishing. Levels 4 to 8 consist of light gray and cream coloured pre-cast concrete, as well as vision glass panels on the windows and

balconies. Similarly, Levels 9 to 12 consist of precast concrete panels that are painted light grey, with vision glass panels on the windows and balconies.

A mechanical penthouse for utilities is located on the rooftop. Dwelling units above the first floor include balconies to provide private amenity space for residents. This will provide additional depth and character to the facades, as well as natural surveillance.

The proposed materials and articulation of the development aim to accentuate the depth of the facades in order to capture an aesthetically pleasing look considerate of the City’s urban design principles. Based on the policy direction in The London Plan, it is our opinion that the proposed development meets the City’s objectives from an urban design perspective.

Building materials and colours will be further refined during the Site Plan Application stage.

2.1.6 Lighting

Exterior site illumination will be provided to enhance the safety of the pedestrian realm and accentuate entrances. A Lighting Plan will be prepared for the Site Plan Application stage.

2.1.7 Signage

Details regarding signage will be determined during the Site Plan Application stage.

2.1.8 Servicing

The proposed development is anticipated to make efficient use of existing infrastructure and municipal servicing. Being located within the City’s urban boundary, the proposed development has access to full municipal services.

In addition, the proposed development is located within walking/cycling distance of seven (7) LTC bus routes, which will support the use of transit and active modes of transportation by future residents. The site will connect to the existing municipal sidewalk systems to enhance pedestrian circulation. The development also proposes 114 bicycle parking spaces on-site to encourage active transportation.

The loading space will also be located at-grade, on the west side of the proposed building, with access to the internal garbage storage room; which will be conveyed internally by a vertical garbage chute system and collected at the loading space; and the moving room.

Specific design details relating to servicing will be provided during the Site Plan Application Stage.

2.1.9 Additional Design Considerations

Further to the subsections above, the ToR also outlines a number of additional considerations for mid-rise and tall buildings which are addressed as follows:

Consideration	Response
Identify strategy and options for shaping/designing tall building floor plates.	The proposed development is considered a mid-rise building, not a tall building.
Tall buildings can be broken into 3 distinct sections: base, middle and top. The base of the building must be clearly defined and on a scale that is compatible with adjacent streets, public spaces, and the neighbourhood. The middle	Although the proposed development is not a tall building, the building is divided into three-sections, including Levels 1 to 3, 4 to 9, and 10 to 13. It is our opinion that the proposed base of 3-storeys is compatible in height and scale with the adjacent 2.5 storey buildings. The proposed middle and top sections of the tower are proportionate to the base

<p>section of the building requires a floor plate size which relates proportionately to the base and top. The top of the building is what defines the overall character of the building and contributes to the skyline. Therefore, the top must be distinct and unique, without being garish nor kitsch.</p>	<p>and is intended to minimize the overall massing through stepping at Levels 3 and 10.</p>
<p>Shadowing caused by mid-rise and tall buildings should be minimised if at all possible and allow adjacent landowners to maintain their access to privacy, sky view and natural light.</p>	<p>A Shadow Study was not requested by City staff given the nature of the proposed mid-rise development. Based on the proposed siting and orientation of the development, as well as the City’s planned function of the site, the proposed development will not have adverse impacts to adjacent landowners.</p>
<p>Large, slab-like buildings rarely provide good urbanism, and their mass should be broken down into smaller blocks, with smaller floor plates.</p>	<p>The development does not propose a large, slab-like tower / building. It is our opinion that the proposed stepping at Levels 4 and 10 will reduce the floorplate size and create a ‘slender’ tower appearance.</p>
<p>Buildings on prominent sites (such as at the corner/intersection of two streets, and at the termination of cross-streets) must demonstrate how they will integrate with their context and enhance the landmark location.</p>	<p>The proposed development is in close proximity to the City’s downtown boundary, therefore, the intent of the application is to develop a residential building that achieves a high level of urban design. The proposed development intends to enhance the surrounding area and create a building that respects the existing neighbourhood.</p>
<p>Design for comfort and safety (i.e., lighting, sun and wind protection, etc.)</p>	<p>It is our opinion that the proposed development has consideration for microclimates that may impact the subject property and surrounding area. Outdoor amenity space is primarily oriented toward summer recreation but will be maintained on a year-round basis.</p>
<p>Different massing options may be required (through the use of site sections and perspective views) to evaluate accessibility to sunlight and sky views.</p>	<p>The proposed development is divided into three-section based on the proposed setbacks and setbacks for the tower in order to enhance natural sunlight and sky views.</p>

2.1.10 Public Realm

The Central Avenue frontage features glazing at the ground level, black brick, and pre-cast concrete providing another element of distinction from the upper residential levels and to soften the transition between public and private space. Further, Levels 1 to 2 will be 6.4 metres in height in order to accentuate the ground floor lobby area.

The main building entrance is located along the Central Avenue frontage and will be connected to the municipal sidewalk system via internal walkways. This provides a pedestrian linkage between the private and public realm.

Additional details relating to landscaping and lighting will be provided during the Site Plan Application submission.

Overall, the proposed development will provide a strong enhancement to the pedestrian experience at this intersection and along both street frontages.

2.1.11 Sustainability Techniques

The proposed development is located within walking/cycling distance to a broad range of commercial uses, institutional uses, and greenspace. Most notably, the proposed development is located in close proximity of the City's downtown area, where a number of goods and services can be accessed by future residents.

The proposed development will provide a total of 114 bicycle parking spaces on-site in order to encourage active transportation to support the health and well-being of residents and the natural environment. Short-term bicycle parking spaces will be provided at-grade for ease of access, while the long-term bicycle parking spaces will be located inside the proposed building and underground parking levels for storage.

In addition, the subject lands are within proximity of seven (7) LTC bus routes, including 4, 6, 13, 15, 90, 104 and 106 along Richmond Street to the east, which may encourage the use of public transit and minimize dependency on independent motor vehicles.

At this time, the applicant does not intend to for LEED (or similar) certification.

Conclusion

This Urban Design Brief has been prepared as part of the complete Zoning By-Law Amendment Application for the subject lands municipally known as 192-196 Central Avenue in the City of London. This Urban Design Brief provides a thorough overview of the proposed development and a discussion of how the design of the building is aligned with the land use planning and urban design framework of the City of London.

In our opinion, the proposed development supports the achievement of the City's urban design vision for the property, demonstrates high quality design, and will complement the surrounding neighbourhood.

Yours truly,

ARCADIS PROFESSIONAL SERVICES (CANADA) INC.



Christian Tsimenidis, BES
Urban Planner

DG/CT/ET/baw



Dave Galbraith, MCIP, RPP
Associate – Manager, Planning