



URBAN DESIGN BRIEF

735 Wonderland Road
London, ON

PROPOSED OFFICIAL PLAN (OPA) & ZONING BYLAW (ZBA) APPLICATIONS
TO PERMIT A 25 STOREY MIXED USE RESIDENTIAL BUILDING

Updated December 2023



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1 SECTION 1.0 – PLANNING CONTEXT

1.1 SUBJECT LANDS

Applicant/Proponent: 735 Wonderland Road North Inc.

Site Location: Located south of Beaverbrook Avenue between Wonderland Road North and Horizon Drive; West London.

The Development Area would be located at the intersection of Beaverbrook Rd and Horizon Dr. See **Figure 1**. Site Location.

Municipal Address: 735 Wonderland Road North, London, ON

Roll Number: 010440563000000

Legal description: PLAN 216 PART LOT 16 & 21

Site area: ± 1.4 ha (3.48 ac)

Street Frontage: Wonderland Rd N (± 71 m)

Beaverbrook Ave (± 176 m)

Horizon Dr (± 78 m)

Existing Features
Building – a multi-tenant, 1-2 storey brick commercial building located along south property line, with entrances to parking lot.

Parking – Asphalt surface parking lot at front of commercial building.



Figure 1. Site Location

1.2 EXISTING SITE IMAGES



Figure 2. Subject site and proposed Development Area, looking southwest from Beaverbrook and Horizon intersection (Google Streetview).

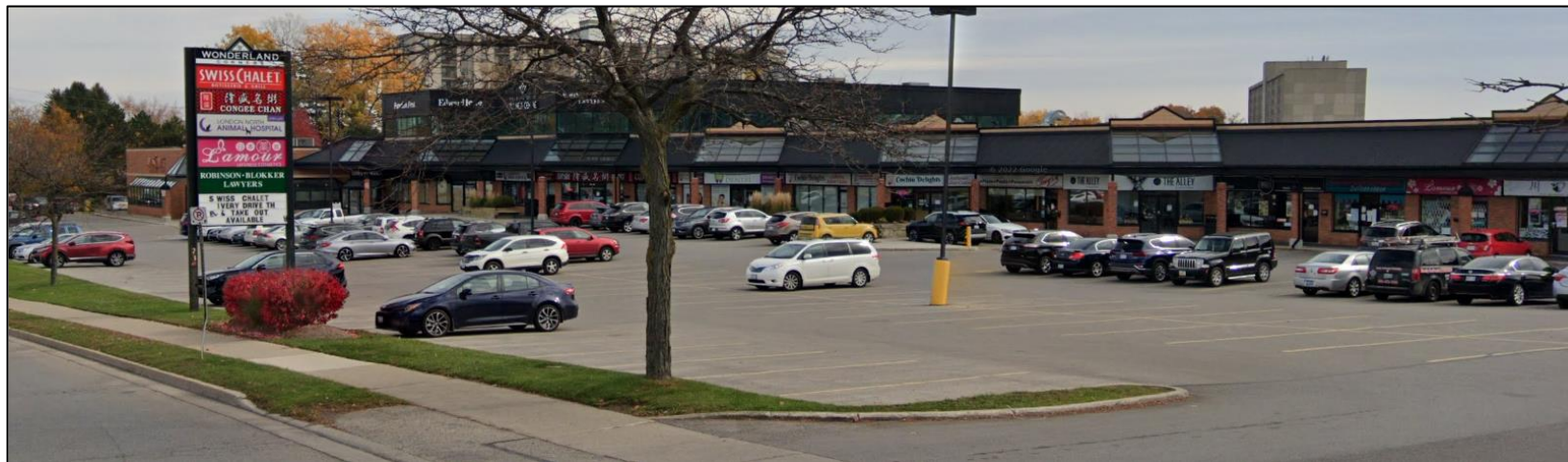


Figure 3. Subject site, looking southeast from Beaverbrook Ave (Google Streetview)

1.3 SURROUNDING LAND USES

The subject property is located East of Wonderland Rd N., which is a major north-south arterial (4-lanes, plus auxiliary turn lanes) thoroughfare and presently characterized as predominantly “big-box” commercial development area.

More specifically, the surrounding land uses include:

North: across Beaverbrook Ave., a large commercial centre (approx. 50,000 sq. ft) containing a Food Store (Angelo’s) and Personal Fitness facility.

East: Across Horizon Dr., single story retirement home building (Horizon Place) and 12- storey high-rise residential building.

South: Funeral home and Middlesex London Paramedic Service.

West: Across Wonderland Road, the West London Alliance Church



Photo 1. North across Beaverbrook Ave, large-format food store and personal fitness establishments.



Photo 2. Looking east across Horizon Dr., there is a retirement home (foreground) and high-density residential apartment building (background).



Photo 3. To the immediate south is a funeral home (left) and Middlesex London Paramedic Service (right).



Photo 4. To the west, across Wonderland Rd N. there is the West London Alliance Church setback from the road.

1.4 PROPOSED DEVELOPMENT

The proposed development would intensify the existing commercial shopping centre by removing surface parking in the northeast corner of the site, demolishing of a portion of the existing building consisting of one restaurant, and constructing a 25-storey residential apartment building, with ground-level commercial units (fronting Beaverbrook), residential lobby, bike storage, and indoor amenity area. The proposed development would create 219 apartment units.

The proposed interior parking would be comprised of three (3) underground levels and three (3) internal podium levels. Above the podium, the floorplate would reduce in area to 991m² to form a point style tower.

The building's principal entrance would be accompanied by a lay-by and drop-off area from Horizon Drive direct access to the apartment building lobby. Commercial units would be accessed via walkways (connected to walkway's; municipal sidewalks). All vehicle parking for the apartment building would be accessed via rear lane from Horizon Drive and Wonderland Road North.

A site plan can be found in **Figure 4** and **Appendix A**.

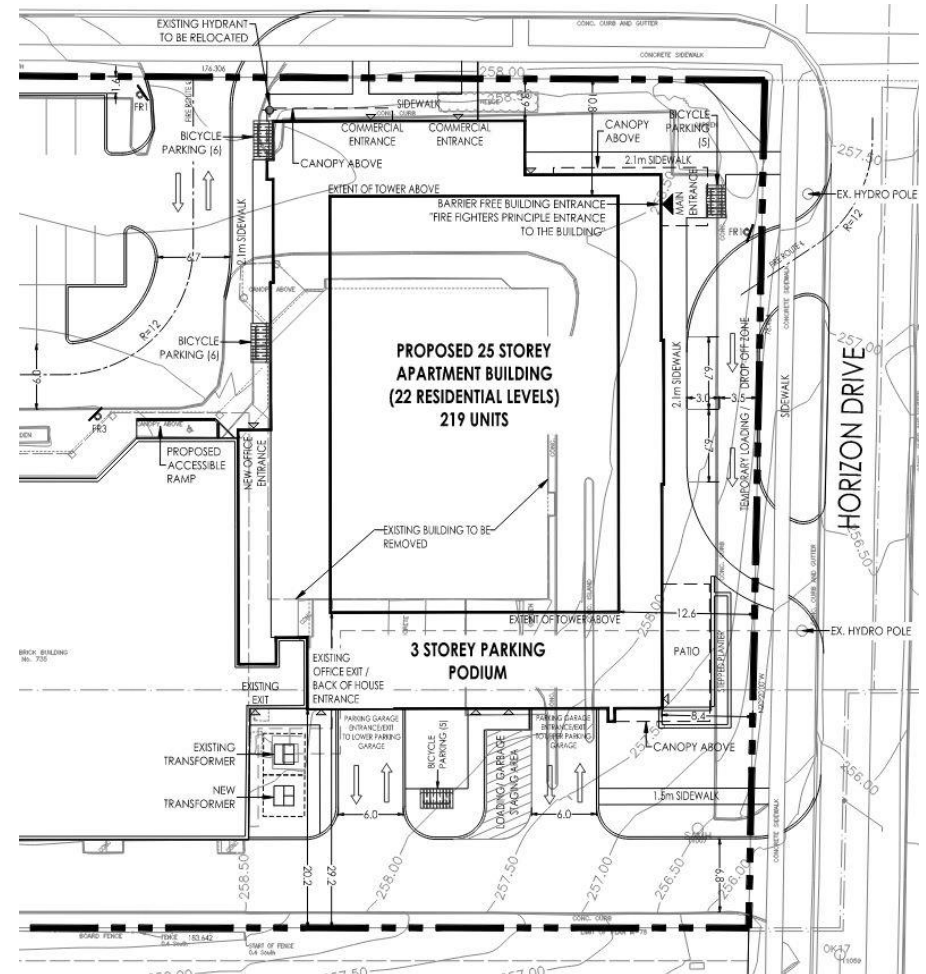


Figure 4. Proposed Development – Site Plan of Proposed Building at the intersection of Beaverbrook Ave. and Horizon Dr.

The building design has been completed by Matter Architecture. Elevations of the proposed Building (attached in **Appendix B**) show

a high degree of architectural detail and design through utilization of extensive glazing, building articulation, and cladding materials.

The building frames the intersection of Beaverbrook Ave and Horizon Dr. This positioning would strengthen both streetscapes and will bring activity to the public realm. Both ground-floor façades make use of horizontally and vertically oriented panelling, variation in height, lighting, and use of angles to create a visually interesting transition between building materials and overall aesthetic building.

A stepback has been applied to the point tower, above the podium, to differentiate and emphasize the podium and improve the human-scale of the massing at street level. The building has been designed to avoid blank walls and to be viewed from all angles with 360-degree architecture. The proposed building is also illustrated through the renderings in **Appendix C**.

The focal point of the proposed development would be the interface of the intersection of Beaverbrook Ave. and Horizon Dr. (**Figure 6**). The proposal creates an opportunity to provide a well landscaped, activated, and vibrant intersection with new commercial units, articulated glazing of the building façade and providing seating.

Rounding out the development, is the proposed landscaping plan as illustrated in **Figure 5**. Landscaping on the site will be

predominately contained within planting beds that help to define the street edge and guide pedestrian movement on the site. Additional planting beds will be located within the re-configured parking area and to the rear of the building.



Figure 5. Proposed Development Landscaping Plan

1.5 GOALS AND OBJECTIVES

The proposed development would be incorporated into the larger commercial shopping centre with frontage on Wonderland Road, a portion of which is considered a “Main Street”, as categorized in Map 3 of The London Plan. The subject lands are envisioned to form part of the west London BRT Transit Village, in walking distance of a future transit platform and transit station at Oxford Street.

Although the area is planned for a future transit village in the long-term planning horizon, the proposed intensification better utilizes the lands until the west-leg of the BRT facilities and station lands come into fruition.

The proposed development strives to create a high-quality urban environment by ensuring compatibility with existing and proposed commercial and residential land uses; enhancing the corridor, shopping centre, and community as a whole; and promoting the orderly development of a high-quality urban environment.



Figure 6. Architect's rendering of project looking south across Beaverbrook Ave.

1.6 CITY OF LONDON PLANNING FRAMEWORK

1.6.1 ZONING BYLAW

The subject lands are zoned “Associated Shopping Area Commercial (ASA)” Zone with applied variations 1-3 and 5-6, providing a vast variety of commercial uses. A ZBA is needed with site specific provisions to accommodate the development.

1.6.2 OFFICIAL PLAN DESIGNATIONS

Within The London Plan, the Subject Lands are designated under the “Transit Village” Place Type (**Figure 7**), which has been applied to the majority of commercial lands surrounding the future Bus Rapid Transit station located near the Wonderland Rd/Oxford St. W. intersection. Mixed-use buildings are permitted up to 22

storeys in height. An OPA is needed to permit the proposed 25 storey high development.

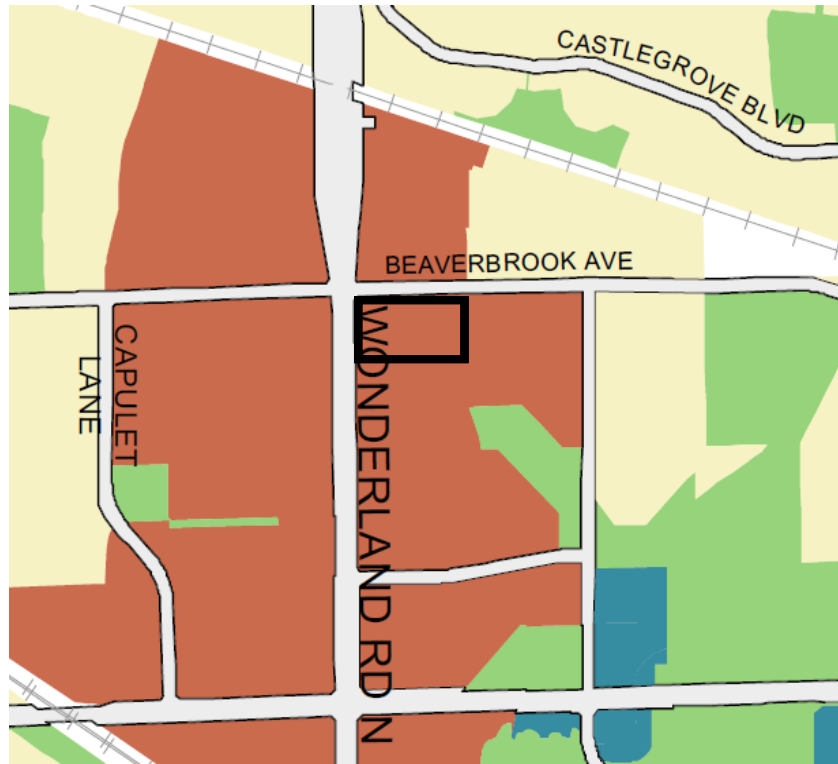


Figure 7. The London Plan – Place Types, Map 1

1.7 LONDON PLAN URBAN DESIGN POLICIES

The London Plan places an emphasis on urban design throughout the Place Types citywide. The following outlines the relevant policies to this proposed development.

1.7.1 CHARACTER

The existing streetscape and character along Wonderland Road is generally auto-centric, placing buildings further from the street edge and allowing parking within the ‘front yard’.

The proposed development, described in the following sections, help solidify the enhanced streetscape by creating a sense of place that is easily identifiable and less dominated by vehicles. The proposed built form and high-density residential use would create a more urban mixed-use character. Elevated architectural design would improve the streetscape with high amounts of articulated glazing, appropriate lighting, and high-quality building materials.

1.7.2 STREET NETWORK & STREETScape

The proposed development does not create any new streets. An existing access from Beaverbrook Avenue will be relocated to allow for the building to be located nearer the street edge. A new lay-by lane would allow for temporary parking and drop along Horizon Drive, directly in front of the apartment building lobby. Access to the proposed podium parking for the residential building and loading/garbage spaces would be located to the rear of the building and accessed via existing private lane.



Figure 8. Architectural render of proposed East (Horizon Dr.) façade.

1.7.3 PUBLIC SPACE

Enhanced street edges provide new landscaping opportunities along Beaverbrook and Horizon streets. This opportunity would provide an improved public realm with a greater focus on providing safe and welcoming public space with “eyes on the street” with activated ground floor uses, windows, and glazing. The enhanced landscaping components may include, but is not limited to native/pollinator plantings, walkways and seating, and enhanced paving design/materials.



Figure 9. Architect’s rendering of proposed building looking southeast from Beaverbrook Ave.

1.7.4 SITE LAYOUT

The proposed building is located on the east portion of the subject lands and oriented along the two street edges (Horizon Dr. and Beaverbrook Ave.) with minimal building setbacks. The balance of the commercial site, west of the proposed building would largely remain unchanged.

1.7.5 BUILDINGS

The proposed 25-story building has been designed to be an architectural focal point within the transit village area. The building facades would be provided with a high proportion of

glazing, articulation, variation in height and materials, and fenestration, eliminating blank walls.

1.8 SPATIAL ANALYSIS

Figure 11 shows the land uses within 400m and 800m radius from the Subject Lands. The two radii represent approximate walking distances of approximately five and ten minutes, respectively.

The area is well served by transit, within a short walking distance, via bus routes #10, #20, and #27. The area will also be serviced by the future extension of the Bus Rapid Transit station and routes.

Opportunities for shopping, working, living, and dining are available within the Wonderland Rd N commercial corridor that is planned to be ultimately developed as a “complete community” or Transit Village.

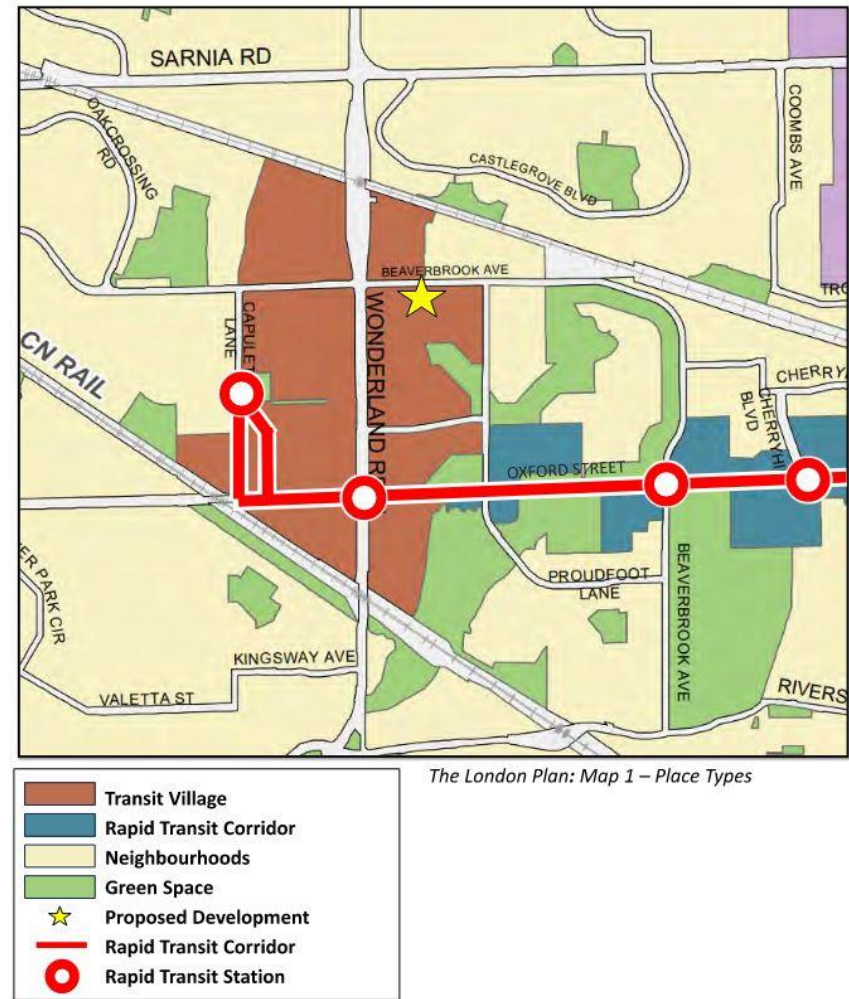


Figure 10. Proposed rapid transit route and stations (The London Plan)

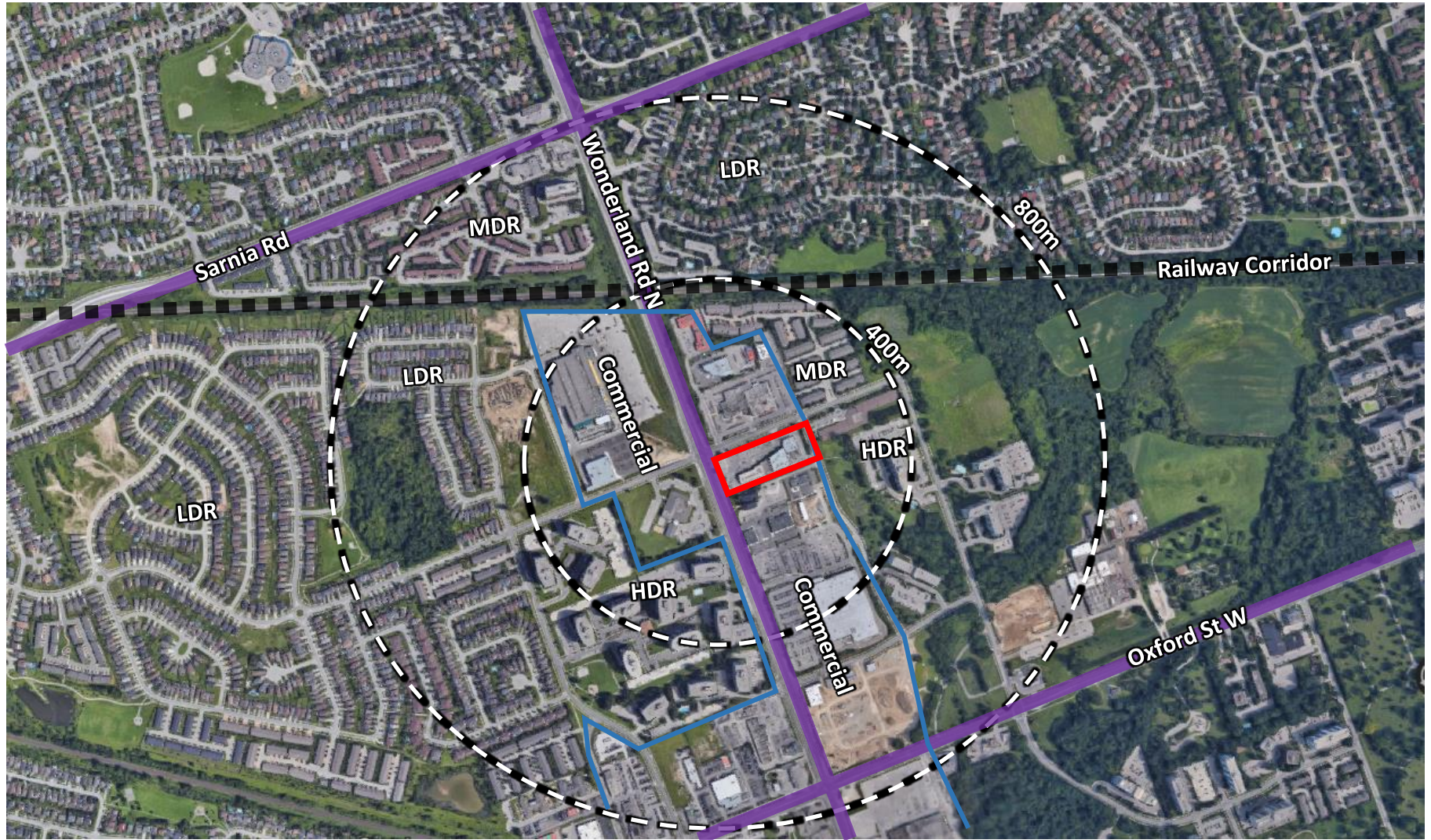


Figure 11. Regional Spatial Analysis, 400m and 800m Radius

1.9 SITE SPECIFIC SPATIAL ANALYSIS

A Site-Specific Spatial Analysis was conducted on the subject lands, including:

Composition and Built Form: There are several large-scale commercial uses on and surrounding the site. The existing multi-commercial tenant building is located along the south property limit with surface parking on the remainder of the site. Two new commercial retail buildings are planned to be constructed in 2024 at the street edge of the intersection of Wonderland Rd N and Beaverbrook Ave (Building ‘A’ and ‘B’).

Edge Conditions: The site is afforded with a “Public Street Interface” along three sides of the site: west, north and east. The proposed development would front the building along two street edges, along Beaverbrook Ave & Horizon Dr. The building would be architecturally treated and landscaped to emphasize the street edges and promote pedestrian activity as practically as possible.

Connectivity: There are three access points into the existing commercial development. The existing connection from Beaverbrook provides access to existing commercial and office units. The access from Horizon Dr. provides access to the proposed internal parking. An additional lay-by would be created along Horizon Dr. The access from Wonderland Rd will be a right in / right

out only access for both the existing commercial units and the rear lane to the proposed internal parking.

Public sidewalks about the site on all three street frontages providing access to bus transit facilities along Beaverbrook Ave and Wonderland Rd.

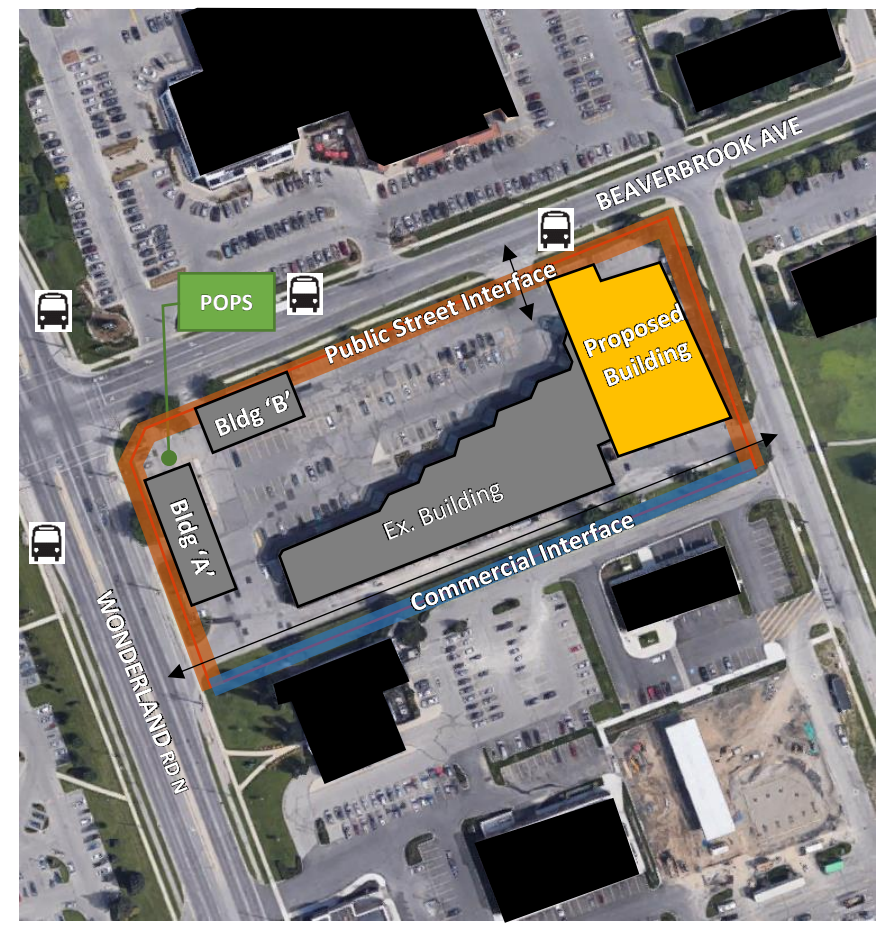


Figure 12. Site Specific Spatial Analysis

2 SECTION 2.0 – DESIGN PRINCIPLES AND DESIGN RESPONSES

2.1 CONCEPTUAL DESIGN

With respect to the conceptual design for this project, our team has defined design principles that will inform this aspect of the proposed development:

- Respect adjacent built form of the existing 1.5 to 2-storey commercial building.
- Stepping back of the building tower from adjacent 2-storey office portion of existing plaza, Beaverbrook Avenue and Horizon Drive, providing a clear podium and pedestrian scale street edge. The proposed built form is broken into compartments. This is achieved through articulation and material breaks avoiding a monotonous uninspired design response.
- Create individual and demarcated entrances to the residential tower above and the existing office located on the second floor of the existing plaza.
- Conceal utilitarian functions such as parking and rubbish facilities to the rear of the site to preserve the pedestrian realm along Beaverbrook Avenue.
- Provide a contemporary modern design that respects the adjacent plaza whilst providing a distinct character to the new tower development.

2.2 BUILDING ORGANIZATION

The goal of the development organization is as follows:

- Building Location – The new building has been located at the Beaverbrook Avenue and Horizon Drive intersection. The main tower steps back from the 4-storey podium along both Beaverbrook Avenue and Horizon Drive, providing greater relief from the lower existing form of the adjacent plaza and the higher built form of the tower.
- Streetscape – The interface with Beaverbrook and Horizon streets would provide an animated pedestrian friendly experience created by using large windows and glazing, building entrances along each streetscape, and walkways connected to the public sidewalk.
- Building Materials – A mix of contemporary and modern materials provides ties to the existing adjacent plaza and the new tower form. Longboard wood panels, grey metal siding, white and dark grey linear brick, white concrete, white aluminium panels and York blue aluminium panels are carefully placed along the podium and tower design. Through careful placement and articulation of the built-form a cohesive modern composition is achieved that is both functional and aesthetically pleasing.
- Entrances – Considerations for both the existing office entrance and the new entrances required for the tower have been carefully articulated. The existing office entrance is demolished due to the implementation of the new tower design. With the new tower, a new office entrance is implemented between the existing plaza and the new tower, off of the main parking lot. New glass vestibule has

been provided to sit proud of the existing plaza, providing greater street presence to the new office entry.

Additionally, the principal tower entrance is provided at the northeast corner of the podium along Horizon Drive and projected towards intersection with Beaverbrook Avenue. This corner entrance, framed by a 1-storey angular canopy with a bright blue underside, establishes hierarchy along the pedestrian realm embracing the surrounding community.

2.3 SITE DESIGN

- The corner of Beaverbrook Avenue and Horizon Drive is marked by a pre-existing surface parking. This proposed development will remove surface parking and screen proposed parking.
- Located along two (2) street frontages, the proposed development will enhance both streetscapes with landscaping and varying articulated building facades.
- Providing pedestrian connections from the public sidewalks into the site where feasible to do so.

2.4 BUILDING DESIGN

- The final form of the proposed building creates a dynamic design response for the existing area. The tower nestles itself adjacent to the existing plaza in a respectful manner providing a new 2-storey entrance vestibule to the existing office space

above the plaza while stepping away in form as the building gains height across the site. This proposal creates a building form that is in keeping with the concept of human scale and interaction with the public realm, enhancing the overall design of the development by fostering community and connectivity.

2.5 PUBLIC REALM

- The primary public realm offering in this development is enhanced landscaping along the periphery of the public sidewalk. This proposed landscaping is complimentary to the building in terms of its “language” and unifies our design objectives for the project including building form and the pedestrian experience.

2.6 SUSTAINABILITY

In a day and age where sustainability and environmental design has become increasingly important, we have considered the following measures for this development:

- Landscape which offers water efficiency;
- Building system selection(s) will offer reduced energy requirements for the new buildings;
- Regionally sourced materials shall be employed in the design;
- Low VOC materials;
- Renewable material choices will be utilized where feasible.

Appendix A – Site Plan

Liability Note

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.

Design Data

Zone:	ASA1, ASA2, ASA3, ASAS, AS46	
Proposed Use:	Commercial, Office & Residential	
Site Area (m ²):	14,461.8 m ² / 1,446 ha (incl. road widening - 322.6m ²)	
Gross Floor Area (Commercial & Office) (m ²):	5,222.0 m ² (Commercial - 4,023.1m ² ; Office - 1,198.9m ²)	
Total Units:	219 residential units + 5,222.0 m ² Commercial & Office (53 units) = 272 Total Units	
Regulation	Requirement	As Shown on Plan
Lot Frontage Minimum (m)	30.0 m	71.8 m - Wonderland Rd
Lot Depth Minimum (m)	50.0 m	183.6 m
Front & Exterior Side Yard Depth (m) minimum	0.0 m	Front - Pad 1 0.2m Exterior - Pad 2 0.2 m
Interior Side & Rear Yard Depth (m) minimum	3.0 m from any other zone boundary and 0.0 m with the same ASA zone.	South limit - 8.1m (interior) East limit - Podium - 8.4 m (rear) East limit - Tower - 12.6 m (rear)
Landscaped Open Space (%) Minimum	15 %	23.5 %
Lot Coverage Maximum (%)	30 %	40.2 % *
Height Maximum (m)	12.0 m	86 m *
Density	f.b.d.	189 up *
Gross Floor Area (m ²) Maximum (Commercial & Office)	6,000	5,222.0 m ²
Parking	N/A in Transit Village land use area	Surface = 98 Underground/Podium = 188 Total = 286
Accessible Parking	2+ 2% of total parking = 8 Spaces	Type A = 4 Type B = 4 Total = 8 Spaces (4 surface)
Bicycle Parking	Residential: 0.9 long-term bicycle parking spaces per residential unit and 0.1 short-term bicycle space per unit = 197 long-term & 22 short-term Commercial: 3 spaces plus 0.3 spaces for each 100m ² GFA = 16 Office: 3 spaces plus 0.2 spaces for each 100m ² GFA = 6	Residential: 200 long-term 22 short-term Commercial: 18 Office: 6

* ACHIEVED THROUGH ZBA
SHOW TO BE TRUCKED OFF SITE
GARBAGE STORED INTERNALLY AND BROUGHT OUT TO STAGING AREA ON PICK-UP DAY

Revision	By	Appd.	YY.MM.DD
1. FOR ZBA APPROVAL	RT	DH	23.02.24
Issued	By	Appd.	YY.MM.DD
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	Dwn.	Chkd.	Dign.
			YY.MM.DD

Permit-Seal

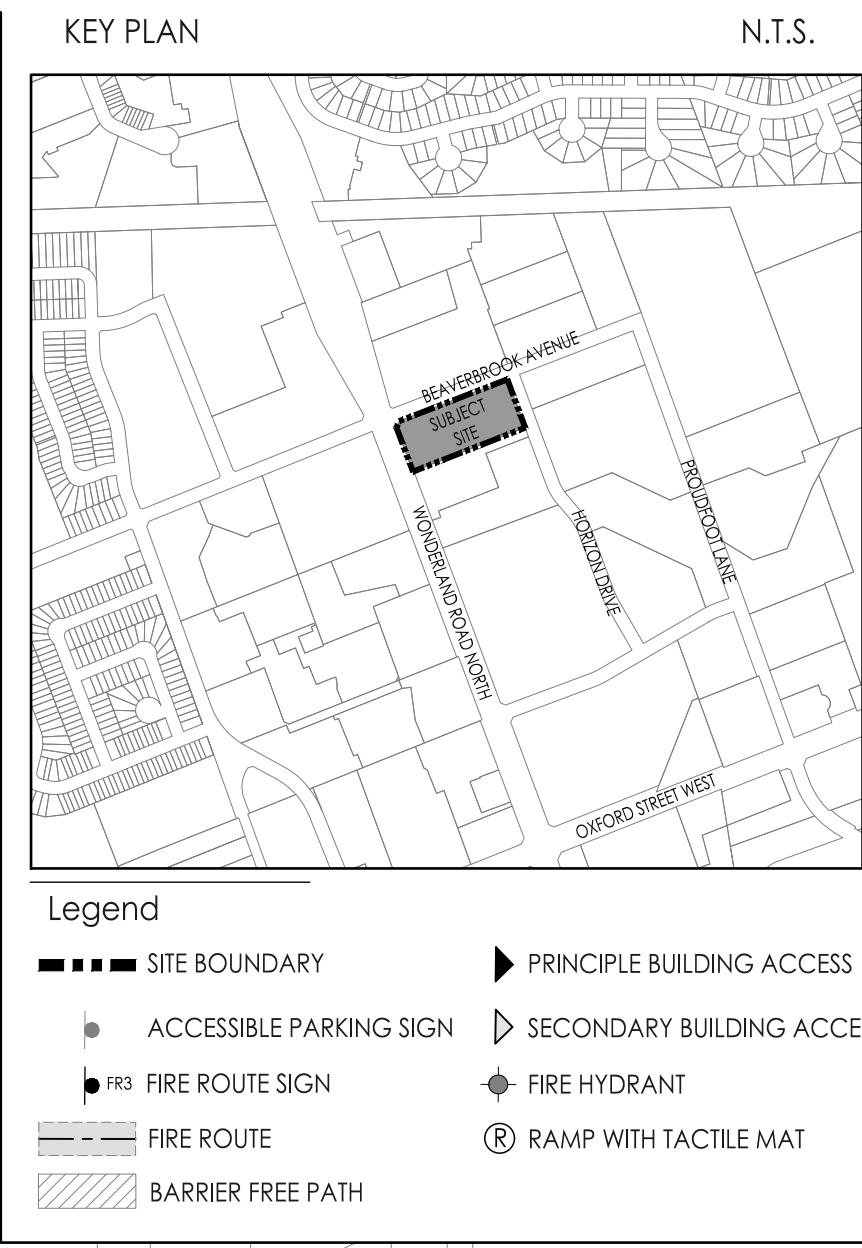
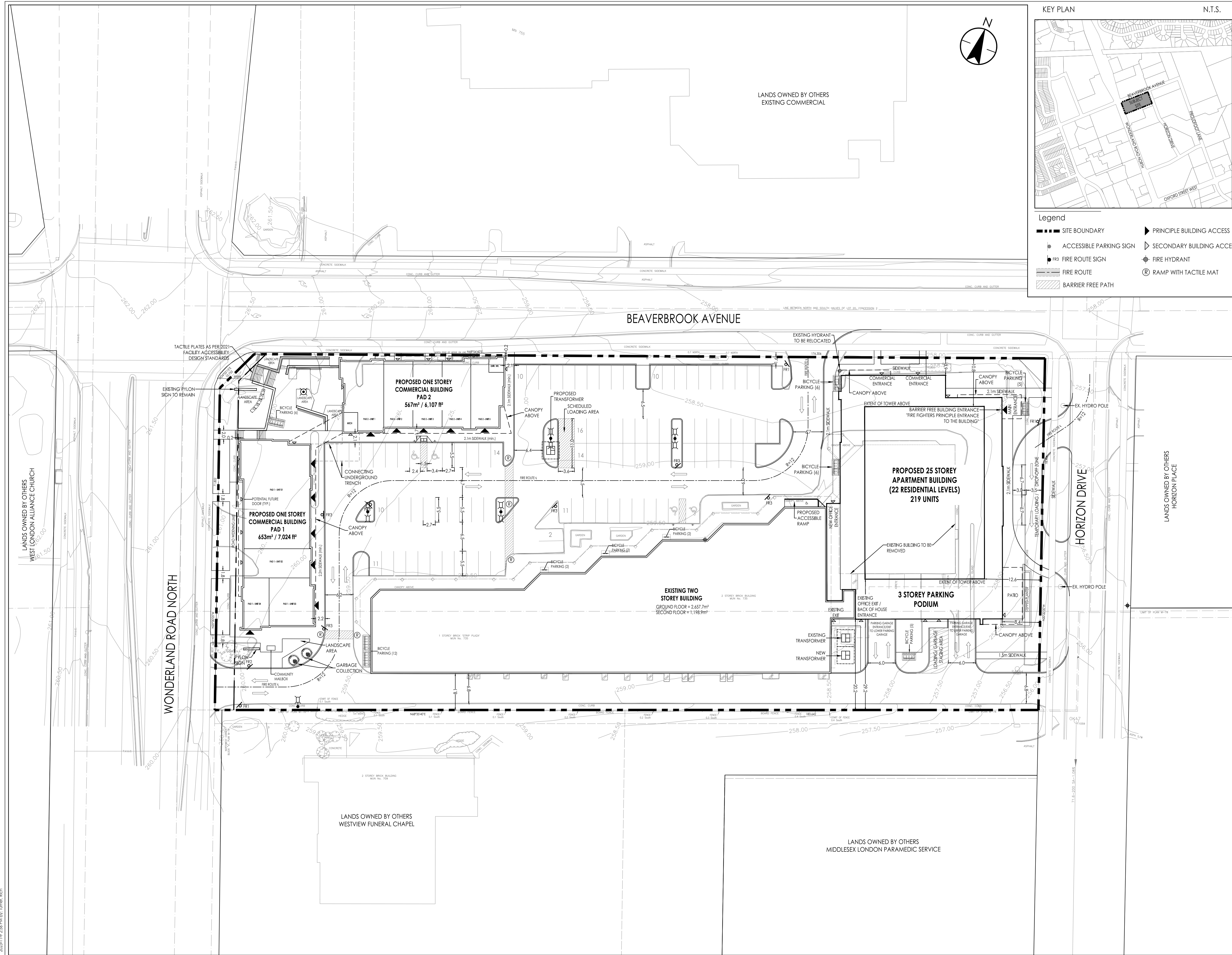
Client/Project
YORK DEVELOPMENTS

735 WONDERLAND ROAD NORTH

London, ON Canada

Title
SITE PLAN

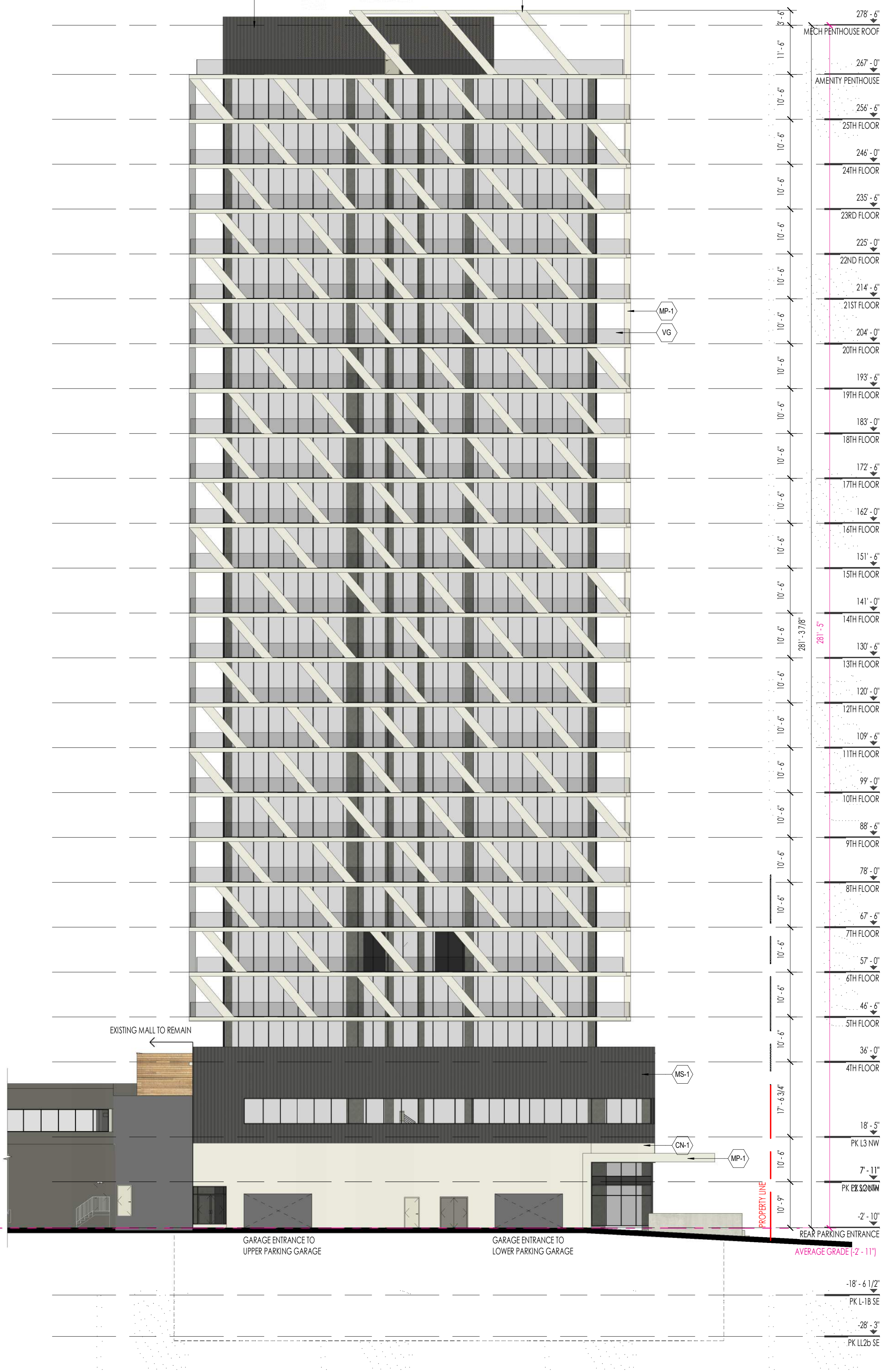
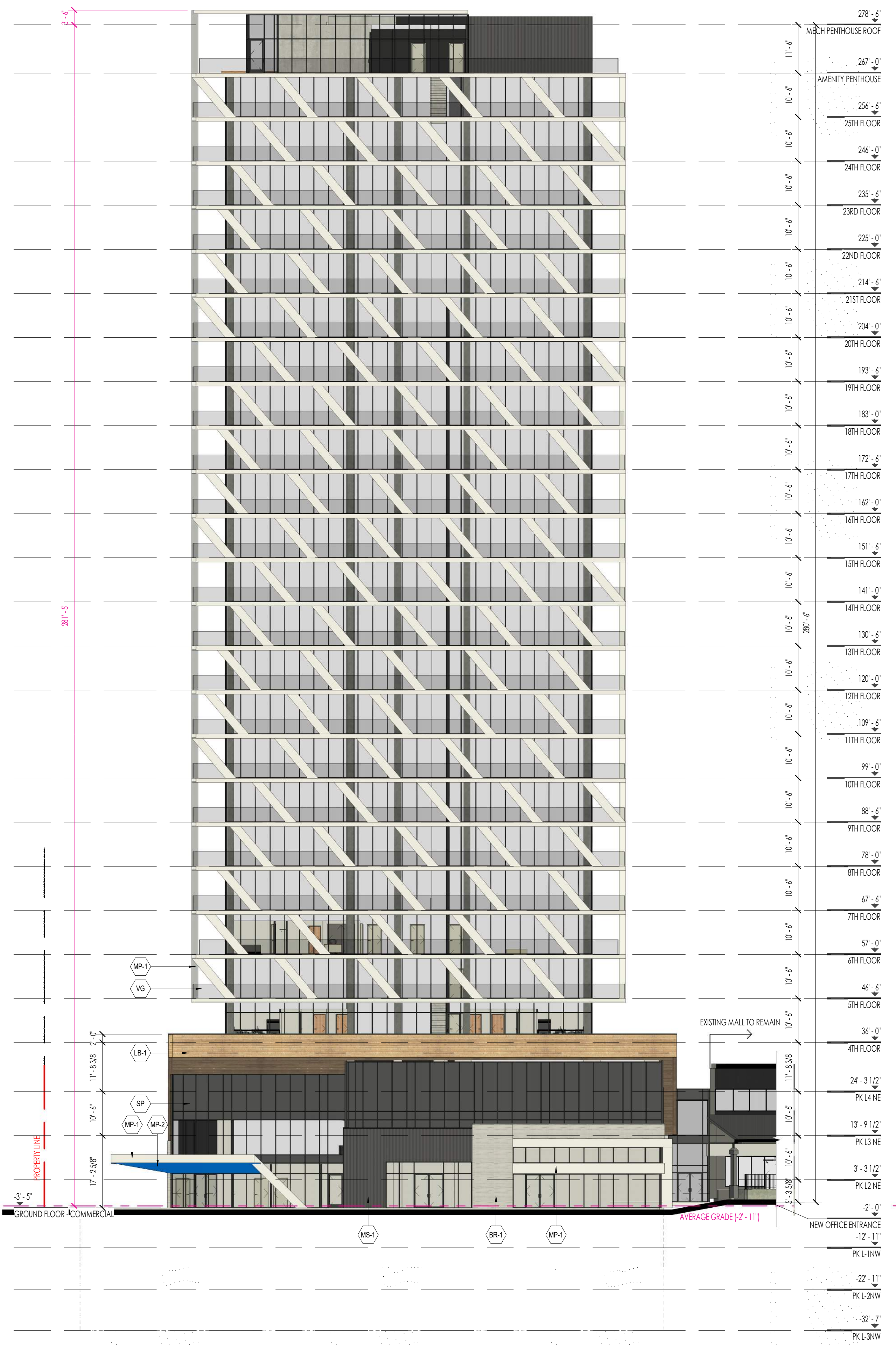
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- Legend**
- SITE BOUNDARY
 - ACCESSIBLE PARKING SIGN
 - FR3 FIRE ROUTE SIGN
 - FIRE ROUTE
 - /// BARRIER FREE PATH
 - ▶ PRINCIPLE BUILDING ACCESS
 - ◀ SECONDARY BUILDING ACCESS
 - FIRE HYDRANT
 - Ⓡ RAMP WITH TACTILE MAT

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Appendix B – Building Elevations

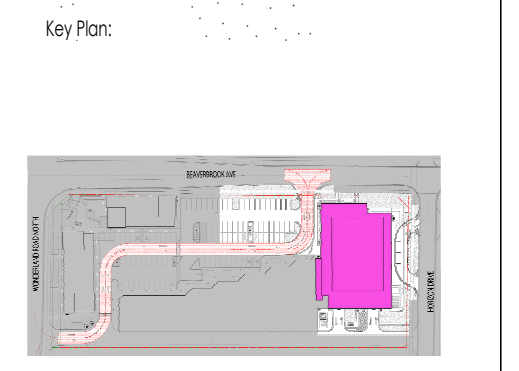


BUILDING ELEVATION GENERAL NOTES:

1. THE APPROVED ELEVATIONS SHALL FORM THE BASIS FOR THE BUILDING PERMIT APPLICATION.
2. ANY SUBSTANTIVE CHANGE(S) OR MODIFICATION(S) TO THE APPROVED SITE PLAN BUILDING ELEVATION(S) SHALL REQUIRE A MODIFICATION TO THE APPROVED BUILDING ELEVATION DRAWINGS BY THE DELEGATED SITE PLAN APPROVAL AUTHORITY.
3. ALL SITE LIGHTING SHALL NOT REFLECT IN ANY GLARE OR SPILL OVER TO THE SURROUNDING PROPERTIES OR PUBLIC VIEW.
4. BUILDING COLOURS MAY BE SUBJECT TO MINOR ADJUSTMENTS IN TONE AND/OR SHADE.
5. ANY PROPOSED SIGNAGE IS FOR ILLUSTRATION PURPOSE(S), AND SUBJECT TO CITY / MUNICIPALITY SIGN BY LAWS.

MATERIAL LEGEND:

	LB-1	LONGBOARD DARK BAMBOO, C/W QCF 28282 - BLACK PREFINISHED METAL PARAPET CAP FLASHING
	BR-1	BRICK VENEER ARCHITECTURAL LINEAR OPAL BY ARRISCRRAFT BRICK VENEER, C/W QCF 28306 - CHARCOAL PREFINISHED METAL PARAPET CAP FLASHING
	MP-1	METAL PANEL WHITE, FINAL COLOUR AND FINISH MATERIAL TBD
	MP-2	METAL PANEL YORK BLUE, FINAL COLOUR AND FINISH MATERIAL TBD
	MS-1	METAL SIDING CHARCOAL BY VICWEST, C/W QCF 28306 - CHARCOAL PREFINISHED METAL PARAPET CAP FLASHING
	CN-1	PAINTED CONCRETE OFF-WHITE, COLOUR TBD
	SP	INSULATED SPANDEL PANEL S-820 HARMONY GRAY BY OPACOAT OR APPROVED EQUAL
	VG	VISION GLASS EVENING SHADOW BY VANCEVA OR APPROVED EQUAL
WINDOW FRAMES QCF 28282 - BLACK BY AGWAY METALS		



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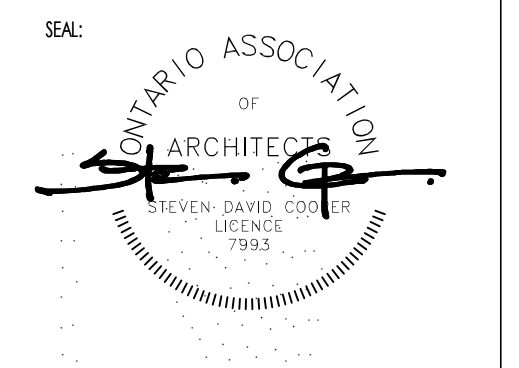
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Project Title:
735 WONDERLAND TOWER

LONDON, ON

Sheet Name:
EXTERIOR ELEVATIONS

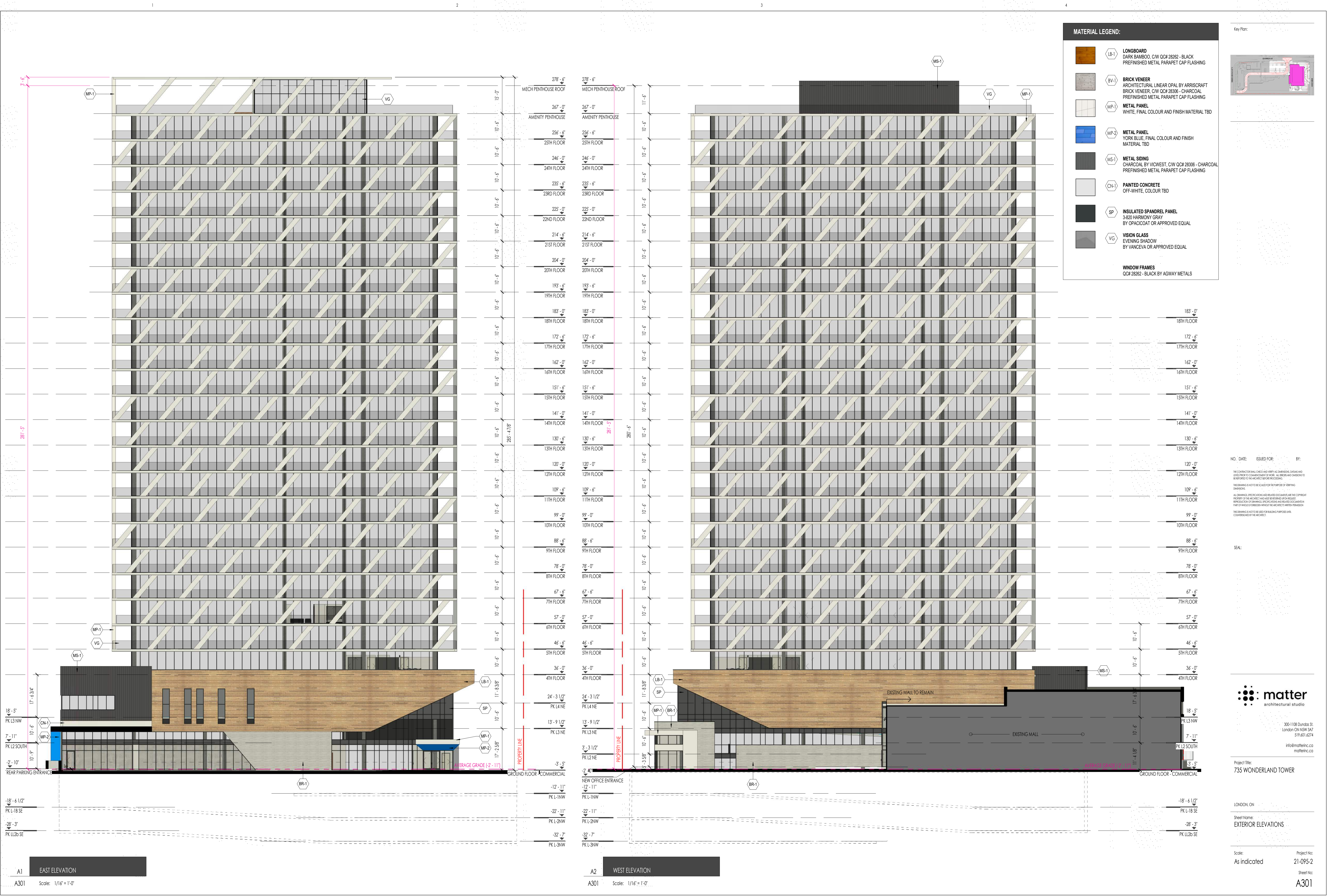
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21-095-2

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A300

A1 NORTH ELEVATION
A300 Scale: 1/16" = 1'-0"

C1 SOUTH ELEVATION
A300 Scale: 1/16" = 1'-0"



Appendix C – Architectural Renderings



B1 VIEW FROM ACROSS BEAVERBROOK

A310 Scale:



A1 HORIZON DRIVE RENDER

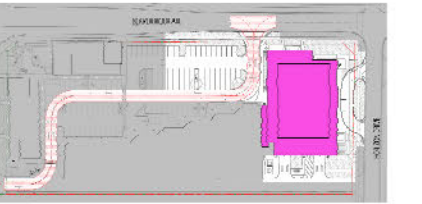
A310 Scale:



A3 BEAVERBROOK AVE RENDER

A310 Scale:

Key Plan:



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Project Title:
 735 WONDERLAND TOWER

LONDON, ON
 Sheet Name:
 EXTERIOR RENDERS

Scale: Project No:
 21-095-2
 Sheet No:
 A310