

West Five

Sifton Properties Limited  
May 1, 2015

# urban design guidelines



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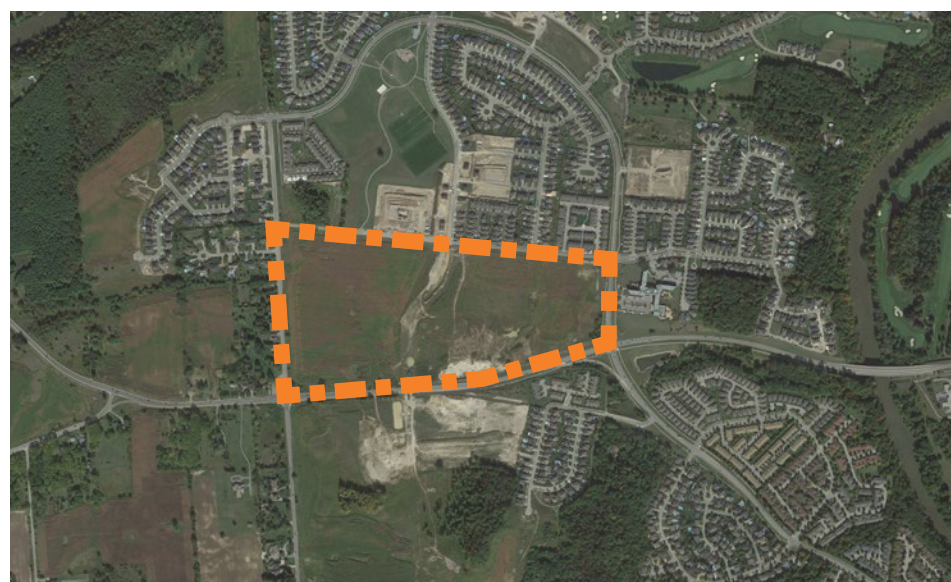


# 1. introduction

This document by Stantec Consulting Limited proposes Urban Design Guidelines on behalf of Sifton Properties Limited in anticipation of future Zoning By-law Amendment and future site plan applications for the property. The name of the proposed new community is 'West Five' and the site will be referred to as West Five in this document for communication purposes. West Five is located to the northwest of the City of London, north of Oxford Street and west of Kains Road and is part of the surrounding larger RiverBend community. These Urban Design Guidelines will outline the ways West Five will meet or exceed the City of London's Placemaking Guidelines. The goal is to create a livable community with an identifiable character, sense of place, and a high quality of life. These goals are achieved through a series of moves that will become an integral part of the plan. The interrelation of plan components including physical context, natural environment, land uses, transportation, architecture, engineering, landscape design, and economics will establish the placemaking framework for the community.

The design of West Five is the result of discussions between a multidisciplinary team of professionals and Sifton Properties Limited. The outcome is intended to support the smart growth objectives for the City of London. This publication will summarize how placemaking and Smart Growth objectives will be approached and is organized into the following chapters:

- Physical Context
- Community Vision
- Concept Plan
- Sense of Place
- Designing the Public Realm
- Built Form: Framework and Controls
- Pedestrian Environments



Subject Site

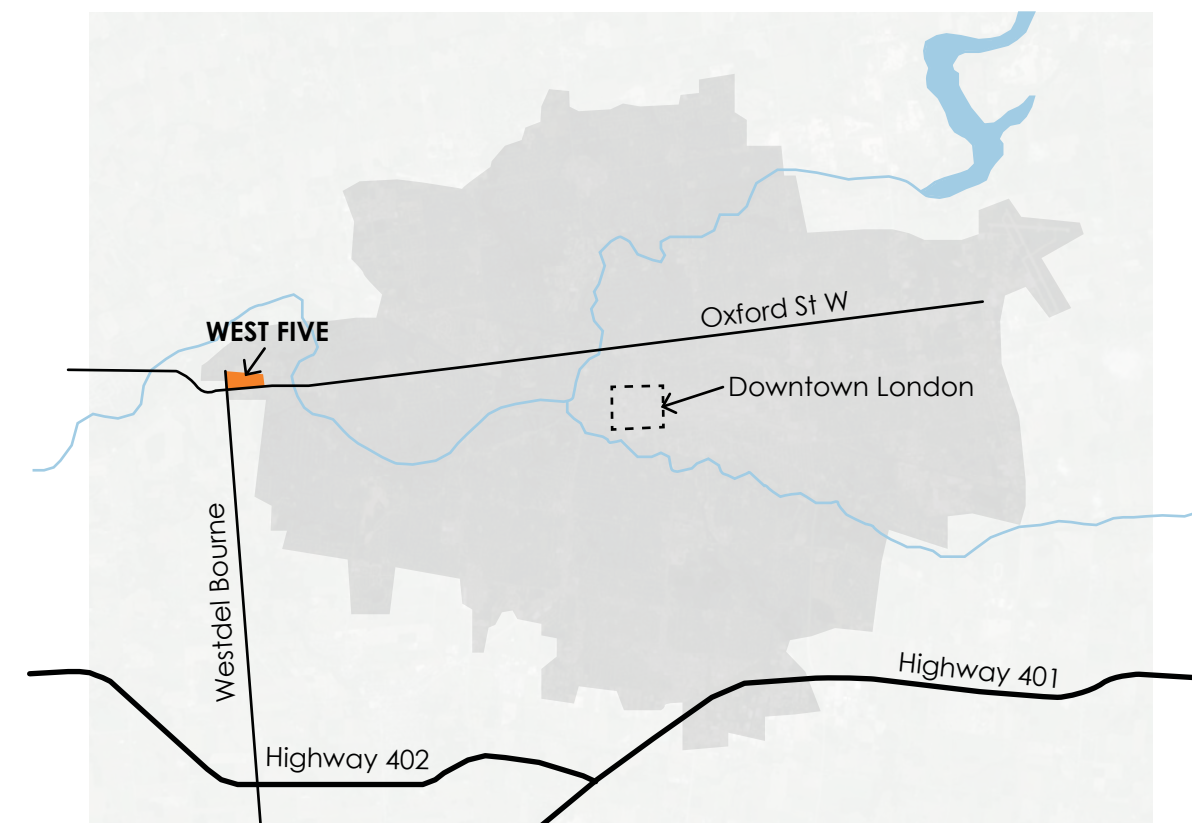
## intent

The Urban Design Guidelines as set out in this document will illustrate how the public realm and built form objectives can achieve the goals of the Placemaking Guidelines for the City of London. The guidelines provide specific and often measurable directions related to the following guiding principles:

- promote architectural and urban design excellence, sustainability, innovation, longevity, and creative expression with visionary design and high-quality materials and places;
- promote harmonious fit and compatibility, emphasizing relationships between buildings, streets and open space;
- create a safe, comfortable, accessible, vibrant, and attractive public realm and pedestrian environment all year round focusing on reducing the use of the car;
- ensure high-quality living and working conditions, including access to public space for all building occupants.

Moreover, the intent of these guidelines is not to restrict individual designers but to establish typologies and guidelines to help ensure that a human scale of development is maintained and to create a destination that is not only identifiable but contributes to the surrounding communities.

It is understood that the full build out of West Five will be undertaken over 15 years therefore these guidelines have been designed to include flexibility for the future unknowns.



London, Ontario West Five Context Map

## 2. physical context

West Five will be built on a greenfield site that previously consisted of agricultural uses. The lands are currently vacant agricultural field/ greenfield and surrounded by new or planned residential development. The lands are approximately 30 ha and generally slope down to the northwest from Oxford Street/Kains Road to Westdel Bourne/Shore Road. The slopes on the site and along Oxford Street create some excellent views into the site and towards the Thames River corridor from Oxford Street West. The site is predominantly flat and the changes in topography are mildly perceivable.

Low density residential exists on the majority of the lands surrounding the site with Riverbend Park as a significant community greenspace located immediately to the north. West Five makes a connection to this existing green space in its planning. This connection will be further summarized in the concept plan. The density of proposed landuses is lower on the north of the site to respect the adjacent stable residential community. Office and retail uses are concentrated on the south of the site as Oxford Street West hosts more traffic and visibility. There is evidence of office and retail uses south of the site as well.

The proposed development will consist of a mixture of medium and high density residential, office with retail ground floor, stand alone retail, community uses, and public spaces. The gross floor area (GFA) of all buildings on site will be approximately 2,700,000 sf. Approximately 2,200,000 ft will be for residential uses with around 2,000 units. There will be approximately 280,000 sf GFA for retail uses and 150,000 sf GFA for office uses.

### Topography and Massing



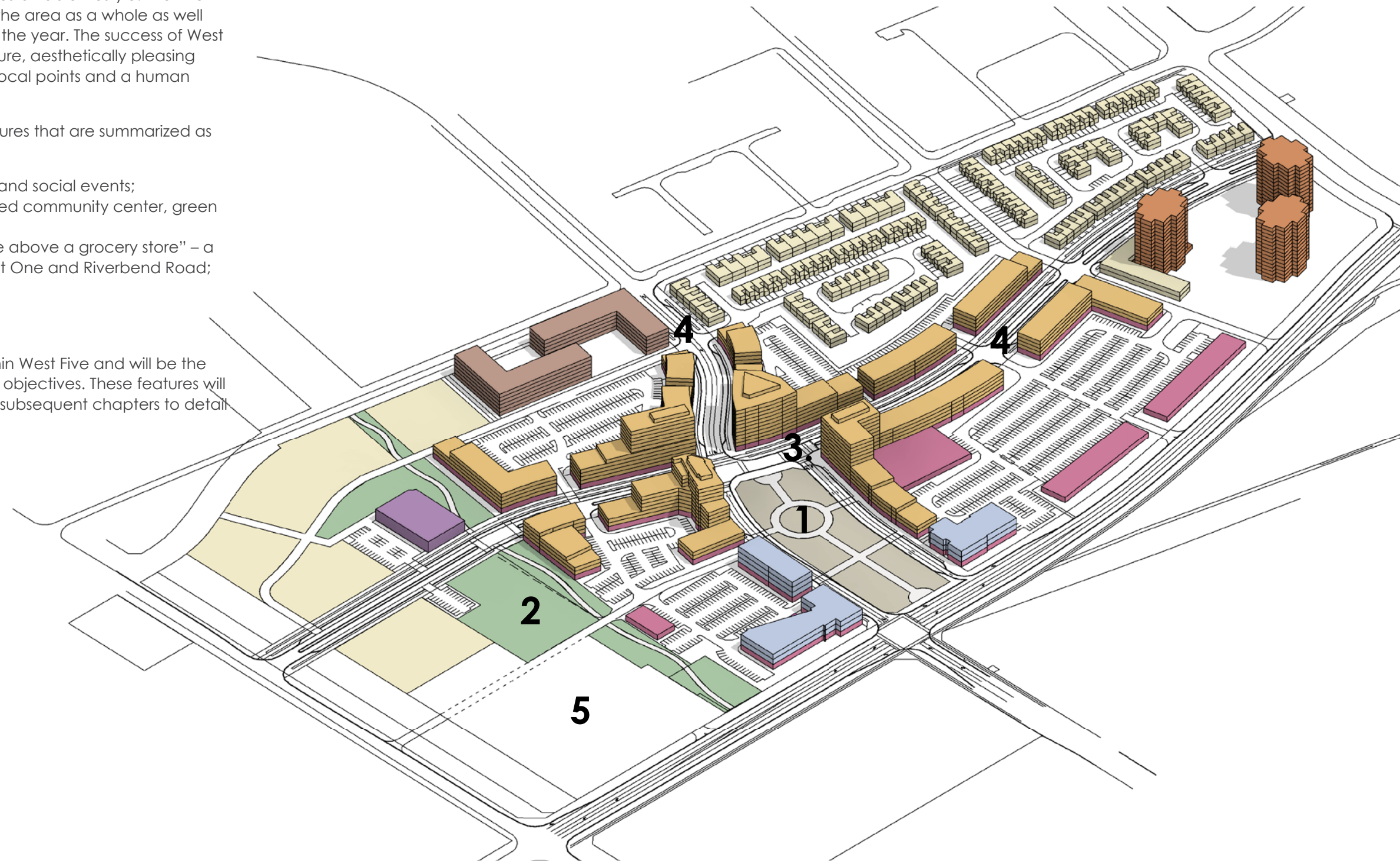
### 3. vision

The community vision of West Five builds upon the site's physical context and develops key placemaking features. West Five will be a complete community, a mixture of office, retail, residential and public open spaces. The community is to be the model of "smart" community design incorporating significant energy saving and renewable initiatives, to promote a healthy and sustainable lifestyle. The intent is to create a setting that imparts a sense of place to the area as a whole as well as making it a destination in its own right 12 months of the year. The success of West Five will be achieved by establishing unique architecture, aesthetically pleasing public spaces and vistas, identifiable landmarks and focal points and a human element.

The vision for West Five comprises five community features that are summarized as follows:

1. the "central plaza" – a public space for gathering and social events;
2. the "north-south trail" – a connection with associated community center, green spaces, and landscape features;
3. the mixed-use community, "where you can live above a grocery store" – a concentrated mid-rise community built along Street One and Riverbend Road;
4. Street One and Riverbend Road – the main streets
5. resilience – land left aside for future considerations.

These features will form the basis for placemaking within West Five and will be the focus for achieving the City of London's placemaking objectives. These features will be further developed through a series of guidelines in subsequent chapters to detail the placemaking strategy.



# 4. concept plan

## generating a destination by creating multiple destinations

All communities need a centre, the focal point, the place that people say "I'll meet you there" How many times do you hear "I'll meet you under the clock at central station?". In creating West Five thought will be given to providing the community a focal point or a series of recognizable aspects that define "West Five" as a hub not just for itself, but also for the surrounding lower density communities, as well as encouraging visitors who arrive by car to "park once and walk".

## general use and organization

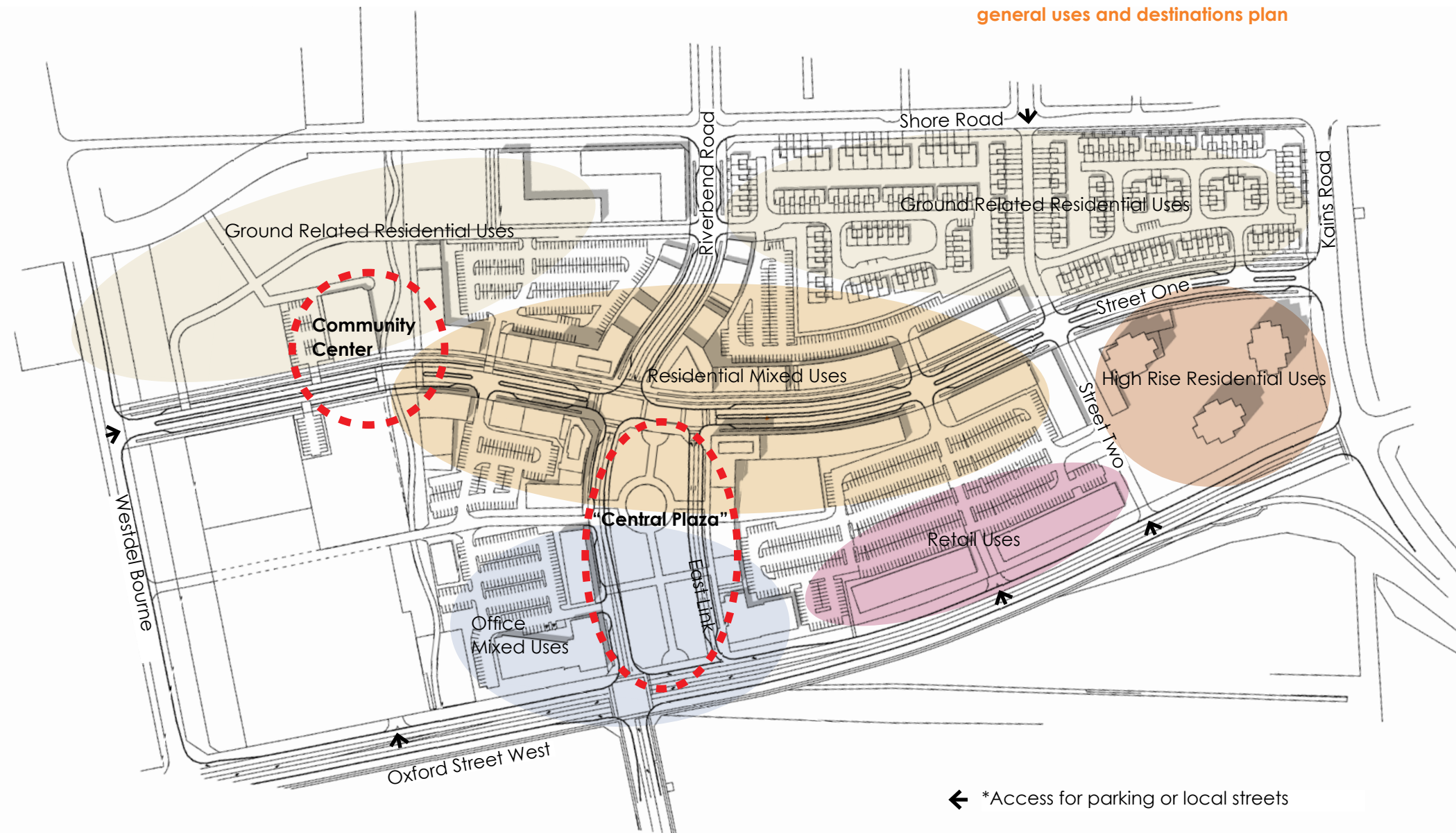
West Five will be a mixed use community that supports a range of uses within a flexible framework. The general uses and destination plan illustrates the strategy for organizing the site. These uses are intended to be flexible and adaptable as individual buildings are designed. Mixed uses are concentrated in the center of the plan. This builds intensity towards the middle of the site to create a hub of activity. Office and retail uses to the south closer to Oxford Street West take advantage of street presence on a higher traffic street. Ground related residential uses on the north of the site transitions to adjacent stable residential areas to the north along Shore Road.

The concept plan outlined in this chapter creates the framework for the organization and key elements of the site. It adapts the vision of the community and illustrates the components of the plan. In this chapter the concept plan will integrate community elements, design relationships between elements, and integrate public infrastructure. The following items are illustrated as part of the concept plan:

- movement plan
- framework and connections
- pedestrian network
- cycling network
- vehicular network, parking, servicing & loading

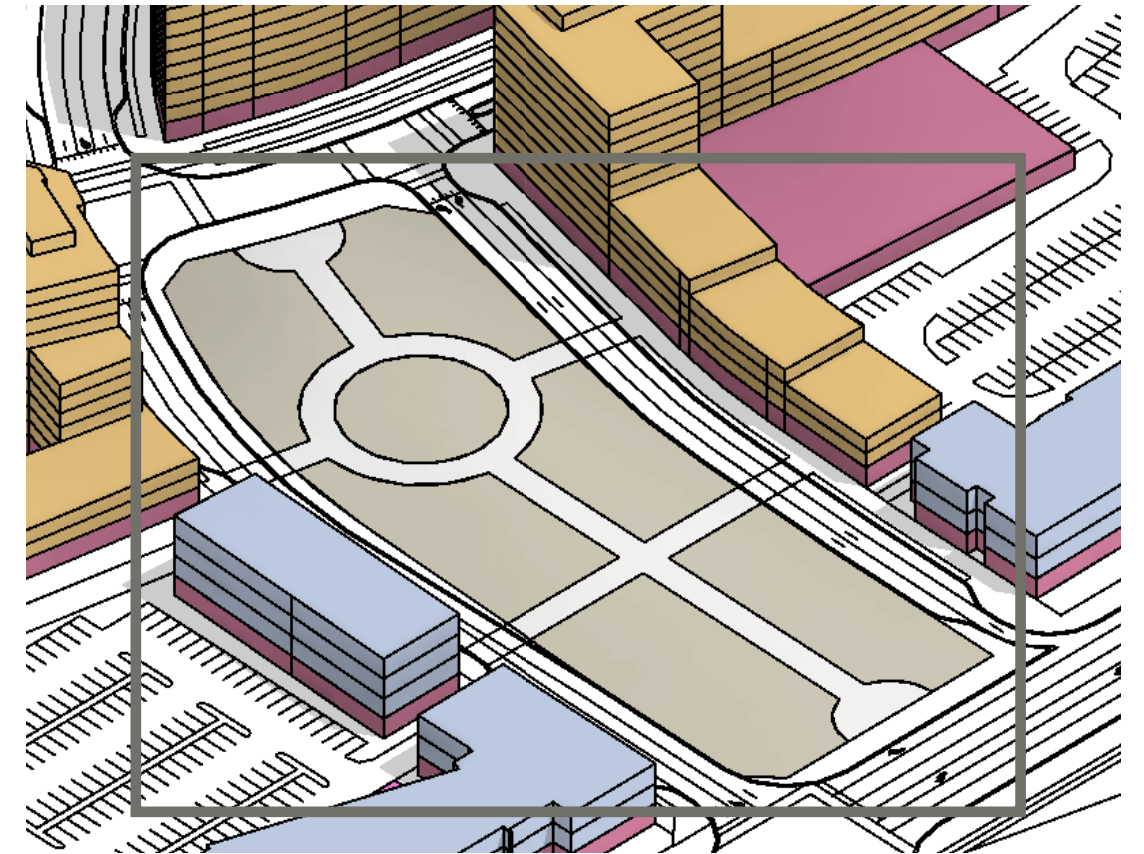
These items will lay the groundwork for achieving the City of London's placemaking goals. Key social, pedestrian, and public transit connections will be made between West Five and the city. An overall concept will identify the relationship between land uses, built form, and natural features. Built form typology will be organized to create a framework for mixed use, residential, office, retail, and community land use. Site circulation for multi-modal transportation will be developed for walking, biking, driving, and servicing. The key open spaces are outlined as they relate to the overall community, public realm, and streetscapes.

general uses and destinations plan



### the "Central Plaza"

So what creates a focal point? Or "where do you put the Christmas Tree?" West Five has been created largely around the intersection of Street One and RiverBend Road. The "Central Plaza" (further defined later) is a recognizable focus for both the residents and the larger community. It is a prime location, easy to find and very visible. It has been designed to allow for a welcoming view into the community as well as an all seasons programmable destination generator.



THE "CENTRAL PLAZA" WILL BE THE PLACE TO HOST SEASONAL EVENTS LIKE WINTER MARKETS AND FESTIVALS. (CHRISTMAS TREE IN OLD TOWN RIGA MARKET IN LATVIA. PHOTO BY KĀRLIS DAMBRĀNS FROM FLICKR).



THE "CENTRAL PLAZA" WILL BE A PUBLIC SPACE WHERE EVENTS FOR THE COMMUNITY ARE HOSTED. (EVENT AT DUNDAS SQUARE IN TORONTO. PHOTO BY JASON PARIS FROM FLICKR).



THE "CENTRAL PLAZA" WILL BE 'THE PLACE TO GO' WITHIN THE COMMUNITY. IT WILL BE A VIABLE PUBLIC SPACE BUSTLING WITH ACTIVITY. (SPITALFIELD'S MARKET IN LONDON. PHOTO BY LA CITTA VITA FROM FLICKR).

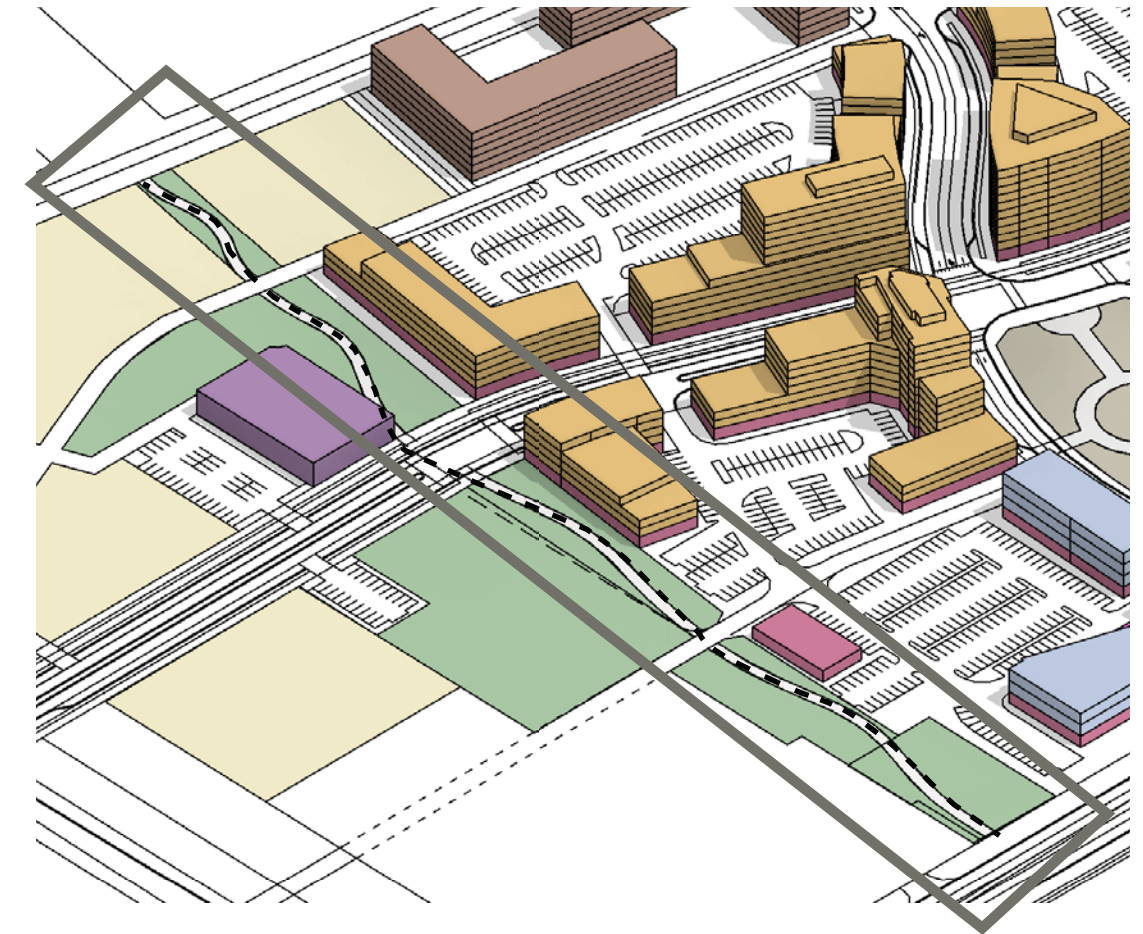


### the "North-South Trail"

The "North-South Trail" is intended to provide for a much needed active/healthy element to the design as well as areas for socializing and a further link to adjacent communities.

Not only should West Five be a destination all year round, it should also cater to all demographics. Parents will drive miles to take their kids to somewhere that they really like with the concept in mind of "keep the kids happy, everyone is happy". Once there they may stay for hours socializing with other parents and then looking around for a convenient place to have lunch or shop. It must however be equally attractive in the winter as in the summer. The splash pad becomes the skating rink, the hills that once were forts or areas to roll down become tobogganing hills or "the ascent of Everest"

Possible elements such as an off leash dog park will again encourage a destination rather than simply a thoroughfare.



THE ROUTE ALONG THE "NORTH-SOUTH TRAIL" WILL PROVIDE SPACE FOR FAMILIES TO CYCLE TOGETHER. (PSP FAMILY ON BIKES. PHOTO BY STANTEC).



THE "NORTH-SOUTH TRAIL" WILL PROVIDE OPPORTUNITIES FOR SLEDDING AND OTHER SEASONAL ACTIVITIES. (GIRL ON RED SLED. PHOTO BY RANDEN PEDERSON FROM FLICKR).

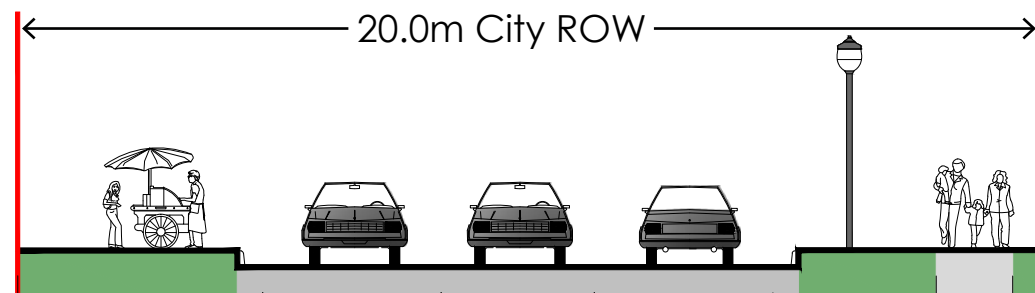


THERE WILL BE OPPORTUNITIES FOR PASSIVE RECREATION LIKE WALKING THE DOGS ALONG THE "NORTH-SOUTH TRAIL". (WALKING THE DOGS. PHOTO BY BRIANAC37 FROM FLICKR).

### RiverBend Road

RiverBend Road is envisioned as an open air shopping street, a main or high street. It should be open to the public at all times. It is intended to be in the pedestrian realm where cars are allowed rather than in the vehicular realm where pedestrians are allowed. It should have a diverse mix of shops anchored by one large destination retail to draw both out of community visitors and the other smaller retailers.

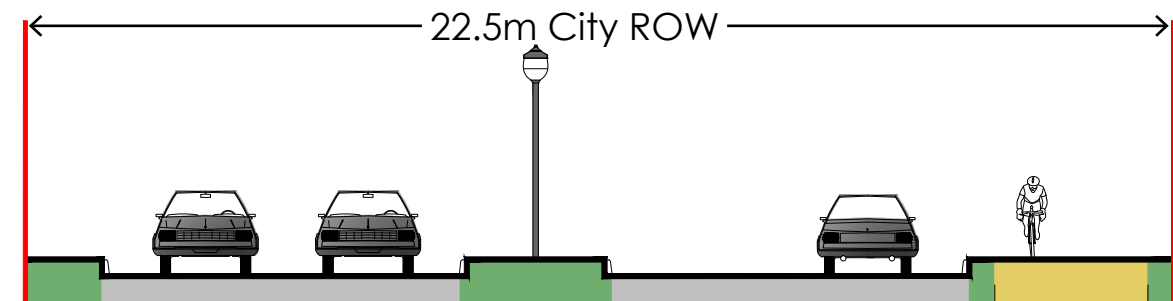
Having a mix of shops, cafes and restaurants will make it not only a popular destination, but also an area on the site with a very distinct identity. With excellent connections to the surrounding communities, it is envisioned to become a new social hub for the community. It is intended as an area for lingering, meeting and meandering. It is for this reason we are not proposing a bike lane within this street. The "North-South Trail" can be used for a direct north south cycling linkage.



### Street One

Street One is envisioned more as a connecting street than RiverBend Road, the spine of the community. Linking the hub of RiverBend Road and the "Central Plaza" with the "North-South Trail". It is the street that if entered from the Kains Road end will give a progressive vista of the center of the community with street fronting retail closer to RiverBend Road.

A two-way, fully separated cycle lane is proposed the length of Street One to promote safety and separation between not only bikes and cars, but bikes and pedestrians.



CONCEPT IMAGE OF SIDEWALK AND PLANTERS ALONG RIVERBEND ROAD. PLANTERS MAY BE RAISED OR FLUSH WITH THE ROAD SURFACE.



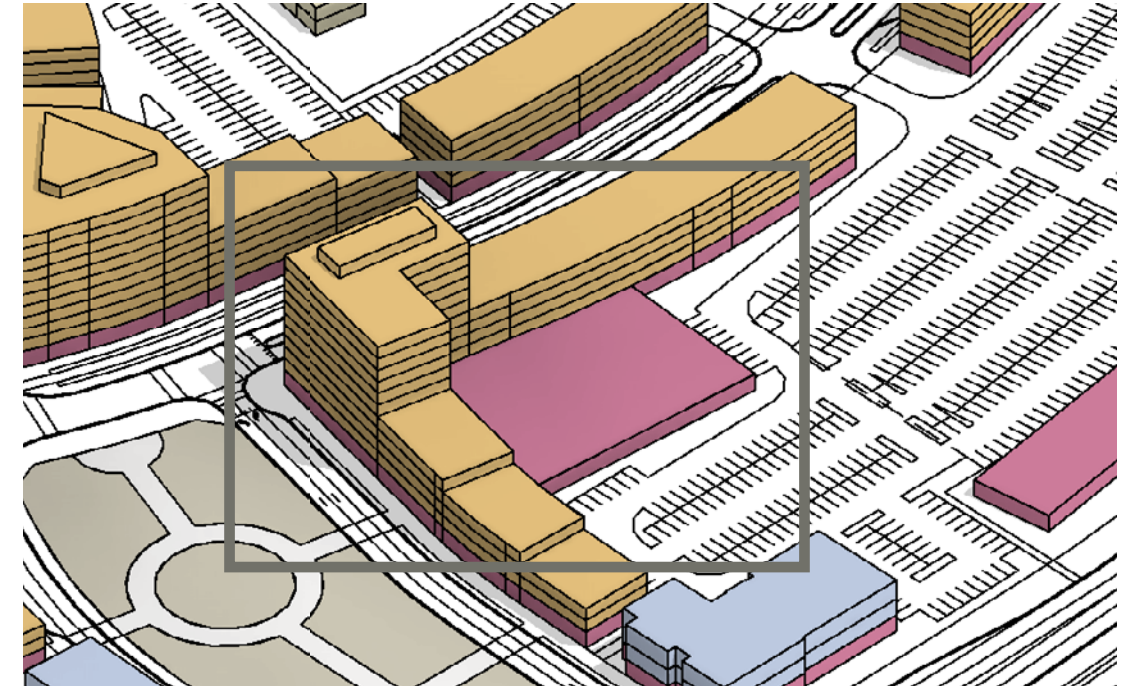
CONCEPT IMAGE OF BIKE LANES, PLANTER, AND PARALLEL PARKING ALONG STREET ONE. PLANTERS MAY BE RAISED OR FLUSH WITH THE ROAD SURFACE.



TWO LANE BIKE ROUTE SEPARATED BY GROUND-LEVEL PLANTING BEDS. (ROUTE 9A URBAN BOULEVARD, NEW YORK, NEW YORK. PHOTO BY STANTEC).

**can you live above a grocery store?**

A destination is generated by creating 24/7 uses, a place that has activity all through the day and night, every day and every month. Concentrating a significant amount of residential units over and above the retail focused on the intersection of Street One and RiverBend Road will help to create a dynamic and vibrant community that is as much a destination as a home. Consideration should be given to the quality of retail that is included. For example, a boutique supermarket could be integrated that would serve the needs of the residents but also could generate a destination for those outside.



WEST FIVE WILL HAVE MIXED USE DEVELOPMENT WHERE IT IS POSSIBLE TO LIVE ABOVE A LARGE RETAILER. (THE RISE ON CAMBIE STREET IN VANCOUVER, B.C. PHOTO BY STANTEC).



MID-RISE RESIDENTIAL DEVELOPMENT WITH GROUND RELATED RETAIL. (NEWPORT VILLAGE IN PORT MOODY, B.C. PHOTO BY STANTEC).



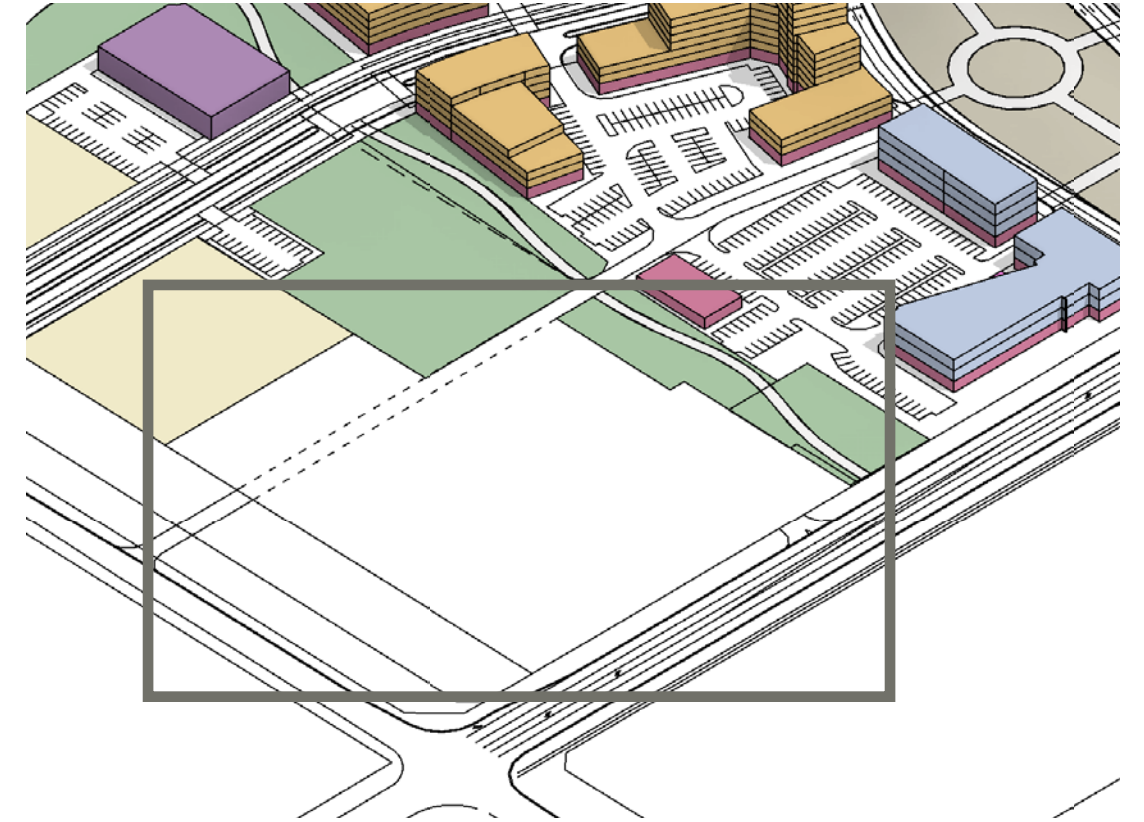
MID-RISE RESIDENTIAL DEVELOPMENT WITH GROUND RELATED RETAIL. (SUTOR BROOK IN PORT MOODY, B.C. PHOTO BY STANTEC).

**resilience**

Any community that is designed to be built over several decades must be flexible enough to respond to fluctuations in market environments. The area to the south west is left consciously empty for this very reason. It is clear that this will be a future secondary major gateway into West Five at a later date when the surrounding areas are further developed.



WEST FIVE WILL HAVE LAND LEFT ASIDE FOR NEW DEVELOPMENT FLEXIBLE TO FUTURE MARKET CONDITIONS. (NEW TOWNHOUSE CONSTRUCTION NEAR SEATTLE, WASHINGTON. PHOTO BY JSEATTLE FROM FLICKR).



## movement plan

The main goal of the development is to ensure that traffic strategies are efficient and environmentally, financially and socially sustainable. The Public Realm within this instance is a combination of ownerships. Important points of the plan are to:

- Provide an efficient and safe traffic pattern.
- Establish urban principles and framework of a “walkable City” for the community.
- Reduce the need for using cars within the community (park once and walk).
- Provide a safer environment for both pedestrians and cyclists with minimized vehicular traffic.
- Provide a clear and highly efficient network for vehicular circulation.
- Allow and encourage pedestrian and bicycle movements across and within the community.
- The configuration of all roads not specifically noted will be two lanes of vehicular traffic with sidewalks.

## framework and connections

Connectivity and permeability should be fundamental principles in the development of West Five. The current greenfield site will be transformed into an urban, mixed use neighbourhood that is well connected to the surrounding community. There will be multiple access points through the site as well as clear and easy paths to access common areas. It should reflect the hierarchy of:

1. Walking
2. Cycling
3. Transit
4. Private Automobiles
5. Commercial Vehicles

The two main roads, RiverBend Road and Street One are the main thoroughfare roads.



## connecting green spaces

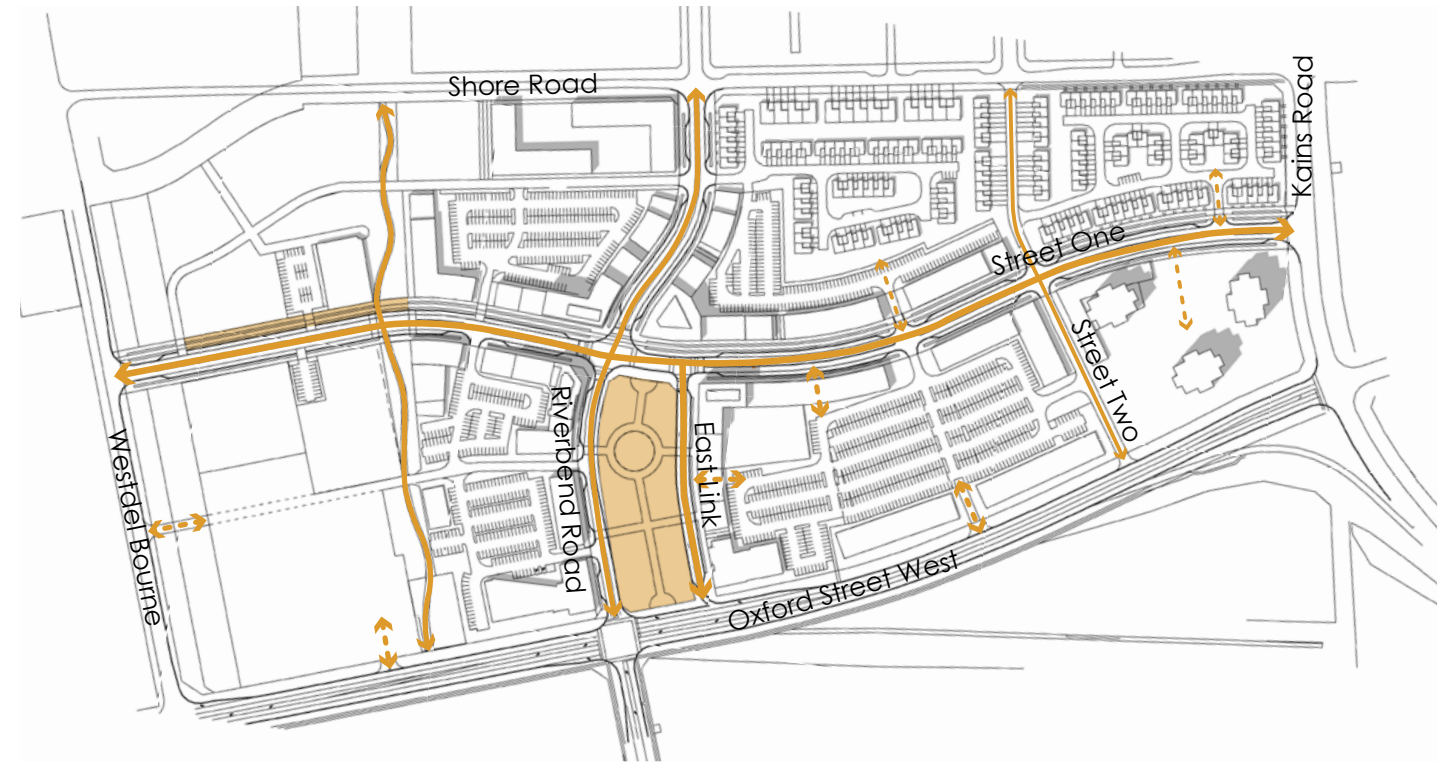


WEST FIVE ENCOURAGES CYCLING, PEDESTRIANS, AND JOGGERS AS PART OF ITS MOVEMENT PLAN. (MULTI-USE TRAIL IN RIEMER PARK, GERMANY. PHOTO BY LA CITTA VITA FROM FLICKR).

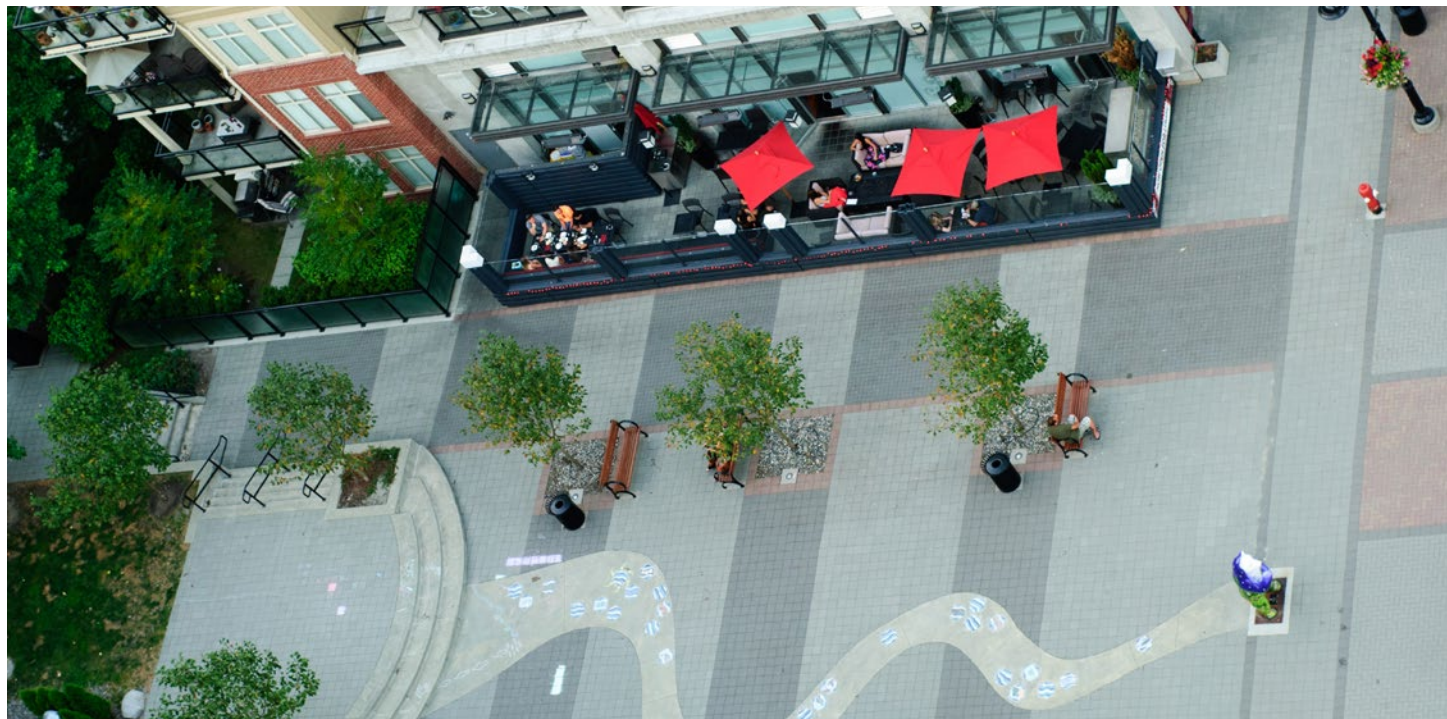
## pedestrian network

A network of public spaces including the “Central Plaza” and the “North-South Trail” connect and align through the streets and lanes inviting pedestrians into and through the community. Walkability to the two main streets will be enhanced by street oriented retail and activity.

The “North-South Trail” provides pedestrian connection to the surrounding communities away from the traffic.



main pedestrian connections



THIS SPACE IS PART OF PEDESTRIAN FRIENDLY NETWORK. WEST FIVE WILL HAVE A NETWORK OF PEDESTRIAN MEWS, STREETSCAPES, AND PATHS THAT WILL CONNECT THE COMMUNITY. (STREETSCAPE IN SUTOR BROOK VILLAGE, PORT MOODY, B.C. PHOTO BY JEROME DECQ FROM FLICKR).



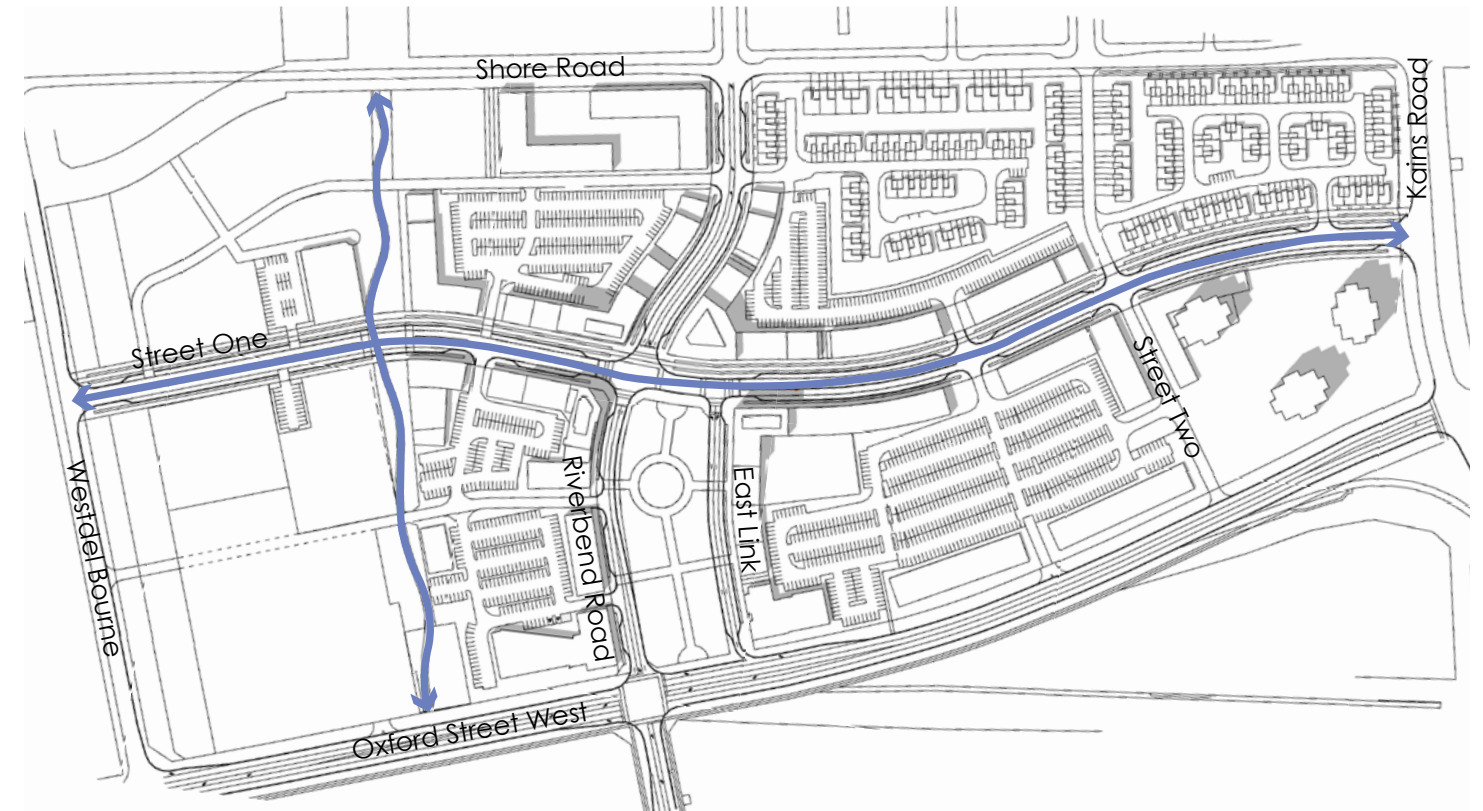
A LIVELY STREET WITH WELL MARKED DESIGNATIONS FOR PEDESTRIAN CROSSING. WEST FIVE WILL HAVE A WELL DESIGNED NETWORK OF PEDESTRIAN SPACES. (LIVELY PEDESTRIAN STREET. PHOTO BY JCHARLOTTE GILHOOLY FROM FLICKR).

## cycling network

The cycling strategy plan will support cycling for all ages and abilities in a separated cycle path along Street One for east west connections and along the "North-South Trail" for north south connections.

There specifically has not been a cycle lane included on RiverBend Road. This strategy encourages cyclists to become pedestrians and encourage the slower pace of the retail environment.

Secure bicycle storage should be provided for shoppers, office users, and "Central Plaza" visitors.



main bicycle routes



THE "NORTH-SOUTH TRAIL" WILL HAVE A MULTI-USE PATH THAT WILL ACCOMMODATE WALKING, RUNNING, AND CYCLING. (BIKE AND RUNNING PATH AT A PARK IN SCOTTSDALE, ARIZONA. PHOTO BY DRU BLOOMFIELD FROM FLICKR).



THE CYCLING NETWORK SHOULD ENCOURAGE A SAFE ENVIRONMENT FOR FAMILY CYCLING. (BIKEWAY IN LETHBRIDGE, ALBERTA. PHOTO BY STANTEC).



BIKE STORAGE SHOULD BE ENCOURAGED NEAR ENTRANCES TO PROMOTE CYCLING. (BIKE STORAGE NEAR A BUILDING ENTRANCE. PHOTO BY STANTEC).

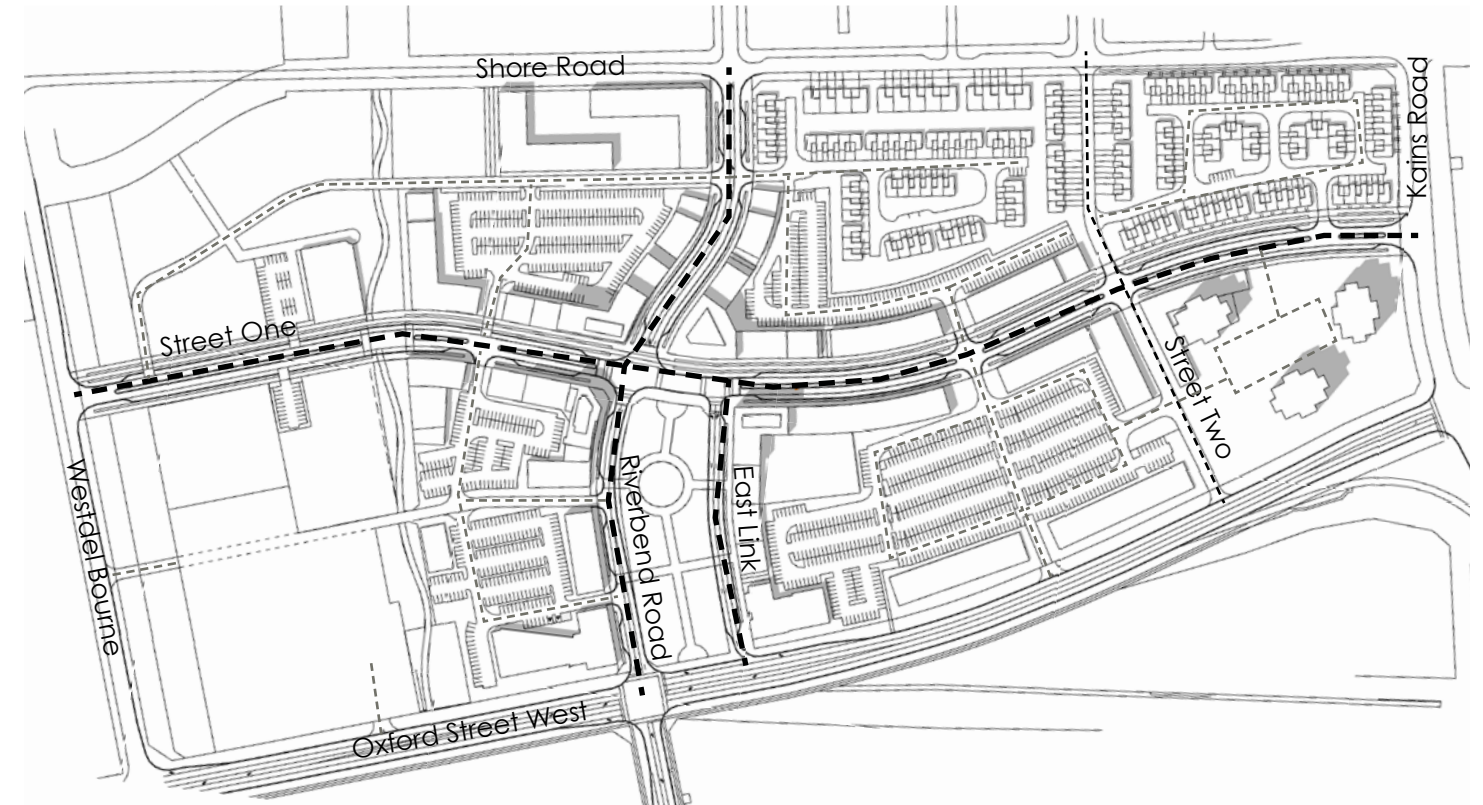
## vehicular network, parking, servicing & loading

Vehicles will be allowed down all roads for two main reasons. Firstly, easy access to the retail should be provided for quick pick ups and to encourage retail to thrive. Secondly, it provides for a safer environment for the public with access for emergency vehicles and keeps the streets more populated.

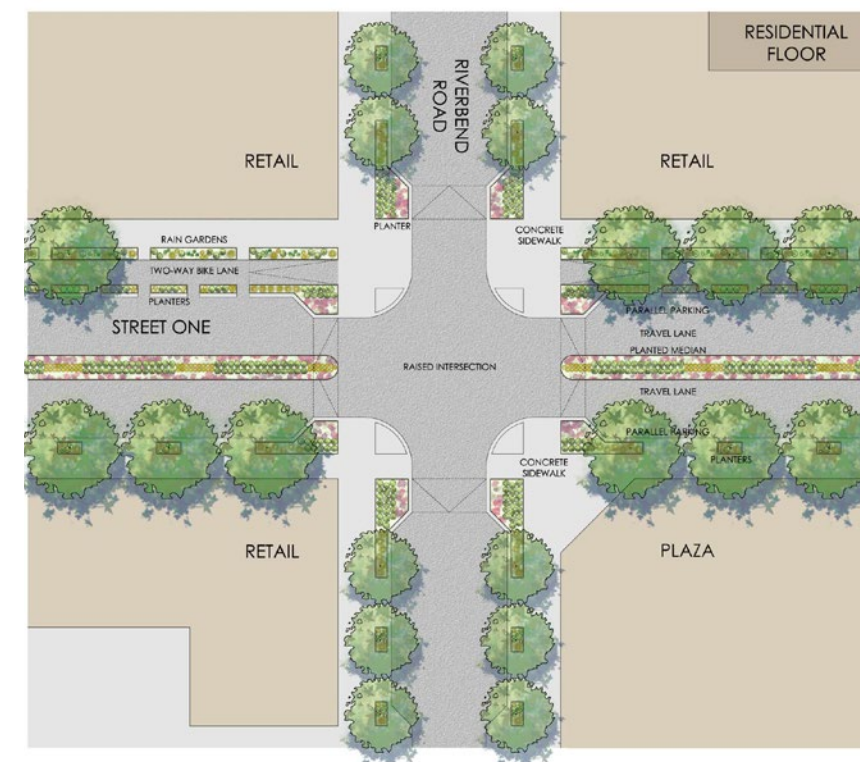
Traffic calming solutions have been incorporated, which include on street parking, two lane roads only and a raised area at main intersections throughout the community to promote the pedestrian experience.

Parking will be a mixture of underground (for residential) and at grade (for commercial). The strategy is that access to at grade parking will be visible and easy for motorists to navigate while the physical design of the parking areas or structures will be concealed and well integrated into the design of the community. There will also be a central parking facility under the "Central Plaza". This central parking facility will be concealed underground. There may also be a raised deck for parking behind the retail block that fronts Oxford Street. This raised deck will be integrated into the retail block with appropriate architectural and landscape features. Entrances to parking will be clearly communicated with highly visible signage.

Traffic meters will be implemented and the revenue may go to charity.



vehicular, parking, and servicing, routes



Riverbend Road & Street One Intersection Plan



## 5. sense of place

West Five will be designed with an understanding that neighbourhoods evolve over time and the distinctness of the community will develop. The elements of placemaking will be incorporated to give geographic identity and recognizable visual qualities. Entry points to the neighbourhood will be framed by architecture as well as entry landscape features considering views from the surrounding context. Buildings will be located along well designed streetscapes. Identifiable and unique landscape features will be used to distinguish the community. Entry points to the neighbourhood will ensure building service areas are located away from entry points. The following elements will be used to achieve a successful placemaking strategy for West Five:

- entrance features
- public art
- site furniture
- streetscapes

### entrance features

#### what & where

The community gateways are intended to welcome people to West Five; creating landmark features to visually identify the community and offer a first impression of the community's brand.

The gateway features are located along the southern limit of the development, fronting onto Oxford Street. There are two tiers of gateway features: the Primary Gateway (RiverBend Road at Oxford Street "Central Plaza") and Secondary Gateways (Westdel Bourne at Oxford Street & Kains Road at Oxford Street).

Although the design and scale of the community gateways may vary, consistent elements should be incorporated into all three areas to provide uniform visual cues at the limits and key entrances to West Five. The community brand should be conveyed through the design of the gateways on all planes (i.e., surface, eye level and overhead). To further enhance the community's presence along Oxford Street, the intersections and blocks adjacent to the Primary and Secondary Gateways should incorporate and build-upon the gateway design elements to extend the community's visual identifiers.

#### design intent

Distinct, contemporary/modern & inviting community gateways that incorporate the future brand of West Five in combination with green/sustainable elements (i.e., sculpture, selection of materials).

Oxford Street will be one of the main corridors from which people will first experience West Five as a vibrant, sustainable community of unique character. Oxford Street is the southern edge of the community, and needs to be designed to showcase West Five brand & identity.



West Five Entrance Features



ENTRY FEATURE WITH LANDSCAPING AND WATER FEATURE. (STUART PARK, CITY OF KELOWNA. PHOTO BY STANTEC).



MODERN ENTRY FEATURE PLAZA. POPPY PLAZA, CALGARY, ALBERTA. PHOTO BY STANTEC).

## public art

### what & where

A combination of sculpture, imagery and community brand, portrayed through a variety of mediums. Strategically situated throughout the community (streetscapes, the “North-South Trail”, the “Central Plaza”, and high density blocks).

### design intent

Infuse the community with character and interest through public art opportunities. Public art is to enhance the character of the community, utilizing a contemporary/modern style and have a sustainable theme. Public art pieces should enhance the “sense of place” in the community by enhancing the visual interest and vibrancy of West Five with locally relevant ground-mounted art pieces.

#### GUIDELINES:

- Public art should be located so as to be a pedestrian amenity. A piece can act as a focal point in a park or plaza or present a “surprise” along a pedestrian path that rewards the passerby with visual interest.
- Locate any public art to limit conflicts with pedestrian, bicycle, or vehicular circulation.
- Install original pieces of art.
- Dual-purpose pieces are ideal – could be functional, interpretive, educational, interactive, historical, etc.
- Consideration should be given to incorporating art into otherwise standard street elements such as light poles, benches, trash receptacles, and utility boxes.
- Ensure that public art is accessible and visible to members of the public, located either in the public right-of-way, public plazas, or private property where a public interface occurs.
- Encourage a variety of sizes, artistic mediums (metal, stone, paint), and forms (sculpture, architectural features, landscape features, street amenities, public works, paintings, or murals) in public art.
- Incorporate information plaque about art piece & artist.



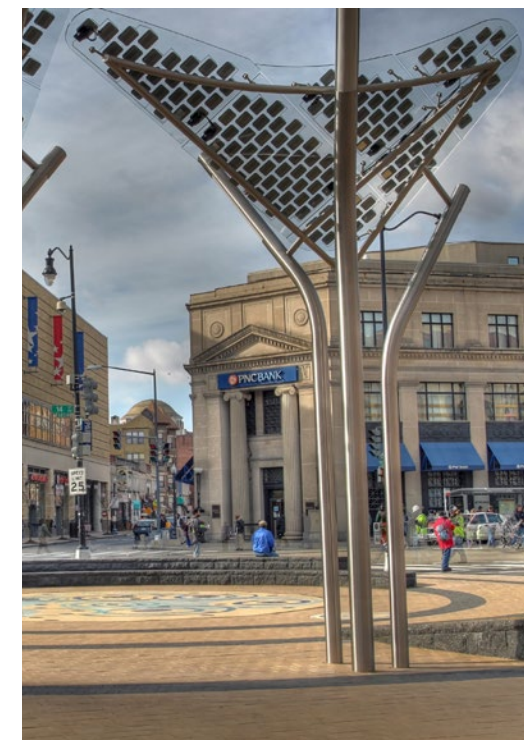
MODERN WATER FEATURE. (CHELSEA FLOWER SHOW 2014. PHOTO BY KAREN ROE FROM FLICKR).



LOCAL ART DISPLAYS. (STUDENT-CREATED SOLAR LIT LIGHT SCULPTURES. PHOTO BY UC DAVIS GATEWAYS PROJECT FROM FLICKR).



SYMBOLIC/INTERPRETIVE ART. (THE SEEDS OF CHANGE. PHOTO BY BILL STRONG FROM FLICKR).



SOLAR POWERED SCULPTURES/PUBLIC ART. (COLUMBIA HEIGHTS PLAZA HDR. PHOTO BY MR. TIN DC FROM FLICKR).



WIND SCULPTURE. (THE POWER OF THE WIND. PHOTO BY O PALSSON FROM FLICKR).

## site furnishing

### what & where

Select/design furnishings that are cohesive throughout the streetscape and contribute to the sense of community identity and pride, while considering pedestrian comfort and accessibility.

### design intent

Street furniture should create a holistic and unified environment throughout West Five. All streetscape elements are to be visually integrated, coordinating design and colour.

#### GUIDELINES:

- Site furniture includes benches, trash receptacles, bike racks, community message boards, tree grates, street lighting poles & fixtures, pedestrian scale lighting, banner poles/hanging baskets, etc.
- Contemporary/modern style site furnishings. Refer to the Contemporary/Modern Site Furnishing Family board.
  - Material: Powder coated galvanized steel, sustainable hardwood/ recycled high density paper composite.
  - Colour: Silver/gray, natural wood.
  - Use graffiti resistant paint.
- Explore custom design including incorporating community brand, colour/finish, and sustainable materials.
- Site furniture must be designed and placed to be accessible to all users.
- Site furnishings should be spaced in a consistent pattern along the streetscape, although they may be focused in higher activity areas.
- Cluster/group street furniture to reduce clutter and to provide organization.
- Locate benches/seating close to points of interest, building entrances, food locations and at challenging areas (i.e., steep topography, etc.)
- Specify materials with recycled content, regionally-harvested materials, rapidly renewable materials, and/or certified wood.



MAGLIN BENCH & PHILLIPS LUMEC SOLE CITY STREET LIGHT COLLECTION LIT BOLLARD.



(JACKSON AVENUE STREETScape IMPROVEMENTS. PHOTO BY STANTEC).



SEASONAL PLANT DISPLAY. (STREETSCAPES. PHOTO BY TOWN OF BANCROFT FROM FLICKR).



CUSTOM CONCRETE PLANTERS. (PLACE DE BROUCKERE - PLANTERS. PHOTO BY ALAN STANTON FROM FLICKR).

## streetscapes

### what & where

RiverBend Road forms the north/south spine of the commercial and retail district. The East Link is an offset from RiverBend Road to provide additional vehicular access to commercial and retail, and also to frame in the "Central Plaza". Street One forms the east/west spine of the commercial and retail district.

Under this section, there are guidelines for RiverBend Road, East Link, Street One, and generally all streetscapes of the community.

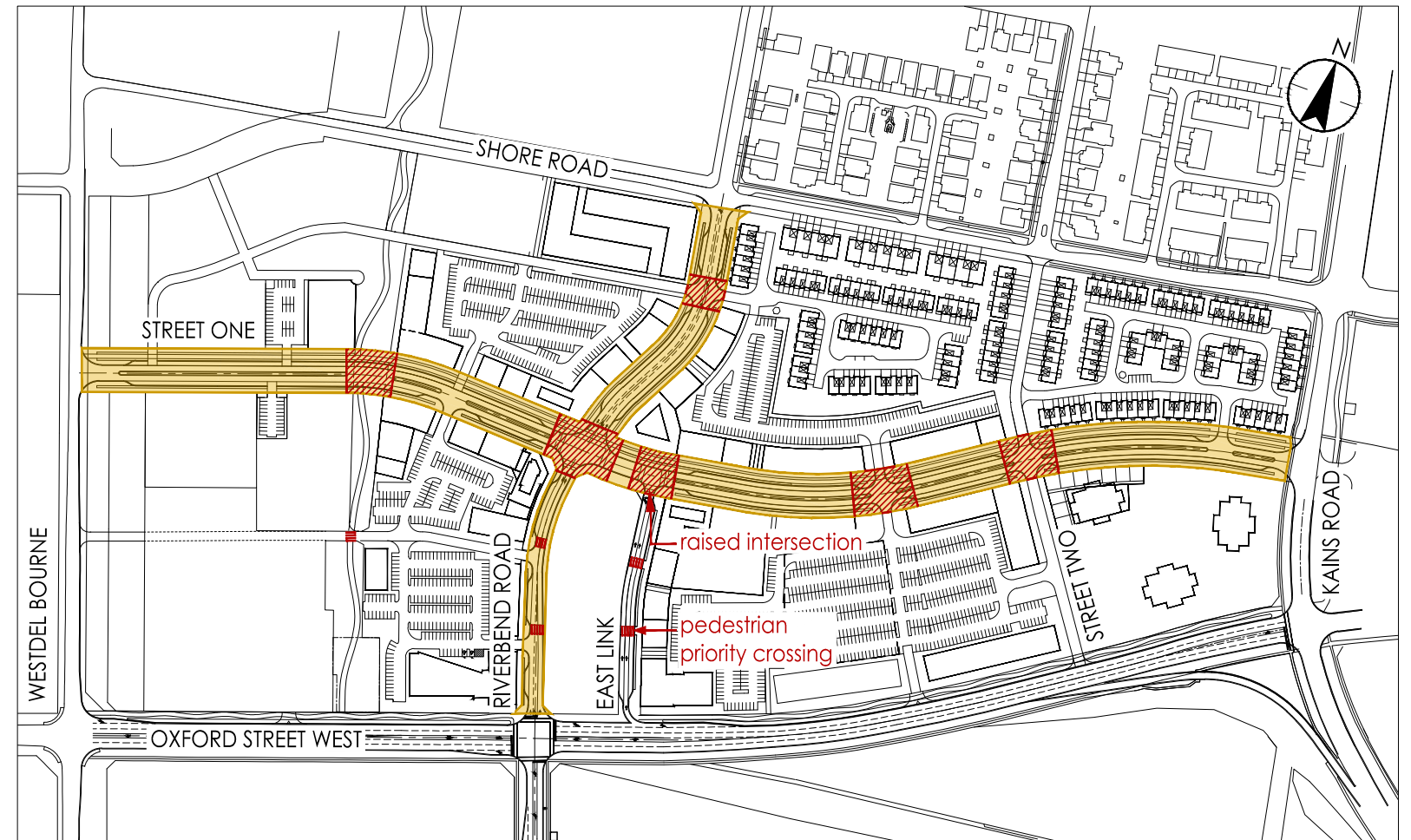
### design intent

Each street has unique features, yet the designs should be coordinated, aspiring to achieve the same goal; to make the streetscapes vibrant, lively, walkable. Continuity and cohesion of theme/brand throughout West Five is paramount. The streetscapes should enhance and promote a sense of place in response to developing a distinct identity for the community, reinforcing local character.

The streetscapes in West Five should be designed for full functionality for all modes that each is intended to accommodate. The street design should enhance and promote a sense of place in response to developing a distinct identity for the community and reinforce local character. The Public streets (RiverBend Road, Streets One and Two) should be designed to meet City standards and policies with regard to the right-of-ways however we support reducing that right-of-way to allow more to be within private ownership to provide more flexibility in terms of scale, materials and furnishings. Specifically, to take the pedestrian sidewalks on RiverBend Road out of the public right of way to allow for unique elements such as heated sidewalks to be incorporated.

Streetscapes should be designed to achieve the following overall design principles:

- Design of streets should consider movement hierarchy and visual hierarchy aspects such as scale, enclosure, street trees, etc.
- The streetscape should be attractive, have its own identity and establish multi functional spaces appropriate to the corridors needs.
- Movement zones (such as sidewalks) should be generous in scale, legible, and inviting.
- Quality of public realm details such as paving, street furniture, street lighting etc should be coordinated with both the architecture and public realm.
- In order to create a safe, inviting and unique character, special lighting should be considered beyond that of the typical city street lighting standards. It should be of a pedestrian scale, provide for a unique character, and higher levels of lighting for safety particularly around major pedestrian areas such as RiverBend Road.
- The adjacent commercial and residential uses should be designed to overlook the streetscapes to provide for informal safety and security at all hours (eyes on the street).



West Five Streetscapes



INGREDIENTS OF A WELL DESIGNED STREET INCLUDE BENCHES FOR SITTING, SPACE FOR WALKING, AND LANES FOR TRAFFIC. (STREETSCAPE IN PARIS, FRANCE. PHOTO BY LA CITTA VITA FROM FLICKR).



WEST FIVE WILL HAVE STREETS THAT SUPPORT A MIX OF PEDESTRIANS, CYCLISTS, AND STREET TREES. (STREETSCAPE IN GASTOWN VANCOUVER, B.C. PHOTO BY LA CITTA VITA FROM FLICKR).

## 6. design of the public realm

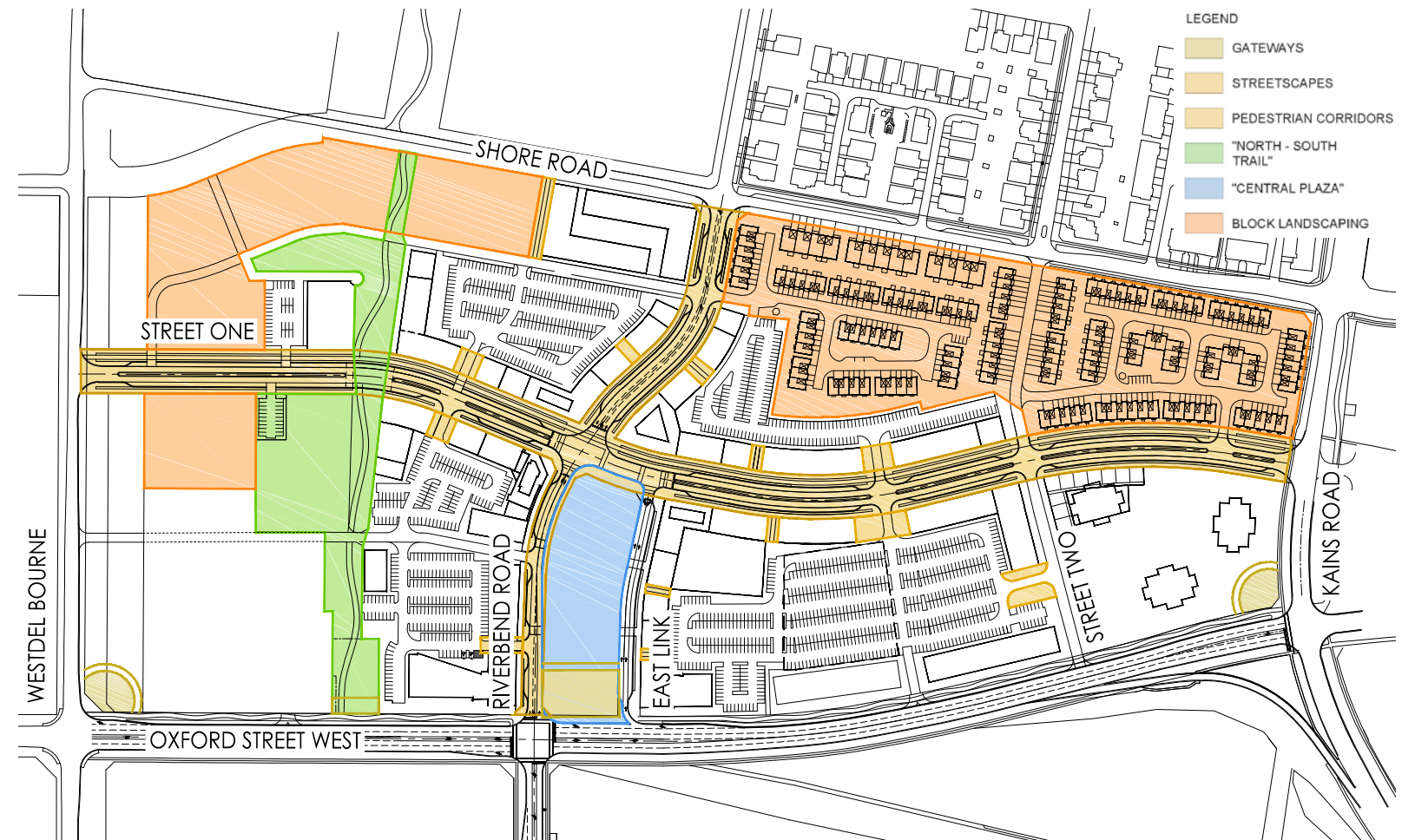
The public realm is the area where the public has unrestricted physical or even visual access and special care is needed to ensure these spaces are to a high standard. Public realm in this instance is a combination of ownerships. To achieve the City of London's placemaking goals the design of the public realm will be functional, attractive, and well integrated into the vision for the community. It will work in conjunction with architecture and landscape on public property. The guidelines in this chapter outline how these placemaking goals will be achieved.

The public realm for West Five is a people friendly integration of streets, paths, plazas and parks. Places where people can socialize. The public realm will play a key role in creating a highly connected community, contributing to the overall dynamics, character and coherence of the community. It will assist in creating pedestrian friendly environments and offer a wide range of amenities and activities to visitors and residents of all abilities. It will become a complete community where people can live, work, play and shop. A central place making idea is the concept of "where do you put the Christmas tree?". The "Central Plaza" is located as a focal point for the heart of the community.

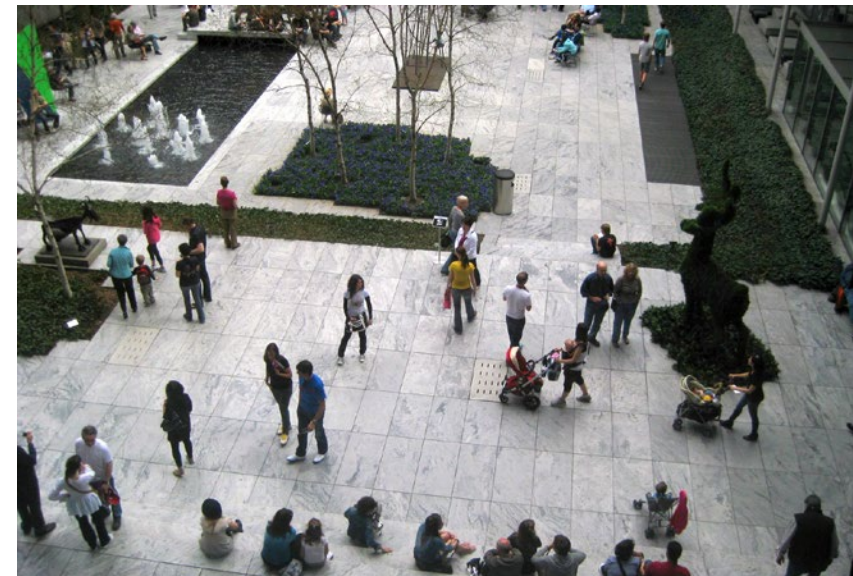
### elements of the public realm

Major components of the public realm are highlighted to the right, and include:

- Entrance Features/Community Gateways,
- RiverBend Road & Street One Streetscapes,
- Pedestrian Corridors,
- The "North-South Trail",
- The "Central Plaza", and
- Block Landscaping including Surface Parking.



West Five Overall Public Realm Plan



THE "CENTRAL PLAZA" WILL HAVE WELL DESIGNED LANDSCAPE SPACES THAT INTEGRATE PLANTING AND HARD SURFACES LIKE THIS. (LOOKING DOWN INTO THE PLAZA AT THE MOMA MUSEUM IN NEW YORK, PLAZA. PHOTO BY LA CITTA VITA FROM FLICKR).



THE "NORTH-SOUTH TRAIL" WILL HAVE SPACE FOR BOTH RECREATION AND GREEN SPACE. (CLUMBER PARK NOTTINGHAM PARK IN AUTUMN. PHOTO BY STEPHEN BOWLER FROM FLICKR).

## “North-South Trail”

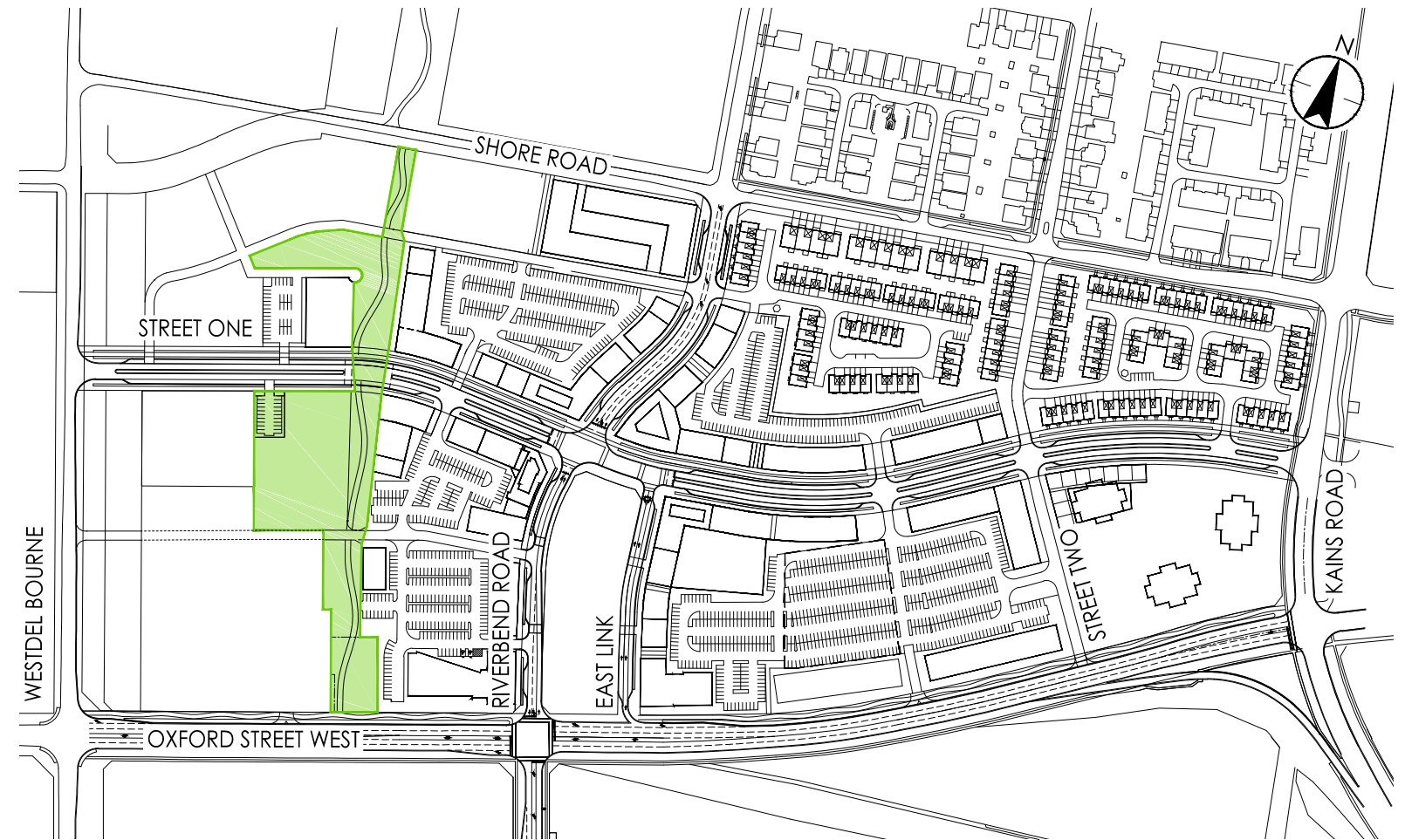
### what & where

The “North-South Trail” is the open space green corridor running north-south between Oxford Street and Shore Road, connecting West Five to future development south of Oxford Street and to the existing District Park north of Shore Road. The “North-South Trail” is intended to be used by residents of and visitors to West Five alike, and includes a variety of passive and active recreation elements, and features.

The “North-South Trail” is intended to feature active recreation whilst also acting as a major north-south route. As well, the “North-South Trail” will have a multi-use path for cycling, rollerblading, running, cross country skiing, etc. It could also include features such as exercise stations, areas for chess, checkers, Tai Chi and an off-leash dog park. It should also contain ample places to sit and relax for the community.

### design intent

To serve as the “Rec Room” of West Five; the “North-South Trail” should be designed to be the recreation go-to place in the community. The “North-South Trail” should be a green park with a balance of hardscape and natural/green space areas.



West Five “North-South Trail”



THE “NORTH-SOUTH TRAIL” WILL BE ABLE TO FACILITATE CROSS COUNTRY SKIING AND OTHER WINTER SPORTS. (FINNISH LAPLAND 2008 - 112. PHOTO BY DAVID OMMS FROM FLICKR).



SPACE FOR GROUP ACTIVITIES LIKE TAI CHI AND YOGA. (OSTATNI DZWONEK DLA KLIMATU :: WARSZAWA 24/07. PHOTO BY POLSKA ZIELONA SIEC FROM FLICKR).



THE “NORTH-SOUTH TRAIL” WILL HAVE SPACE DESIGNATED FOR A COMMUNITY DOG PARK. (AT THE BARK PARK. PHOTO BY NATALIE MAYNOR FROM FLICKR).

## “Central Plaza”

### what & where

The “Central Plaza” is the heart of West Five. It is the focal point of the community; the easy place to meet. It is a social place where people gather, talk and enjoy the outdoors. It is the place where you put the Christmas tree, sing in the New Year and celebrate Canada Day. It is where festivals and community events of all shapes and sizes occur. It also provides integral pedestrian connections and views to and between street fronting retail on RiverBend Road, The East Link, and Street One.

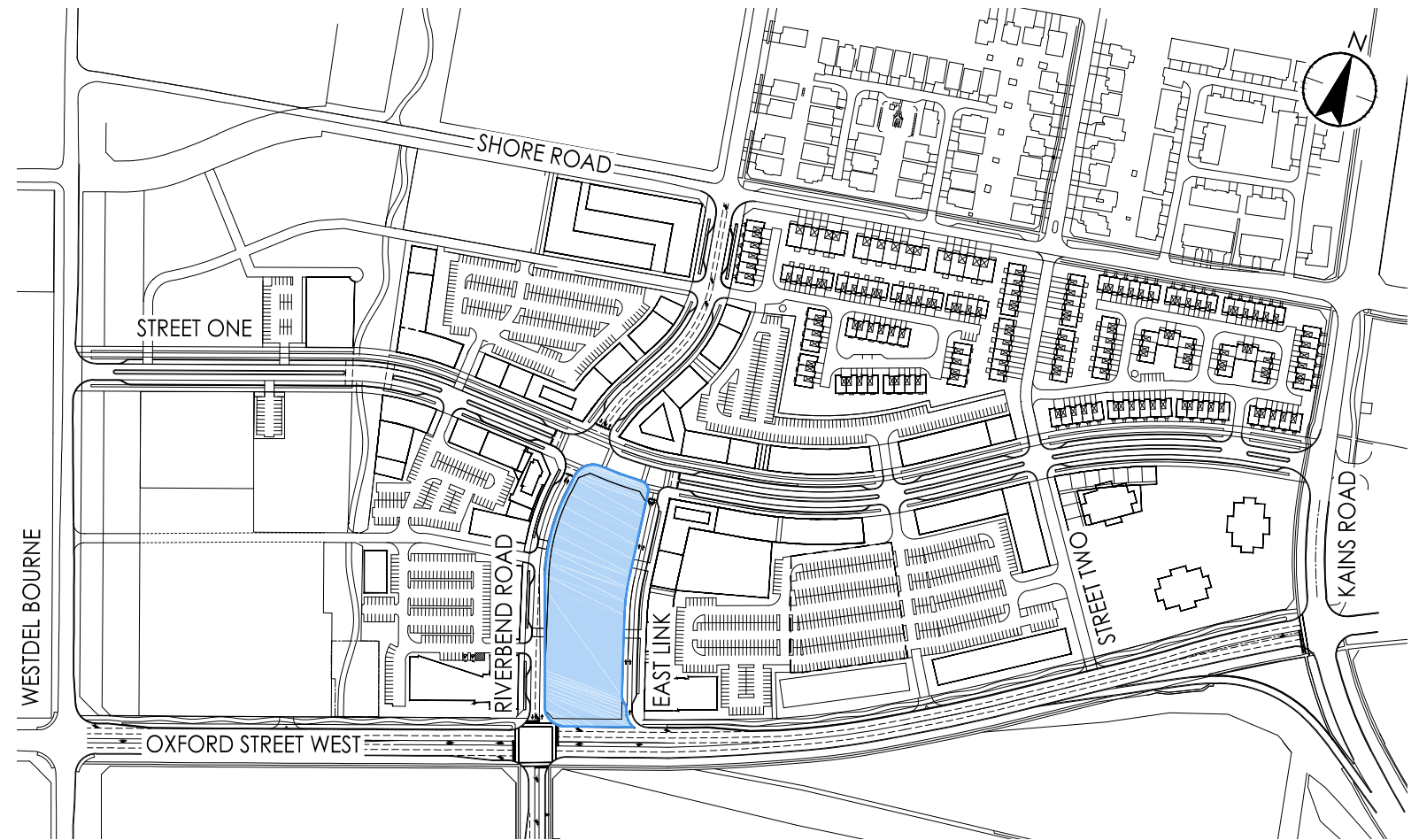
If the “North-South Trail” is the “Rec Room” then the “Central Plaza” is envisioned to be the “Living Room” of the community. The place where festivals can occur. It is the focal point of the community; it will be the easy place to meet. It should be designed to be programmable with adequate and convenient electrical supplies as well as ample seating in a range of forms.

The “Central Plaza” should be designed to function day and night; all seasons of the year. It is envisioned as both an amenity to the residents and as a destination for visitors. It should provide programmable spaces with adequate and convenient electrical & water servicing as well as ample seating in a range of forms.

There are a variety of elements and features to be incorporated into the “Central Plaza”, as described below.

### design intent

- The heart of West Five.
- A dynamic gathering / meeting place.
- The centre of activity.
- Provides passive and active enjoyment.
- Promotes strong pedestrian connections between retail on RiverBend Road, the East Link and Street One.
- Allow different ‘rooms’ or experiences within the plaza for users of all ages.
- Communicate the community’s brand.
- Create a lasting impression and distinct ‘sense of place’.



West Five “Central Plaza”



UNEXPECTED PLAY - KIDS BALANCING ON RAISED WALL. (WESTFIELD OLD ORCHARD IN SKOKIE. PHOTO BY CHICAGO'S NORTH CONVENTION FROM FLICKR).



THE “CENTRAL PLAZA” WILL BE THE PLACE TO HOST A PUBLIC MARKET AND OTHER IMPROMPTU MERCANTILE ACTIVITY LIKE THIS PLAZA IN MUNICH. (PUBLIC MARKET IN MUNICH, GERMANY. PHOTO BY LA CITTA VITA).



WEST FIVE WILL HAVE SPACE WITH POTENTIAL TO HOST OUTDOOR WINTER SKATING. (TORONTO HARBOUR FRONT CENTER PUBLIC ICE SKATING. PHOTO BY KENZIE FROM FLICKR).

## block landscaping

### what & where

Block landscaping incorporates the residential blocks of West Five, as shown below.

### design intent

Reflect the urban character of West Five through residential landscape treatments, while providing visual cues to differentiate residential areas from other public districts.

### hardscape & amenity area design

GOAL: Ensure the character of West Five resonates within hardscape and amenity area design to provide safe and enjoyable spaces for users.

#### GUIDELINES:

- Consider applying similar paving material as used throughout West Five with slight differences to signify residential areas vs. retail, etc.
- Incorporate site furnishings similar to those implemented throughout West Five. Consider using different site furnishings, ensuring they complement the contemporary/modern style.
- Encourage different but complementary hardscape & site furnishings. It should be obvious when visitors have left the public areas and are in more private residential areas.
- Follow Hardscape/Surface Design Guidelines to ensure surfaces are safe and accessible for all users.

### plant material selection

GOAL: To complement the architectural character of each development and connect with the overall landscape treatment and sustainable theme of West Five and maintain some level of continuity throughout.

#### GUIDELINES:

- Provide four season interest through plant material.
- Visually screen and soften parking lots.
- Ensure safe and efficient pedestrian connectivity to streets and amenities.
- Consider snow storage when choosing plant material and planting bed locations.
- Refer to General Planting Guidelines for recommended plant location, spacing, and maintenance guidelines.
- Use the established palette of plants for residential block landscaping to provide continuity throughout the development. Refer to the General Planting Guidelines and the 'Block Landscaping' column in the Recommended Plant Species Palette.
- Encourage Water Sensitive Urban Design features such as rain gardens, grass swales with gravel trench systems, bio-retention systems, rainwater retention for irrigation, etc.
- Consider the implementation of community garden plots.
- Adhere to City of London Site Plan Approval Guidelines.

### entrance feature/signage

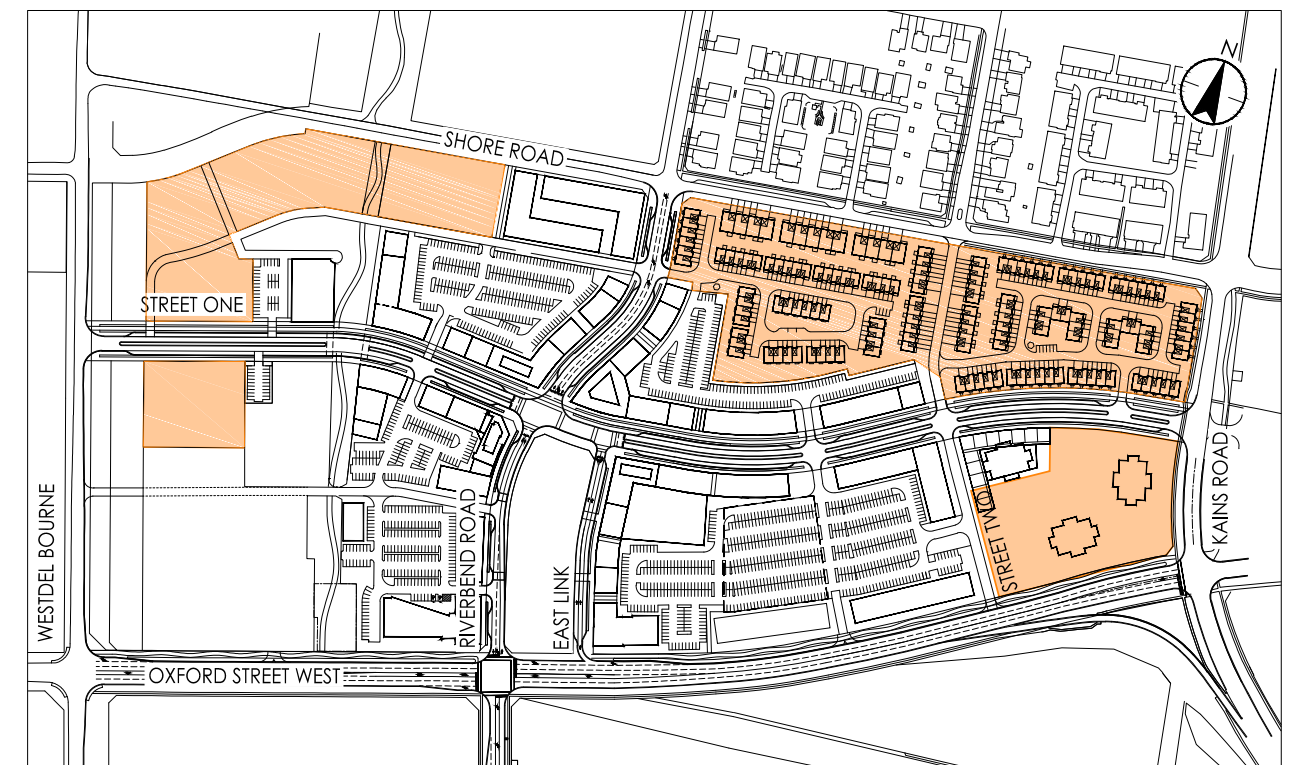
Refer to built form guidelines.



MAINTAIN PATHS AND LANDSCAPING LIKE THESE BUILDINGS IN NEW PORT VILLAGE, B.C. (PHOTO BY STANTEC).



MAINTAIN SEMI-PRIVATE LANDSCAPE BETWEEN BUILDINGS LIKE THESE BUILDINGS IN NEW PORT VILLAGE, B.C. (PHOTO BY STANTEC).



West Five Residential Blocks



## surface parking

### what & where

Located behind the street wall, parking lots are intended to serve users of West Five as places to 'park once and walk'. The parking lots should be infused with landscaping to soften their appearance from the streetscape and residential units, while proving to be efficient and safe.

### design intent

Safe, accessible, and efficient parking areas infused with landscaping/green. Park once and walk.

### surface / hardscape design

GOAL: Provide a clear pedestrian route that connects parking areas with destination points.

#### GUIDELINES:

- Sidewalks to be separated from vehicular circulation where possible to increase pedestrian comfort.
- Design/locate pedestrian crossings within parking areas along the safest and most direct pedestrian routes.
- Provide crosswalks with a minimum width of 3.0m. Ensure drivers understand pedestrian priority at crossings through crosswalk treatment as discussed in the Streetscape section.

- Orient aisles and spaces so that pedestrian movement through the parking lot will be safe and secure and will allow for logical flow towards the building /retail entrances.
- Keep open sight lines within parking areas.
- Consider a variety of surface materials to break up typical asphalt surface (i.e., permeable pavers to promote groundwater recharge).
- Ensure there is ample space for snow storage in each surface parking lot (i.e., within the hardscape and landscaped areas).
- Consider traffic calming measures such as crosswalks, curb extensions/bump-outs, speed bumps, etc.



PARKING LOT SCREENING. (SMART CENTRES CLARINGTON COMMERCIAL PLAZA. PHOTO BY STANTEC).



PARKING LOT LANDSCAPING & PEDESTRIAN CONNECTION. (PHOTO BY STANTEC).



STRONG PEDESTRIAN CIRCULATION ENHANCED WITH COLOURED CIRCULATION ROUTES & LANDSCAPING. (BROADMEAD VILLAGE SHOPPING CENTRE. PHOTO BY STANTEC).



HOME DEPOT, EDMONTON PARKING LOT LANDSCAPING & PEDESTRIAN CONNECTION. (PHOTO BY STANTEC).



PEDESTRIAN CONNECTION THROUGH LARGE PARKING LOT. (PHOTO BY STANTEC).



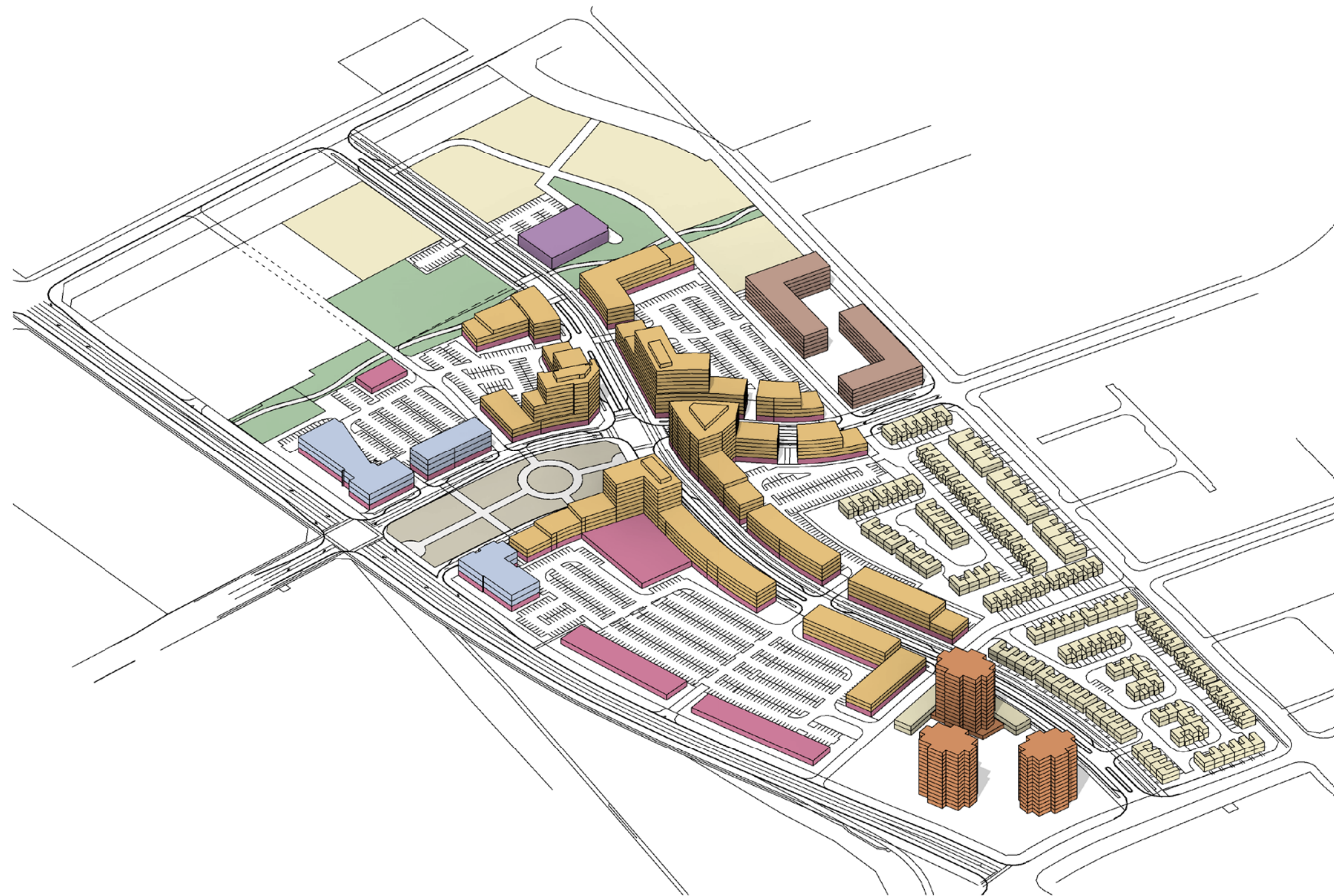
LANDSCAPED ISLANDS. (FIRE ACADEMY PARKING LOT LANDSCAPING. PHOTO BY STANTEC).

## 7. a mix of land uses

Urban design and placemaking work together to create a diverse range of built form uses, scales, and densities. This creates an opportunity for social and economic activity within West Five. The built form will include a well blended mix of land uses, densities, scale, building types, architectural designs, and housing opportunities. Designing the community with a mix of land uses will help support the City of London's goals for placemaking and Smart Growth. This chapter will outline how mixed use community development will be controlled with a series of urban design guidelines. It will also ensure a mix of commercial and residential uses that are compatible and visible. The built form guidelines will illustrate requirements for the building types within the community and apply controls for future development.

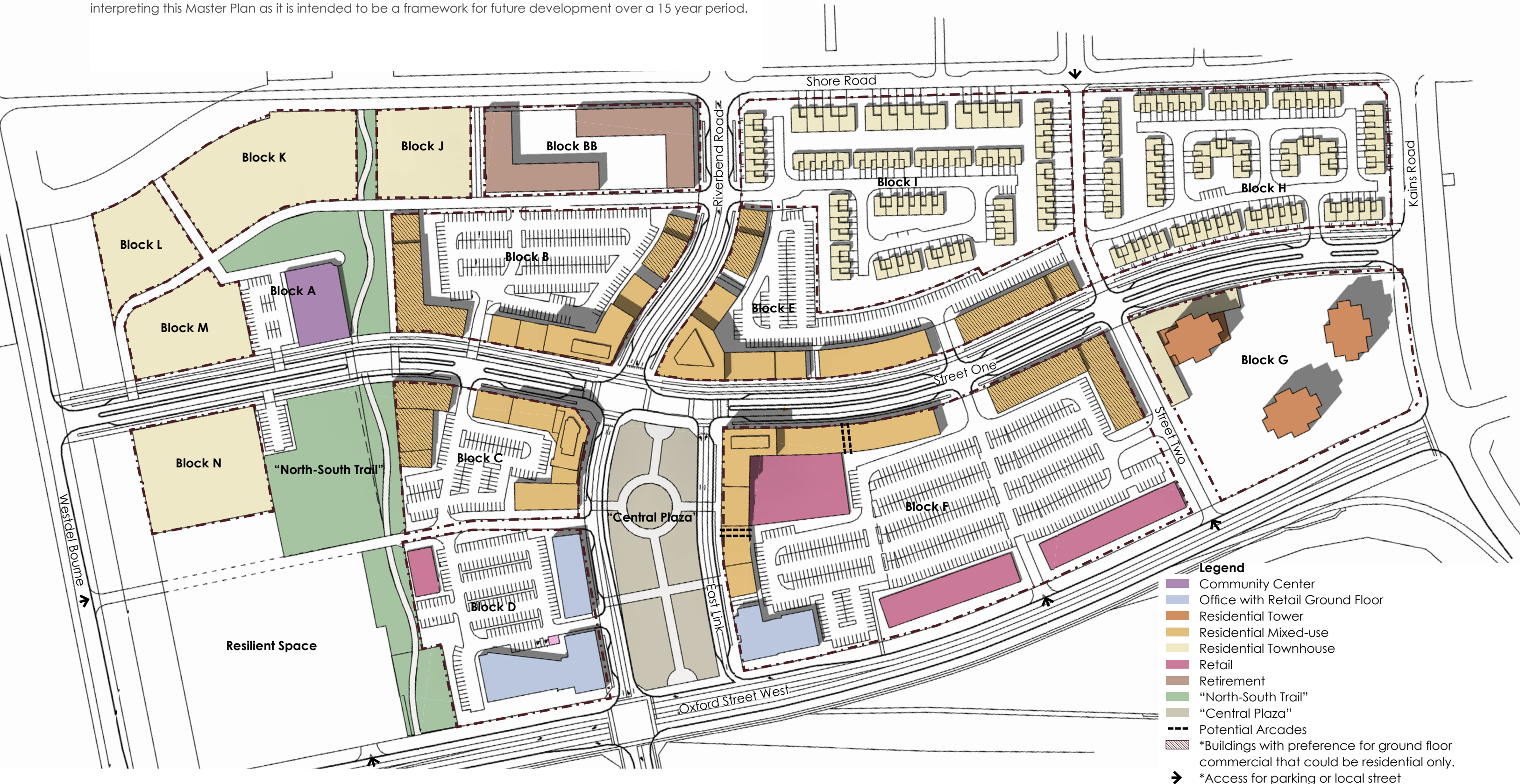
One of the joys of established communities is a somewhat eclectic mix of architectural styles evolving over time and created by different designers. An important aspect of creating West Five as a destination however is to allow a certain degree or flexibility to allow individual flare whilst ensuring that the community as a whole feels like one place and its development is well organized and controlled.

West Five Massing View



## Block Plan

The Block Plan illustrates general building uses, streets, blocks, and features for the proposed community. The naming used here will be used throughout the document. Provisions for flexibility should be considered when interpreting this Master Plan as it is intended to be a framework for future development over a 15 year period.



## Height Plan

The height plan illustrates the number of levels for future buildings. It is intended to be a diagram for building height since the built form guidelines will offer more open-ended directions on height control.



HEIGHT LEGEND	
[Light Yellow Box]	1 STOREY
[Pale Yellow Box]	2 STOREY
[Light Orange Box]	3 STOREY
[Orange Box]	4 STOREY
[Darker Orange Box]	5 STOREY
[Brownish-Orange Box]	6 STOREY
[Dark Brown Box]	7 STOREY
[Dark Red Box]	11 STOREY
[Red Box]	12 STOREY
[Maroon Box]	15 STOREY
[Light Purple Box]	TOWNHOUSE

## 6.1 built form design guidelines by development type

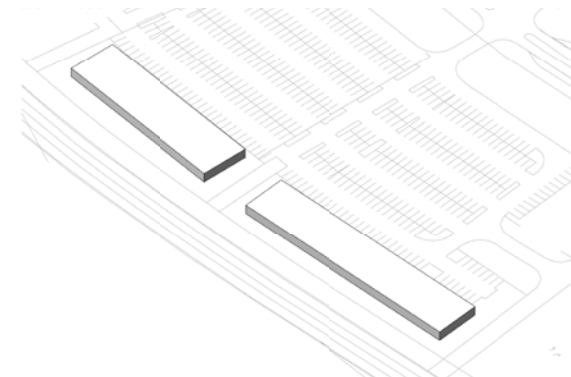
West Five will be comprised of a family of buildings with a variety of heights, forms, and expressions. A diversity of architectural expression within a coherent whole is sought.

The interplay of vertical and horizontal elements both within and between buildings should be used both to unify and to express individuality.

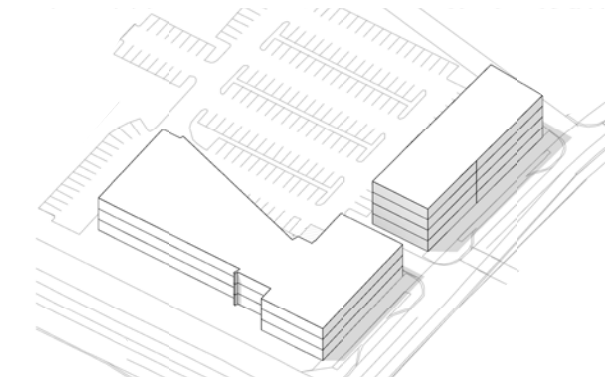
Across the community, we are proposing guidelines to control the following:

- Retail Architecture
- Office Architecture
- Residential Architecture Highrises
- Mixed Use Architecture: Residential & Highrise
- Residential Architecture: Town Houses
- Civic Architecture
- Retirement Architecture

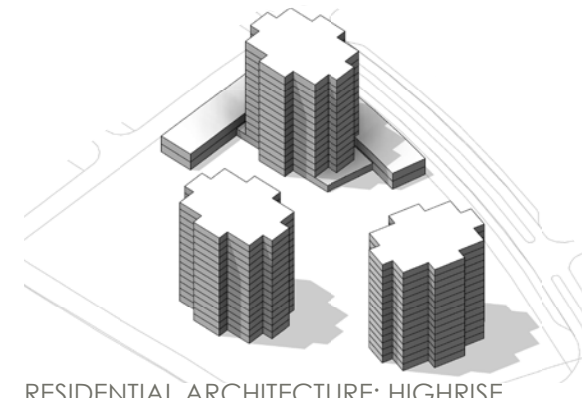
All of these major building types must employ a design strategy grounded in context, urban design, and the relationship with the public realm.



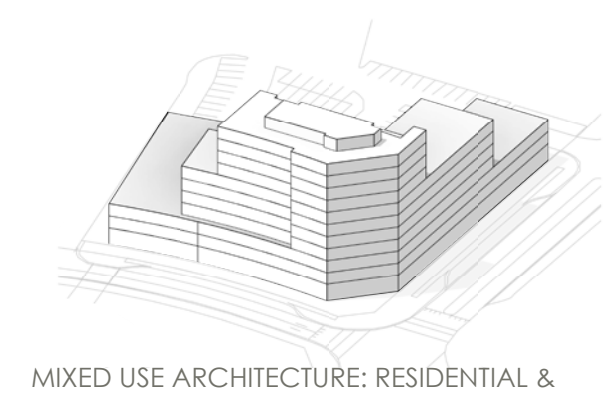
RETAIL ARCHITECTURE: STAND ALONE



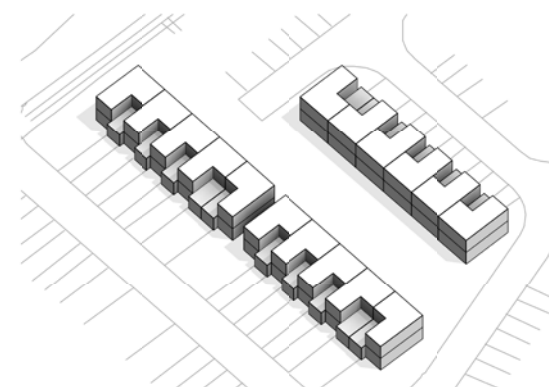
OFFICE ARCHITECTURE



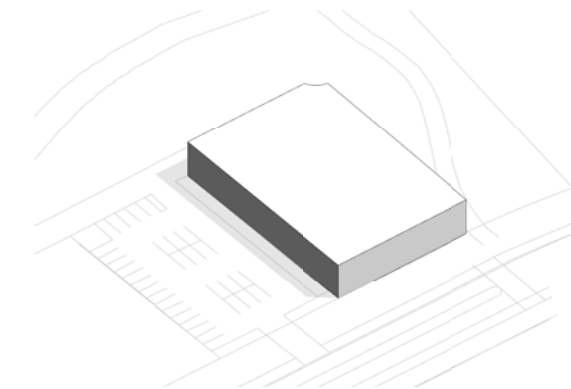
RESIDENTIAL ARCHITECTURE: HIGHRISE



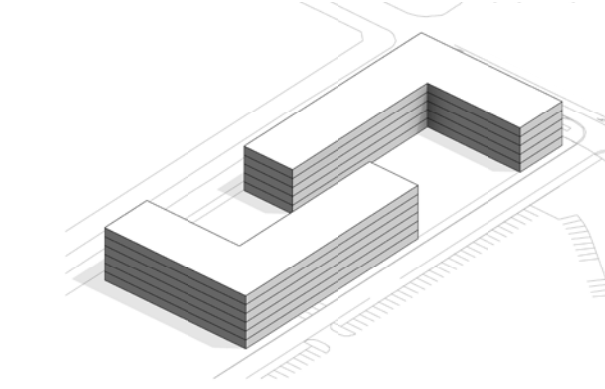
MIXED USE ARCHITECTURE: RESIDENTIAL & HIGHRISE



RESIDENTIAL ARCHITECTURE: TOWNHOUSES



CIVIC ARCHITECTURE



RETIREMENT ARCHITECTURE

### 6.1.1 retail architecture: stand alone

Goal: Create an engaging retail environment that contributes to the community while strengthening the brand of retailers. Guidelines for retail architecture are as follows:

#### ENTRANCES

- Highly visible, transparent, and accessible retail building entrances should be encouraged.
- Entrances should be located on public ways with clearly identifiable addresses.
- Entrances to retail stores should be prioritized for pedestrians.
- Provide Bike Storage within close proximity of the entrance doors.

#### HEIGHT AND FRONTAGE

- Total building height of 8 meters or greater is recommended for stand alone retail buildings.
- Primary Building frontages should be to public roads. Facades facing public roads such as Oxford Street, Street One, or any other like road must be designed to look like the building front with no less than 50% glazing.
- Glazed frontage must show depth behind the glazing of display window areas or retail areas. Glazed spandrel panels with shadow box may not be used to substitute glazed areas.
- Active Frontage should be promoted on facades along public ways and adjacent parking.
- Promote display windows and transparent areas for visibility into retail spaces at grade.

#### NEUTRAL RETAIL FRAMEWORK

- Retail buildings should embrace an architecturally neutral framework. Both interior and exterior spaces should allow tenant storefront expression.
- Rhythm along streets should be flexible and allow a variety of tenant sizes over time.

#### SIGHTLINES

- Retail buildings should be clearly visible to the public way.
- Retail buildings should not obstruct significant vistas of public spaces or civic buildings maintaining clear sight lines.

#### VISUAL INTEREST

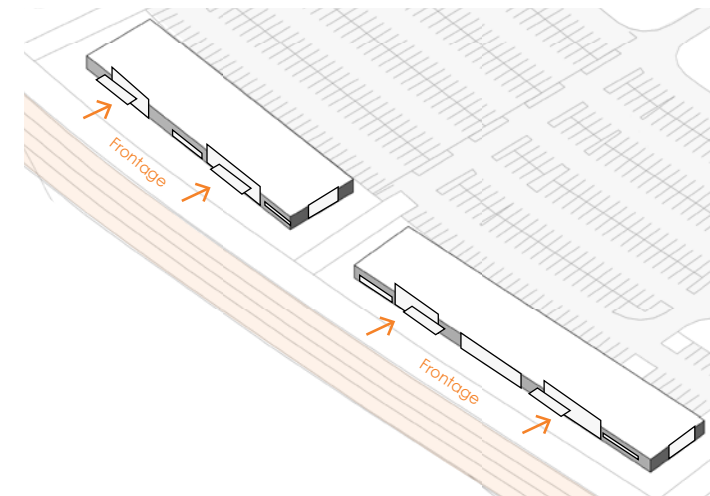
- Articulate facades with good compositional use of materials and facade elements.
- Avoid blank facades without differentiation.
- Provide transparent display windows to engage pedestrian interest.

#### MATERIALS

- Use of high quality architectural materials such as natural stone, high quality metal cladding, and wood is recommended because they are durable and will contribute to the value of the community.

#### SIGNAGE

- Retail signs should be respectful of the public realm and maintain consistency in quality.
- Signage should be appropriate in scale, material quality, lighting, and attachment to retail buildings
- Neutral signage "Banners" (a banner in retail is defined as a clear area within the facade where tenants may place their signage) should be provided to allow for tenant signage.



PRINCIPLE: ARTICULATE RETAIL FACADES AND EMPHASIZE THE PRESENCE OF RETAIL BUILDINGS TO PUBLIC STREETS AND ADJACENT PARKING AREAS.



EXAMPLE: THIS HOME DEPOT HAS A NEUTRAL RETAIL FRAMEWORK AND ITS TRANSPARENCY AND SIGNAGE BANNERS ALLOW TENANT STOREFRONT EXPRESSION. (HALSTED PARK HOME DEPOT IN CHICAGO. PHOTO BY PAYTON CHUNG FROM FLICKR).



EXAMPLE: THE ARTICULATED FACADE AND MATERIAL QUALITY OF THIS AMERICAN APPAREL STOREFRONT CREATES VISUAL INTEREST. (MELROSE AVENUE, L.A. STOREFRONT. PHOTO BY DOVCHARNEY FROM FLICKR).

### 6.1.2 office architecture

Goal: Create office buildings that are well integrated with the community that also contribute to the corporate image of office tenants. The major office locations in West Five have been established at the intersection of RiverBend Road and Oxford Street West. Guidelines for office architecture are as follows:

#### OFFICE ENTRANCES

- Office buildings should have a prominent address on public streets.
- Taller ceiling height lobby with interior space visible from the outside should be encouraged. The lobby should connect between public street and parking where possible.
- Clearly visible, obvious, and easily accessible entrances should be promoted.

#### SCALE AND MASSING OF OFFICE BUILDINGS

- Provide relief from significant office massing at ground level, inset or offset building massing at ground level.
- The floor plans should be designed with a central or offset core and a structural grid allowing flexibility for subdivision into separate tenanted areas.
- The floor to ceiling heights should be in the order of 11 feet to 14 feet to allow natural light to penetrate the floor plate.

#### FORE COURTS AND AMENITIES

- Some outdoor amenity space should also be included to enable office workers to enjoy lunch in the sun as well as providing an area to relax.
- Amenity spaces should be encouraged inside the building for lunch, gathering, and events.
- Public forecourts should be encouraged to give more prominence and visibility to entrances and provide outdoor public space.

#### ARTICULATION OF THE GROUND LEVEL

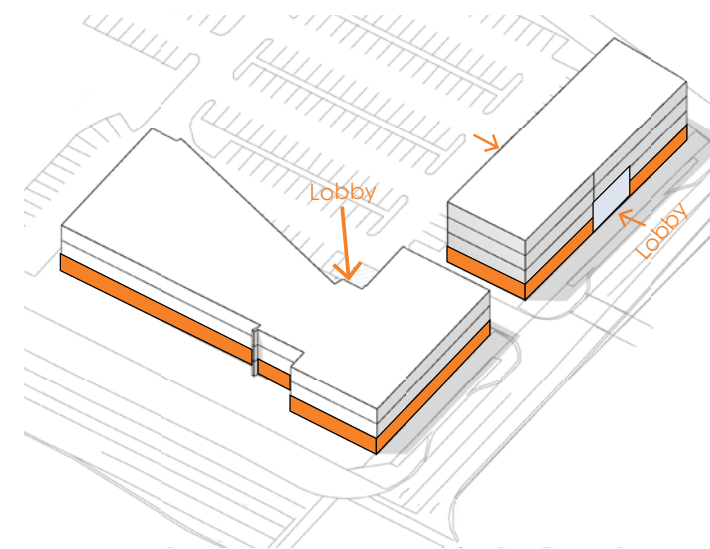
- Create more variation at ground level by expressing entrances, amenity spaces, and/or retail spaces in material and composition.
- Commercial office buildings should have retail at grade and clear, obvious entrances.

#### CORPORATE SIGNAGE

- Should be highly visible and of significant material quality and illuminate signage to appropriate levels.
- Provide for strong and clearly visible integrated signage opportunities at entrances and prominent architectural features.
- Illuminate signage to appropriate levels to enhance visibility and prominence of office buildings.

#### CLADDING THE OFFICE BUILDING

- Provide an articulated cladding to major office facades with shades or variations in cladding.
- Avoid expansive glass facades with no articulation or variation in material or treatment.
- Passive solar shading elements such as sunshades and vertical fins should also be applied where desired.



PRINCIPLE: ARTICULATE GROUND LEVEL AND PROVIDE PROMINENT LOBBIES OR ATRIA THAT CONNECTS THROUGH THE BUILDING FROM PUBLIC STREET TO PARKING. PROMOTE GROUND RELATED RETAIL WITH MULTIPLE ENTRANCES FROM PUBLIC STREETS.



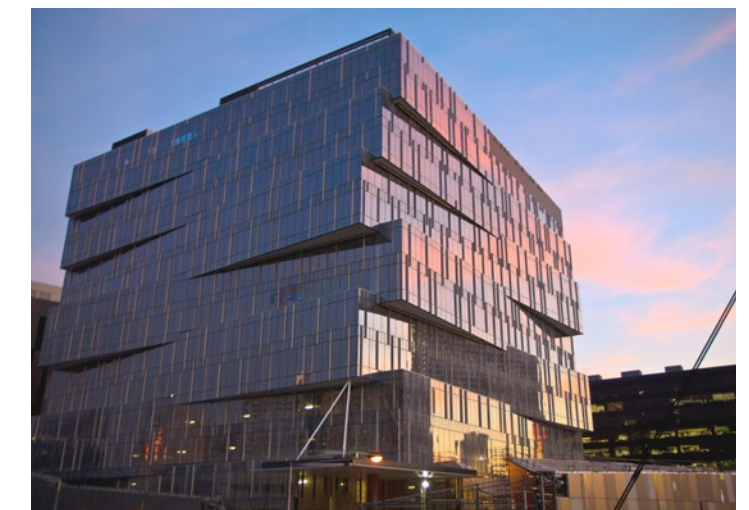
EXAMPLE: HIGHLY VISIBLE AND WELL LIT OFFICE ENTRANCE. (MICROSOFT OFFICE IN WARSAW, POLAND. PHOTO BY NICOLA DELFINO FROM FLICKR).



EXAMPLE: CLADDING WITH PASSIVE SOLAR SHADING. (SIMONS CENTER STONEY BROOK UNIVERSITY. PHOTO BY DANSKI14 FROM FLICKR).



EXAMPLE: INTEGRATED & HIGH VISIBILITY SIGNAGE. (RBS HEAD OFFICE IN ISTANBUL, TURKEY. PHOTO BY REISE REISE FROM FLICKR).



EXAMPLE: VISUALLY INTERESTING OFFICE CLADDING AND FORM. (CHANNEL 9 OFFICES IN MELBOURNE, AUSTRALIA. PHOTO BY RYK NEETHLING FROM FLICKR).

### 6.1.3 residential architecture: towers

Goal: Create a viable high-rise community that provides amenities for its residents and retains connections to outdoor space and natural systems. Guidelines for residential architecture towers are as follows:

#### RESIDENTIAL ENTRANCES

- Residential towers should have a prominent address on a public street.
- The entrance of residential towers should be articulated to be distinct for each building.
- Near the entrance of residential towers there should be a designated drop off area for residents, deliveries, and visitors.

#### HIERARCHY

- The built form of residential towers should vary in height and articulation.

#### TOWER SEPARATION

- Residential towers over 20 meters should be separated by a minimum of 25 meters or greater.

#### BUILDING ARTICULATION

- The built form of residential towers should be articulated horizontally and vertically to reduce visual impact and scale.
- There should be a distinct base, middle, and top to each residential tower.

#### SCALE AND MASSING

- Residential towers should provide relief from main tower massing by providing variation in massing and material at the ground floor.
- Relief of residential tower massing should be provided around a height of 20 meters. At approximately this height the tower massing should break from podium massing.
- Building Floor Plates excluding balconies should be a maximum 800 square meters in gross floor area if the building is above 20 meters in height.

#### BALCONIES AND FENESTRATION

- The balconies and fenestration of residential towers should contribute to building articulation and composition.
- Residential towers should have balconies over 1.5 meters deep.
- Encourage outdoor planting on balconies where appropriate.

#### MATERIALS/CLADDING

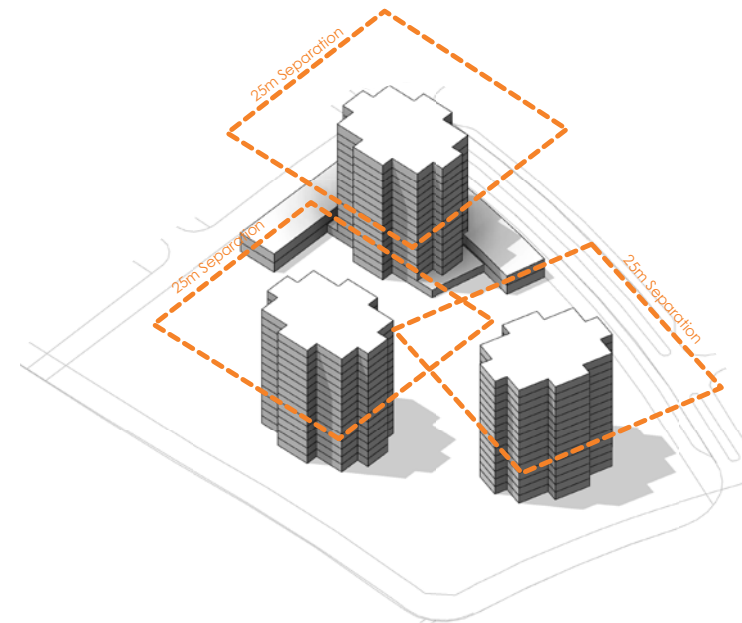
- High quality cladding and glazing should be used creating a distinctive look for each building.

#### AMENITY SPACES /SEMI-PUBLIC OUTDOOR SPACE

- Semi-public outdoor space should be provided where possible in courtyards and on terraces.
- Outdoor amenity spaces for shared use should be provided where possible in courtyards and on terraces.
- Amenities for healthy living and fitness should be promoted in amenity spaces and semi-public outdoor spaces.



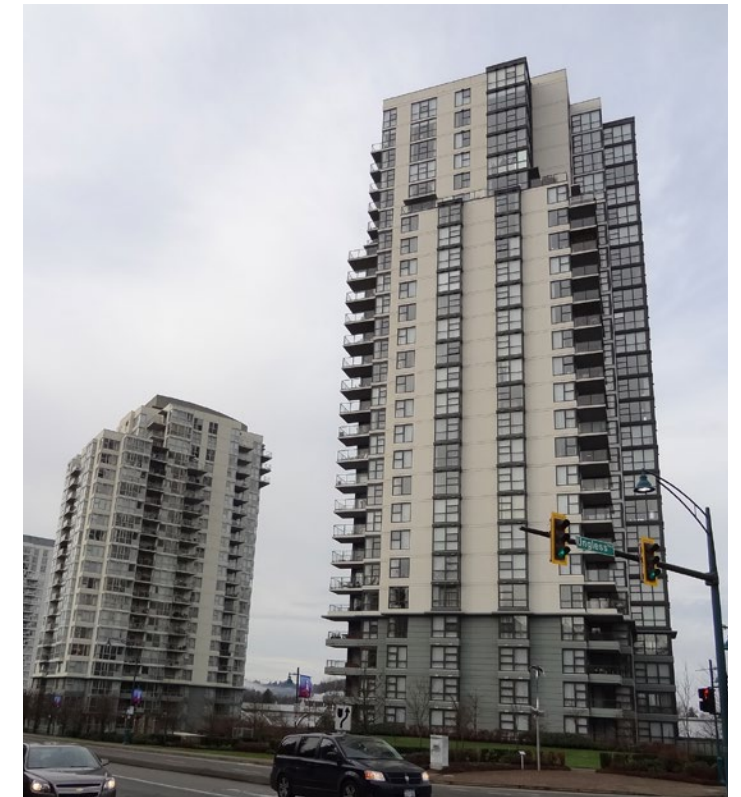
PRINCIPLE: INTEGRATE TOWERS WITH SEMI-PUBLIC OUTDOOR SPACE AT GRADE AND LOCATE MAJOR ENTRANCES ON PUBLIC STREETS.



PRINCIPLE: SEPARATE RESIDENTIAL TOWERS BY MORE THAN 25 METERS WHERE THEY ARE TALLER THAN 20 METERS.



EXAMPLE: MAINTAIN SEMI-PRIVATE LANDSCAPE BETWEEN TOWERS LIKE THESE BUILDINGS. (NEW PORT VILLAGE, B.C. PHOTO BY STANTEC).



EXAMPLE: DESIGN RESIDENTIAL TOWERS TO HAVE A DISTINCT BASE, MIDDLE AND TOP. (NEW PORT VILLAGE, B.C. PHOTO BY STANTEC).



#### 6.1.4 mixed use architecture: retail & residential

Goal: Create a vibrant mixed use community that provides an urban environment that is convenient for residents and provides ample opportunity for retailers. The retail architecture should provide a clear connection between the residential above and the pedestrian scale of the streetscape below. The retail streetscape should be unified through material consistency, formal articulation, and scale. Throughout the community, clearly defined frameworks will differentiate a more neutral building architecture from tenant-designed and expressed storefront. The following guidelines should be followed for mixed use architecture:

##### MIXED USE ENTRANCES AND GROUND LEVEL

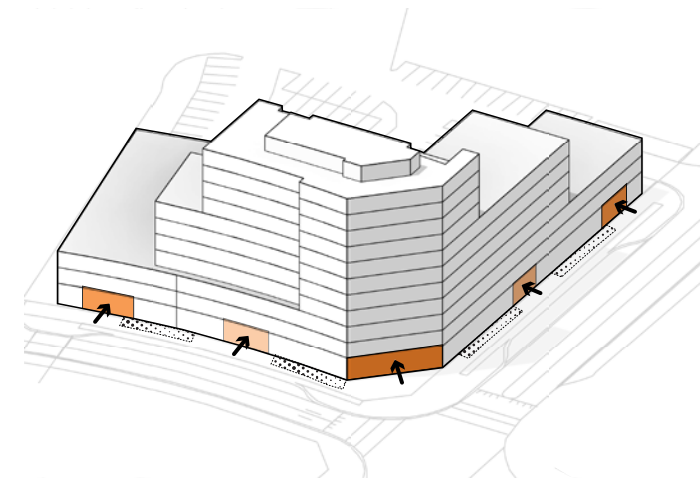
- Differentiate retail entrances from residential entrances for all mixed use buildings.
- Separate retail entrances from residential entrances creating significant addresses for residential uses with a prominent lobby.
- Create unique identifiable addresses for both retail and residential entrances.
- Articulate the ground level creating active retail frontage and make the ground level distinct from residential uses above.
- Create visual interest with retail frontage promoting display windows and active use.
- When mid-rise buildings do not have retail frontage, ground floor residential units must be designed so that the main entrance is to the street per unit. The main entrance should be raised slightly with steps up to a porch with a front door.

##### CAFES/OUTDOOR RESTAURANTS

- Provide opportunities for outdoor cafes and restaurants along mixed use frontages.
- Ensure that outdoor cafes and restaurants maintain an appropriate level of quality for tables and seating furniture.
- Maintain designated areas for outdoor cafes and restaurants with separations that be disassembled seasonally.

##### TERRACING SCALE AND MASSING MID-RISE

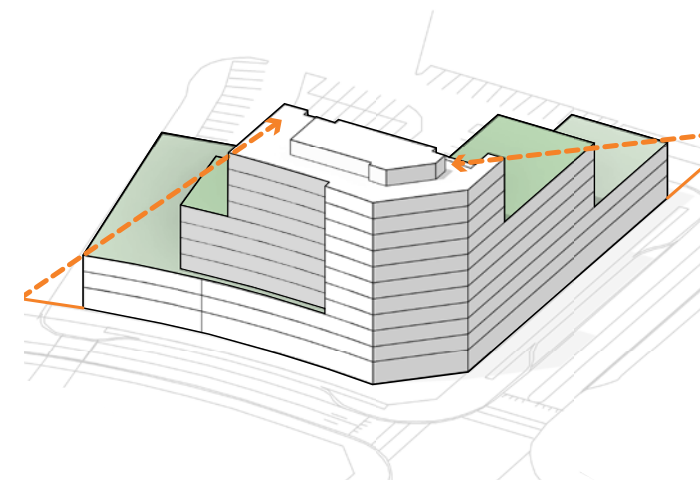
- Mid-rise buildings should terrace and step back at upper levels creating opportunities for outdoor terraces.
- Articulation of the ground, middle, and upper levels should create a differentiated appearance to the building massing.
- Transition the built form of mixed use buildings to adjacent buildings/neighbourhood.
- Mid-rise buildings along Street One should transition in scale to adjacent communities.



PRINCIPLE: CREATE UNIQUE IDENTIFIABLE ADDRESSES AND OPPORTUNITIES FOR OUTDOOR SEATING AT CAFES AND RESTAURANTS.



EXAMPLE: CONNECTION BETWEEN MIXED USE RESIDENTIAL & STREET RELATED RETAIL. (CONDO ON CARDERO ST. PHOTO BY LA CITTA VITA FROM FLICKR).



PRINCIPLE: TERRACE BUILDING FORM AT THE INTERSECTION OF STREET ONE AND RIVERBEND ROAD WITH THE TALLEST BUILDING FORM AT THE CORNER.



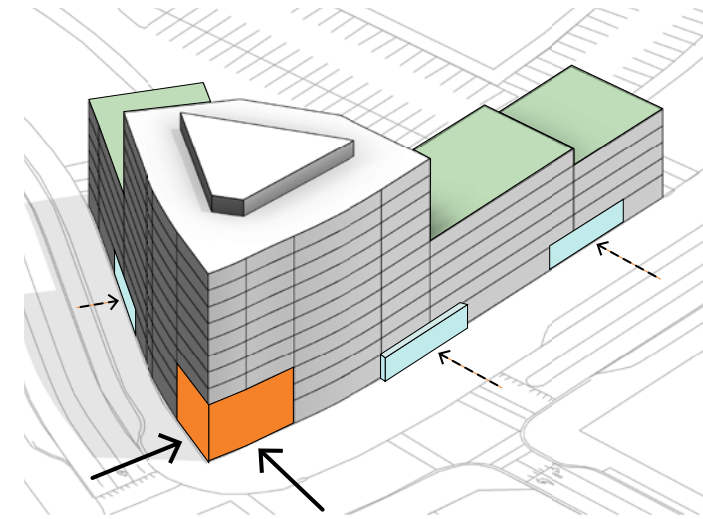
EXAMPLE: TERRACING BUILDING THAT HAS OUTDOOR AMENITY SPACES WITH PLANTING. (CONDOS IN FALSE CREEK, VANCOUVER, B.C. PHOTO BY FUJITARIUJI FROM FLICKR).

#### BALCONIES AND FENESTRATION OF MID-RISE

- Balconies and fenestration should contribute to building articulation and composition.
- Residential balconies over 1.5 meters deep should be encouraged.
- Encourage outdoor planting when appropriate on balconies and terraces.

#### VISUAL INTEREST

- Features should be designed at corner and at grade to create visual interest.
- Visual interest and building differentiation will be achieved through architectural articulation.
- A consistent, but varied material palettes should be utilized to create a common, cohesive language along the streetscape but with some visible variation.



PRINCIPLE: EMPHASIZE THE ADDRESS OF RETAIL USES AT THE CORNER AND MAKE IT THE MOST PROMINENT. CREATE COMPLIMENTARY RETAIL FEATURES AT GROUND LEVEL TO PROMOTE RETAIL USES.



EXAMPLE: PROMINENT RETAIL FEATURE AT THE CORNER WITH OPPORTUNITIES FOR TERRACES ABOVE. (URBAN FARE GROCERY STORE ON THE GROUND FLOOR OF A CONDO. PHOTO BY LA CITTA VITA FROM FLICKR).



EXAMPLE: STEPPED BUILDING MASSING THAT CREATES VISUAL INTEREST AND OPPORTUNITIES FOR TERRACES. (BUILDING IN MALMO STOCKHOLM, SWEDEN. PHOTO BY LA CITTA VITA FROM FLICKR).



EXAMPLE: ARTICULATED BUILDING MASSING AND DIFFERENTIATION OF MATERIALS. (MIXED USE BUILDING IN DENVER, COLORADO. PHOTO BY ARCHITECTURE, FOOD & ONE LITTLE BEAUTIFUL GIRL FROM FLICKR).



EXAMPLE: TERRACING TO CREATE OUTDOOR PATIO SPACES. (MIXED-USE INFILL DEVELOPMENT IN DOWNTOWN KIRKLAND, WASHINGTON. PHOTO BY BRETT VA FROM FLICKR).



MID-RISE RESIDENTIAL DEVELOPMENT WITH PROMINENT GROUND RELATED RETAIL. (SUTOR BROOK IN PORT MOODY, B.C. PHOTO BY STANTEC).

### 6.1.5 residential architecture: townhouses

Goal: Create townhouse developments that provide a mix of unit types, maintain access to outdoor public and private space, and combine interesting architecture. Ensure that long term community viability and value is retained. For residential townhouses the following guidelines should be followed:

#### ENTRANCES

- Create a unique address per unit with appropriate frontage on a street or public way.
- Combine front entrances with an adequate front porch to accommodate seating, entry, and exit.
- Front entrances should be raised somewhat above the adjacent grade to create a comfortable public/private relationship.
- Front and rear entrances should be designed with private outdoor patio spaces with transitional landscaping and screening.
- Design entrances with a 'front door' and direct access from the patio areas to the adjacent public realm.

#### ARTICULATION

- Promote a diverse range of unit types with a variation in look and articulation.

#### MATERIALS

- Promote a high quality palette of materials considering durability, good finish, and detailing.
- Provide good compositional use of material that articulates the facades.

#### FRONT YARDS

- Minimize surfaces used for driveways and parking, minimize curb cuts to maintain green space between units.
- Promote front gardens and porches that allow owners to personalize their home.

#### BACK YARDS

- Provide minimum 9 square meters for private outdoor space such as backyard gardens, decks, patios, and lawns.

#### SIDE YARDS

- Provide side yard every 8 units typically to accommodate landscaping and breaks in townhouse units.

#### GARAGES/PARKING

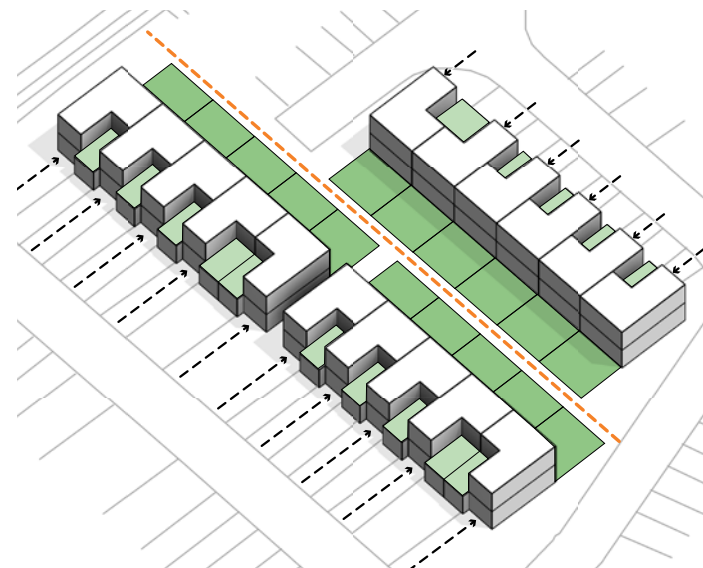
- Provide where possible parking from a shared lane.
- For units with garages in front, provide garage doors of a higher level of architectural quality, avoid blank steel doors.
- Integrate garages and front driveways as part of the streetscape.



EXAMPLE: RAISED PRIVATE PATIO SPACE WITH PLANTING. (TOWNHOUSES IN THE PEARL DISTRICT IN PORTLAND, OREGON. PHOTO BY LIKEWHERE FROM FLICKR).



EXAMPLE: ROOFTOP TERRACE SPACES ON UPPER LEVELS. (TOWNHOUSES AT BORNEO SPORENBURG IN AMSTERDAM. PHOTO BY MARK HOGAN FROM FLICKR).



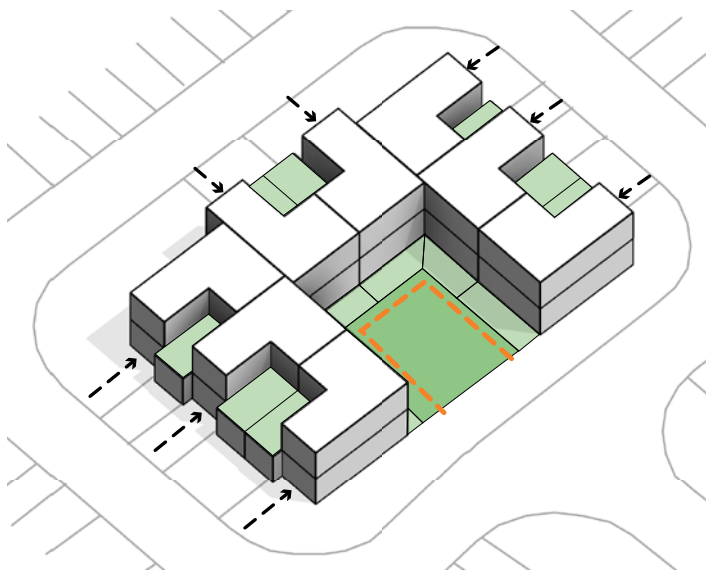
PRINCIPLE: CREATE LINEAR BLOCKS OF TOWNHOUSE UNITS WITH PRIVATE AND SEMI-PUBLIC SPACE.



EXAMPLE: TOWNHOUSE UNITS WITH GARAGES IN FRONT THAT INTEGRATE WELL WITH THE STREET. (THE RAILYARDS IN VICTORIA, B.C. PHOTO BY PACIFIC NORTHWEST REGIONAL ARCHITECTURE FROM FLICKR).



EXAMPLE: AN INTERESTING END CONDITION AND AN OPPORTUNITY FOR OUTDOOR TERRACE SPACE. (TOWNHOUSE UNITS IN STOCKHOLM, SWEDEN. PHOTO BY LA CITTA VITA FROM FLICKR).



PRINCIPLE: CREATE COURTYARD BLOCKS WITH TOWNHOUSE UNITS THAT HAVE A SEMI-PUBLIC COURTYARD SPACE.



EXAMPLE: RESIDENTIAL UNITS THAT HAVE PRIVATE OUTDOOR SPACE ON A SEMI-PRIVATE COURTYARD. (CHAPELLE NEIGHBOURHOOD IN EDMONTON, ALBERTA. PHOTO BY STANTEC).



EXAMPLE: INTERESTING MATERIALS AND FACADE COMPOSITION. (TOWNHOUSE IN DENVER, COLORADO. PHOTO BY BUTTERBEAN FROM FLICKR).



EXAMPLE: WIDER TOWNHOUSES WITH GARAGES IN FRONT WITH INTERESTING MATERIALS AND FACADE COMPOSITION. THE GARAGE DOORS INCORPORATE GLASS CONTRIBUTING TO THE LOOK AND ARTICULATION OF THE UNITS. ('ARTHOUSE' IN DENVER, COLORADO. PHOTO BY ARCHITECTURE, FOOD & ONE LITTLE BEAUTIFUL GIRL FROM FLICKR).



PRINCIPLE: CREATE WIDE TOWNHOUSE UNITS WITH PRIVATE YARDS AND TERRACES ON ROOF SPACES THAT CAN BE ACCESSED.

### 6.1.6 civic architecture

Goals: Create civic architecture that is well integrated into the overall development but maintains the most prominent address and visibility. For civic architecture follow the following guidelines:

#### CIVIC ENTRANCES

- Main entrances to civic buildings should be highly visible from public spaces and major streets.
- A public lobby or atrium with notable architectural design should be encouraged for the entrance of civic buildings.
- Where civic architecture is part of a mixed use development create a prominent feature for the retail and a distinct entrance with lobby or atrium for the civic building.

#### CIVIC IDENTITY

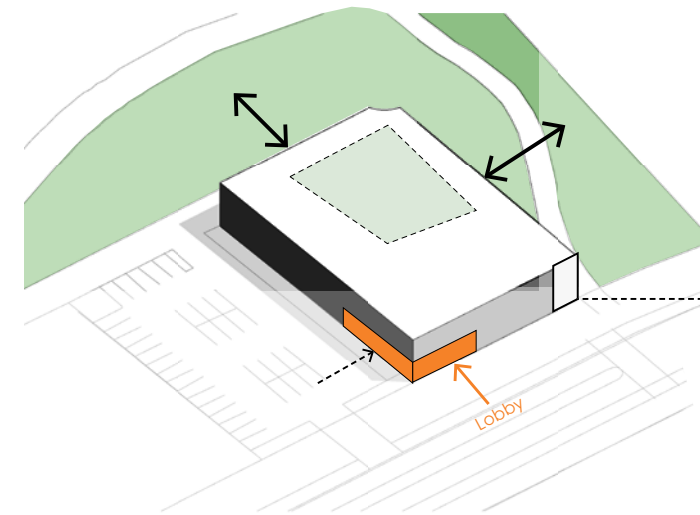
- Civic buildings should be identifiable landmarks within the community with a higher standard of architectural design.
- Consider the visibility and emphasize the presence of civic buildings from One Street, Riverbend Road, and the "Public Plaza" where possible.

#### CORNER BOOKENDS

- Design civic buildings as corner bookends to create an architectural feature highly visible within community.

#### MASSING AND ARTICULATION

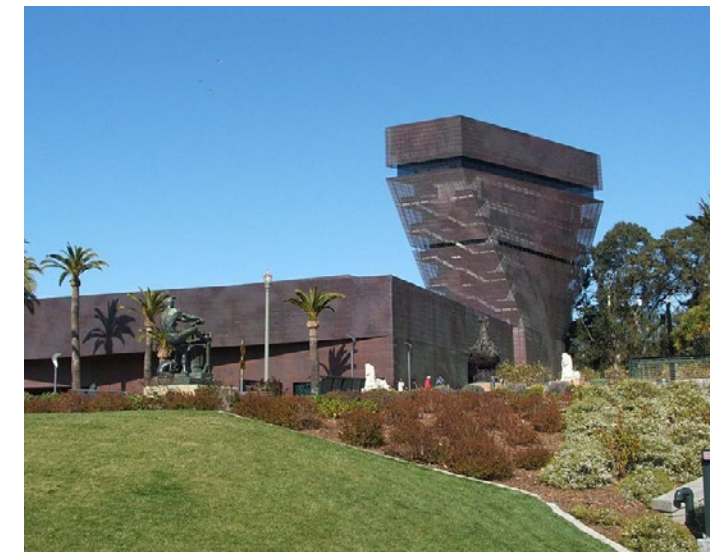
- Create interesting massing that creates opportunities for roof terraces towards major streets or adjacent green space.



PRINCIPLE: DESIGN PROMINENT ENTRANCES AND CORNERS AND PROMOTE CONNECTIVITY TO ADJACENT GREEN SPACES.



EXAMPLE: AN INTEGRATED BUT IDENTIFIABLE CIVIC LANDMARK. (FALSE CREEK COMMUNITY CENTER IN VANCOUVER B.C. PHOTO BY STANTEC).



EXAMPLE: LANDMARK WITH STRONG CONNECTIONS TO ADJACENT NATURAL GREEN SPACES. (DE YOUNG MEMORIAL MUSEUM BY HERZOG DE MEURON IN SAN FRANCISCO, CALIFORNIA. PHOTO BY GOBBLER FROM WIKIMEDIA).



EXAMPLE: PROMINENT CORNER BOOKEND AND LOBBY. (CITY LIBRARY IN NEWCASTLE, U.K. PHOTO BY JOHN LORD FROM FLICKR).

### 6.1.7 retirement architecture

Goals: Create retirement architecture that provides very high quality outdoor amenity space for its residents and visitors and is easily accessible and straight forward to occupy. For retirement architecture follow these guidelines:

#### RETIREMENT ENTRANCES

- Ensure retirement building entrances are highly visible, exceed accessibility standards and codes, and have a designated drop off area close to the front doors.
- Create an architectural feature such as canopy, large overhang, or significant change in material and building massing that demarcates the entrance and drop-off.

#### BUILDING ARTICULATION

- Building form should be articulated horizontally and vertically to reduce visual impact and scale. Avoid long facades without variation in materials and/or composition.

#### MATERIALS

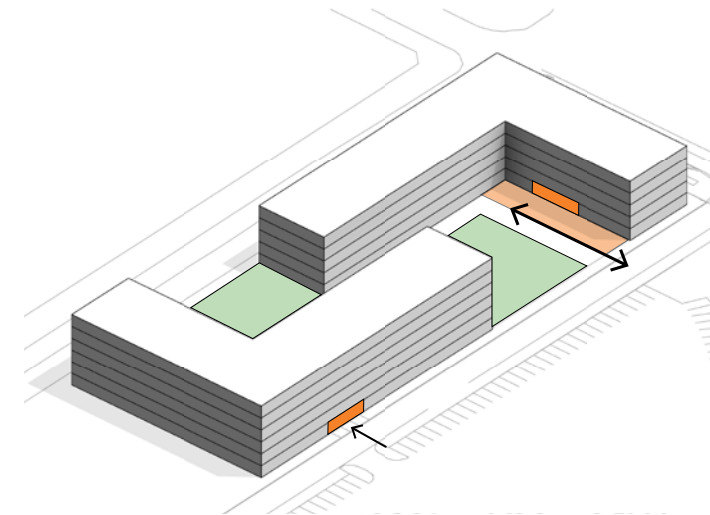
- High quality and durable architectural materials should be used for cladding.
- Materials should be used to give identity to differentiate the building so that unique identities are created as a method of wayfinding.

#### AMENITY SPACES

- Provide high quality amenity spaces for shared use and visitation, ensure that the spaces are provided with natural daylight.

#### SEMI-PUBLIC OUTDOOR SPACES/ COURTYARD

- Ensure access to natural daylight with appropriate building separation for courtyards.
- Provide outdoor amenities such as gathering spaces and outdoor seating and dining.



PRINCIPLE: CREATE RETIREMENT ARCHITECTURE AS A MID-RISE BUILDING TYPE WITH SEMI PUBLIC COURTYARDS, WELL CONSIDERED DROP OFF AREAS, AND ACCESSIBLE ENTRANCES.



EXAMPLE: HIGH QUALITY OUTDOOR AMENITY SPACE WITH SEATING AREAS FOR SENIORS. (WEXFORD CREEK NURSING HOME IN NANAIMO, B.C. PHOTO BY STANTEC).



EXAMPLE: A WELL SITUATED DROP OFF AREA AND GOOD COMPOSITIONAL USE OF MATERIALS AND BUILDING MASSING. (ST. JOSEPHS CONTINUING CARE IN CORNWALL, ONTARIO. PHOTO BY STANTEC).



EXAMPLE: SEMI-PUBLIC OUTDOOR SPACE WITH GATHERING SPACE. (SAHO COURTYARD AT ST. ANNE HOSPITAL IN MANITOBA. PHOTO BY STANTEC).

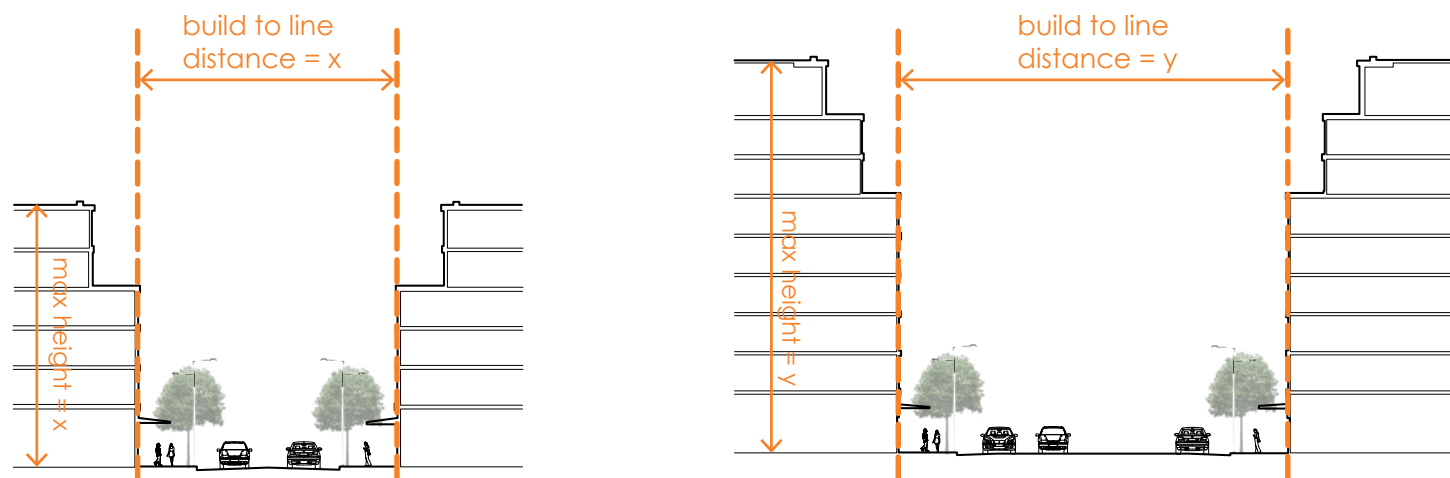
## 6.2 general built form guidelines

Across the community we are proposing a set of General Architectural Design Guidelines to establish a framework of design for all building types:

- Maximum Building Height,
- Minimum Building Height,
- Minimum Ground Floor Height,
- Front Facades and Angular Planes,
- Maximum Building Width,
- Roofs and Roofscapes,
- Loading, Servicing and Vehicular Access,
- Transition to Adjacent Buildings/Neighbourhoods,
- Limiting Blank Sidewalls,
- Corner Sites, Height and Angular Plane,
- Continuous Street Walls,
- Weather Protection,
- Bird Friendly Design Guidelines,
- Passive Solar Design.

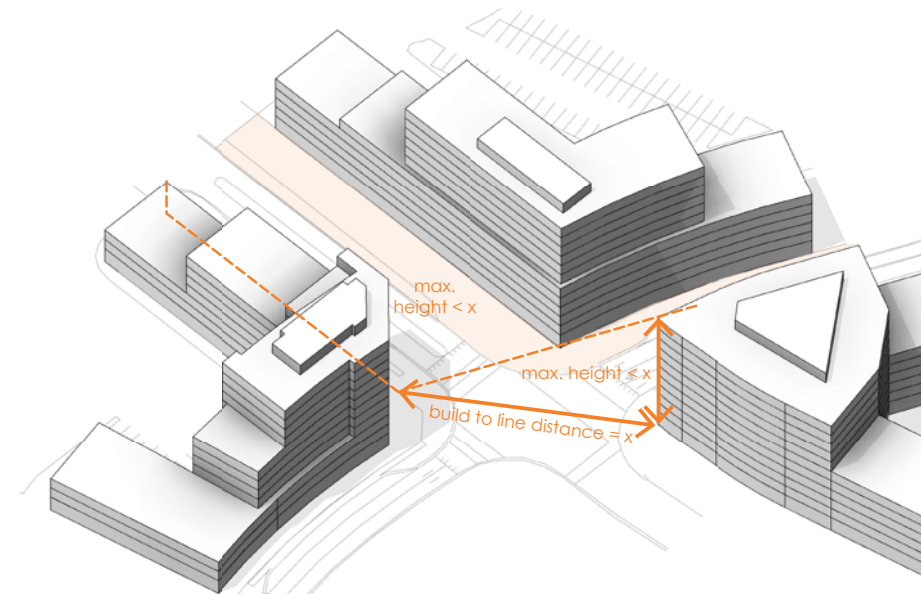
### 6.2.1 maximum building heights

Maximum building heights are identified in the height plan. However, generally no building shall be taller than the distance between 'build-to-lines'. The corner sites at the intersections of Riverbend Road and Street One and the East Link and Street One are exempt from this rule.



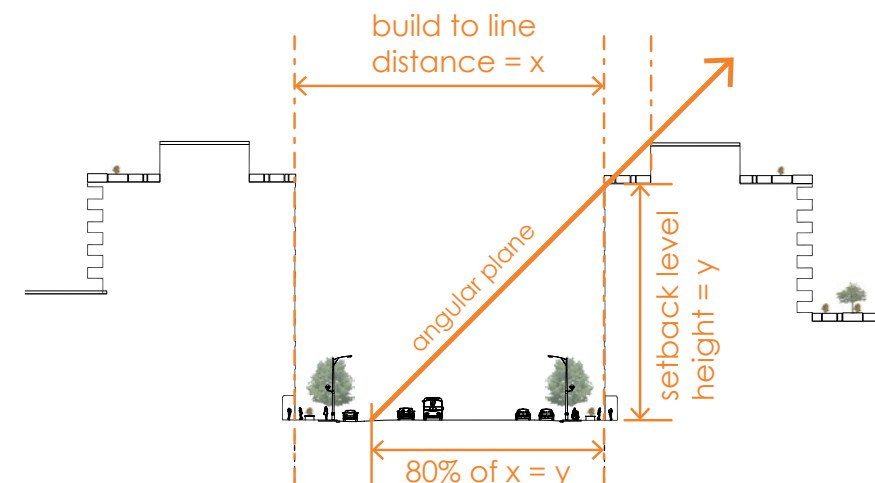
### 6.2.2 corner sites, height and 'book ends'

Treat the corner sites at the intersections of Riverbend Road and Street One and the East Link and Street One as unique opportunities by creating 'bookends' that have a higher level of architectural treatment and create visual interest and identity. The height of these corner sites should be less than the diagonal distance between 'build-to-lines' at the intersections.



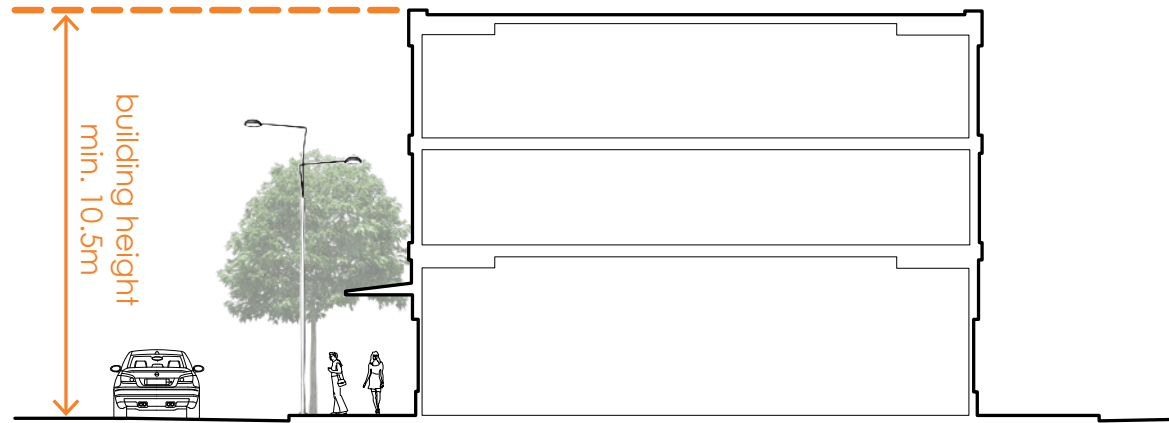
### 6.2.3 front facades and angular planes

In order to provide relief to the prevalent street facade on Riverbend Road and Street One a 45 degree angular plane will be taken from a height equivalent to 80% of the 'build-to-line'. At this level, a setback equivalent to the floor-to-floor height must take place. Subsequent floors may continue this setback up to the height outlined in 6.1.1 or 6.1.2 depending on the relevant scenario. This will help control building massing along public streets to allow for solar access to the sidewalks and "Central Plaza" that may be impacted by development. Ensure that the angular plane provides for natural light access standards of solar access on Spring and Fall Equinox. Study the cumulative shadow impact of development, surrounding buildings, and trees to ensure that new developments meet natural light access standards.



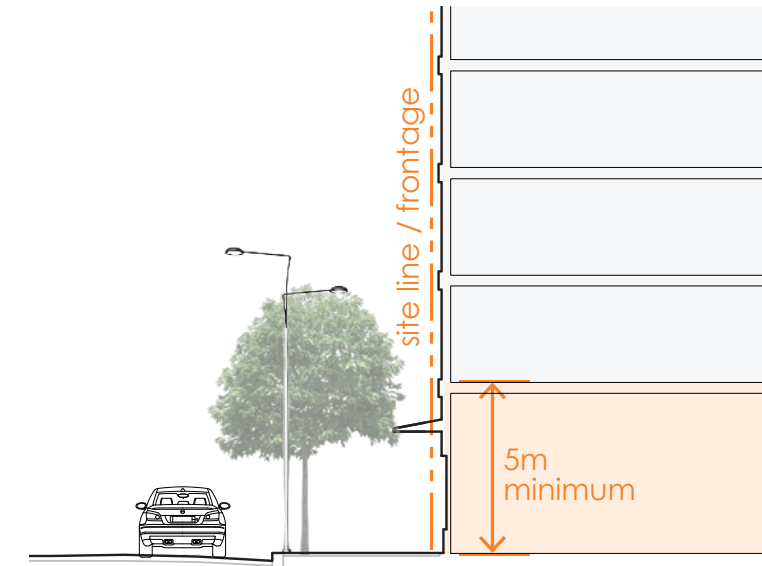
### 6.2.4 minimum building heights

To create a pedestrian environment through the use of street walls that are generally consistent, all buildings must achieve a minimum height of 10.5 meters (3 stories) at the street frontage, with the exception of the town houses. Buildings 4 & 3 Block F, Building 1 Block D and Building 1 Block A.



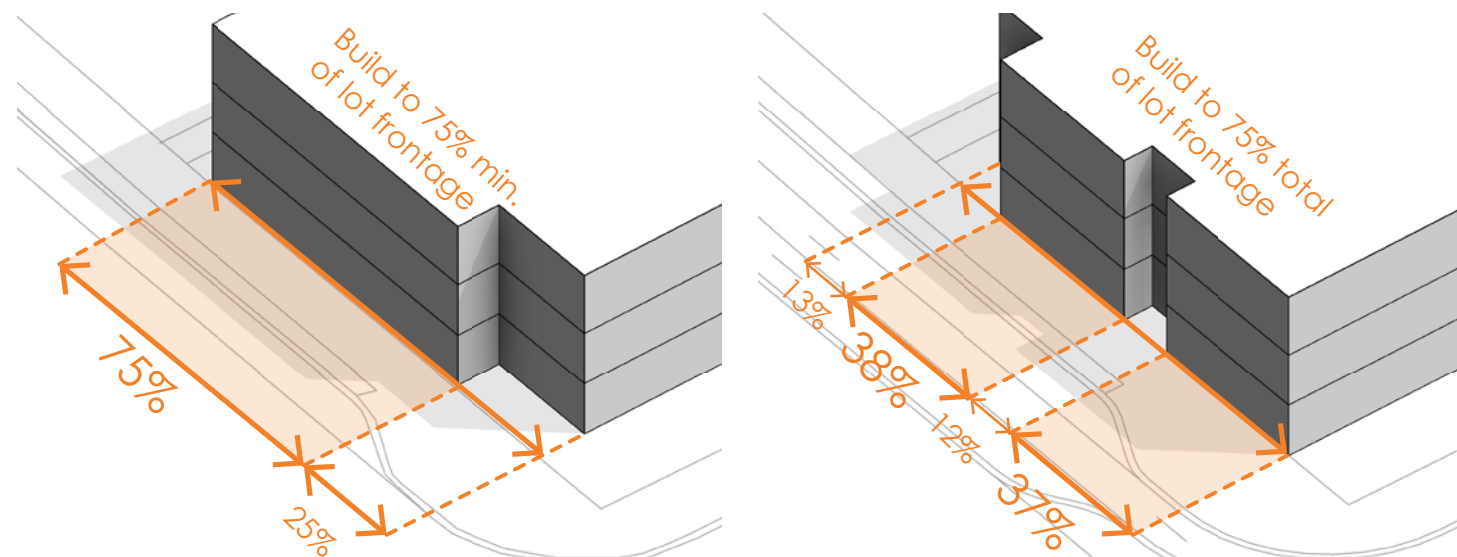
### 6.2.6 minimum ground floor height

All buildings along Riverbend Road and Street One shall provide a minimum 5 meter ground level floor to floor height (measured from average grade) to allow for flexible tenant space and to allow for sufficient clearance for loading. Where residential uses front Riverbend Road or Street One the height from grade to the top of the second story should also measure 5 meters.



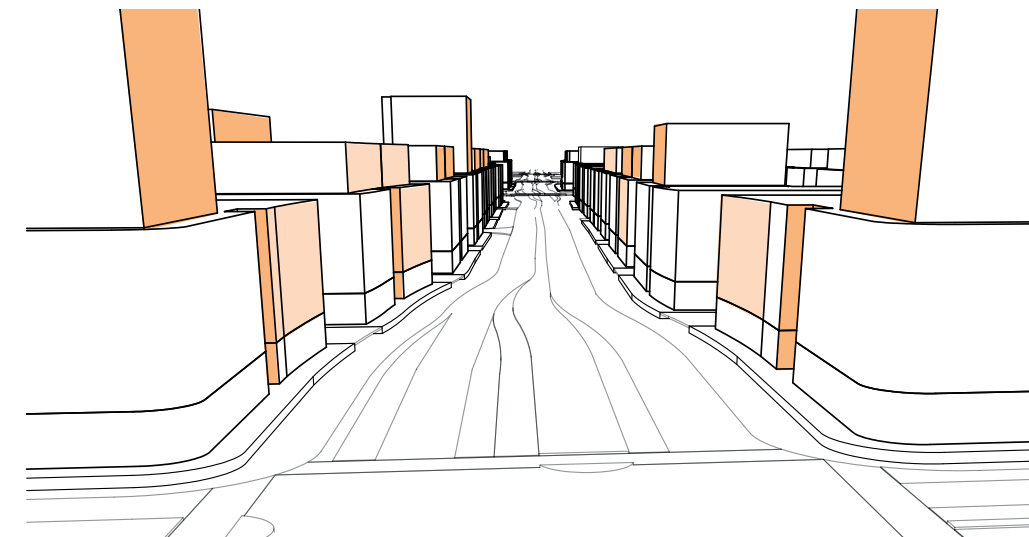
### 6.2.5 front facades

All buildings along Riverbend Road and Street One shall have at least 75% of their facade built up to the site or other applicable lines. The remaining 25% may be set back up to 5 meters to allow for associated uses such as outdoor patios, bike parking etc. If 75% of building frontage is achieved, limits to other setbacks are not required. For example frontage may be 12% in, 37% out, 13% in, and 38% out. Any similar combination is acceptable as long as 75% frontage is maintained.



### 6.2.7 maximum building width and variation

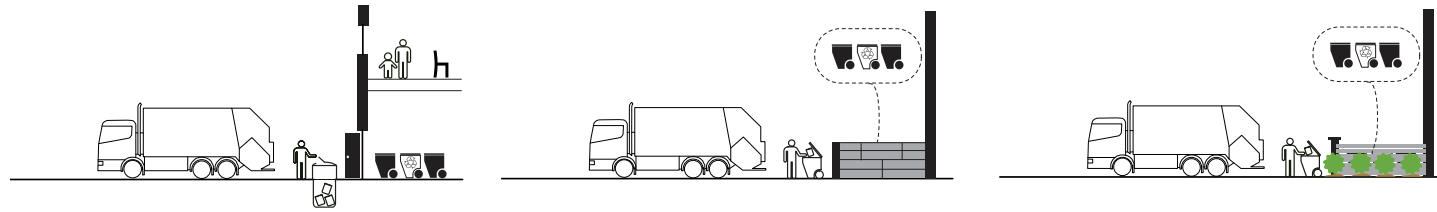
All buildings fronting Riverbend Road or Street One shall have their building massing broken up both physically and visually into a smaller pedestrian comfortable scale to create more variation and interest. A variation in building width should be encouraged to create a sense of variety for the scale of buildings. More height can be encouraged at corner sites to create more visual impact.





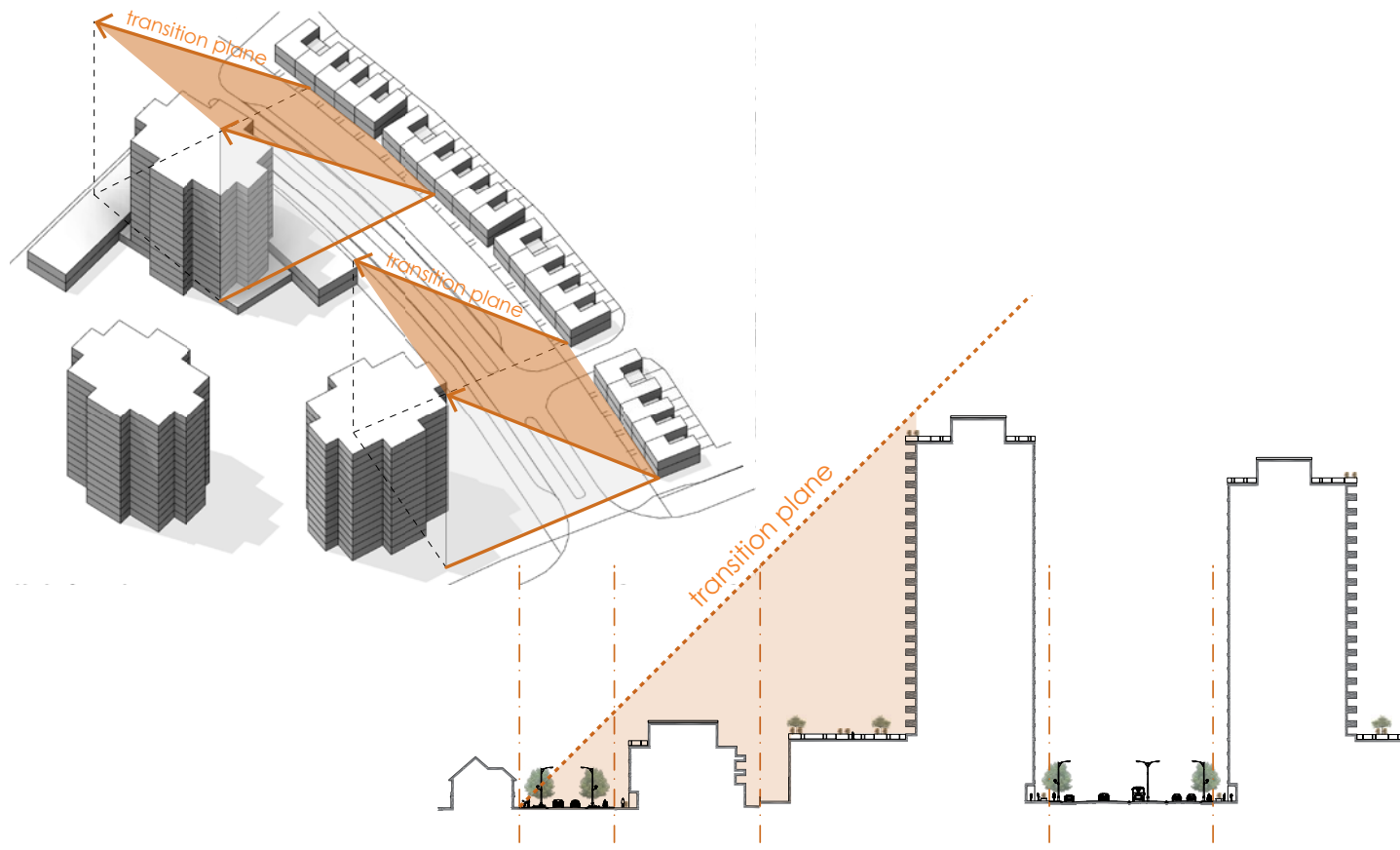
### 6.2.8 loading, servicing and vehicular access

Architecturally screen loading areas. Locate loading, servicing, and vehicular access away from entrances, pedestrian circulation, and significant public visibility. Minimize the number of curb cuts required by combining or consolidating vehicular access points. Loading areas – design loading areas so that service vehicles do not reverse over pedestrian areas, public walkways, and sidewalks. Generally loading should be at the rear of buildings.



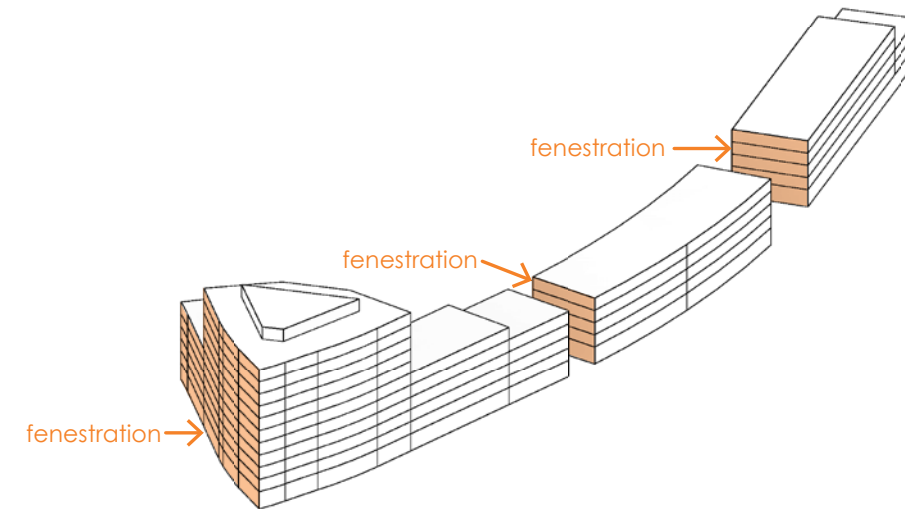
### 6.2.9 transition to adjacent buildings/neighbourhoods

Use an angular plane to control the transition of development adjacent to existing buildings and neighbourhoods. Use a 45 degree angular plane from the closest site line of an existing property adjacent to new development and limit the height of the new development according to this line.



### 6.2.10 limiting blank sidewalls

Limit the amount of blank side walls on buildings by providing fenestration on all facades visible to the public and residents. Respect OBC codes for limiting distance ensuring that fenestration may be provided for buildings within close proximity. Do not allow blank sidewalls at major intersections or along public streets. Promote parti-wall conditions where developments abut one another.

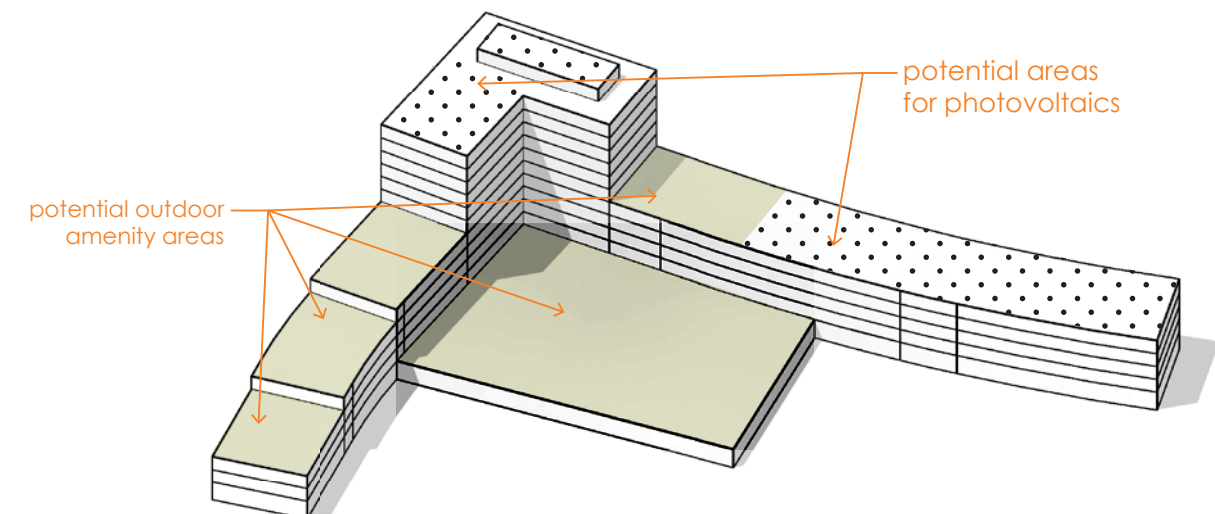


### 6.2.11 roofs and roofscapes

With the exception of the townhouses, care shall be taken in the design of the buildings roofs. Roofs shall be designed to accommodate either photovoltaics or outdoor amenity spaces.

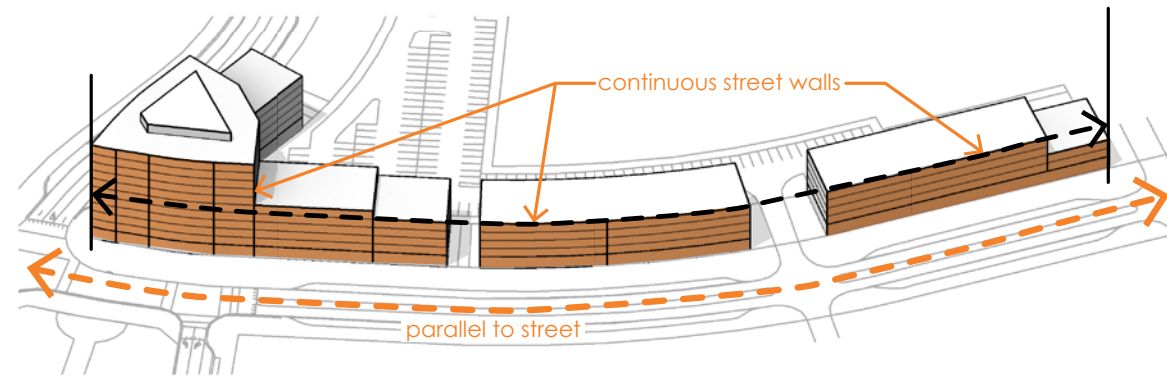
Mechanical penthouses may exceed the maximum height of the buildings by no more than 5 meters but must not extend past the angular planes.

Mechanical penthouses must be designed and clad with materials which are complementary to the building and create visual interest. Mechanical areas which can be "looked down" upon from adjacent buildings must also be designed to conceal these areas.



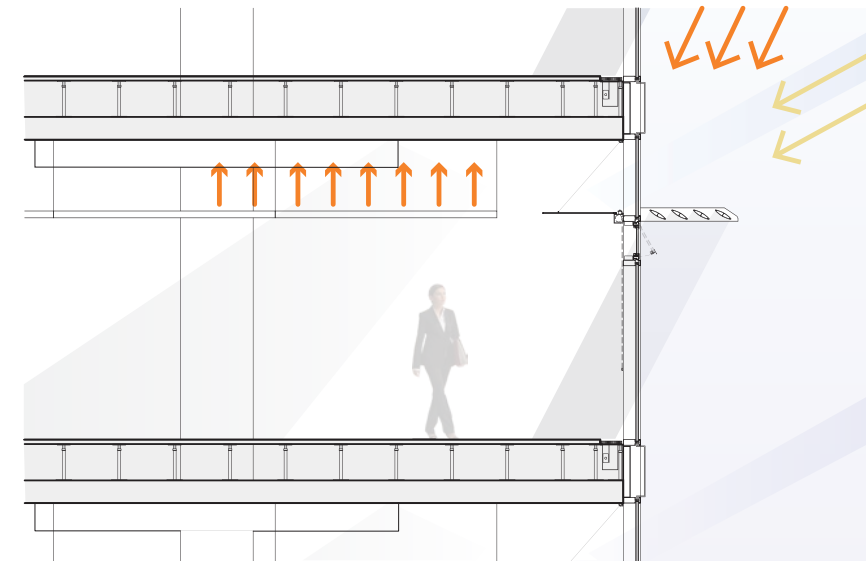
### 6.2.12 continuous street walls

Promote continuous unbroken street walls by encouraging developments to fill the full width of the block fronting public streets. Encourage adjacent buildings to be built parti-wall so that there is no break in street frontage unless a break in frontage is desired for a mid-block pedestrian connection. Ensure that developments conform to the guideline summarized in "Front Facade Angular Plane" so that street walls retain a minimum and maximum height.



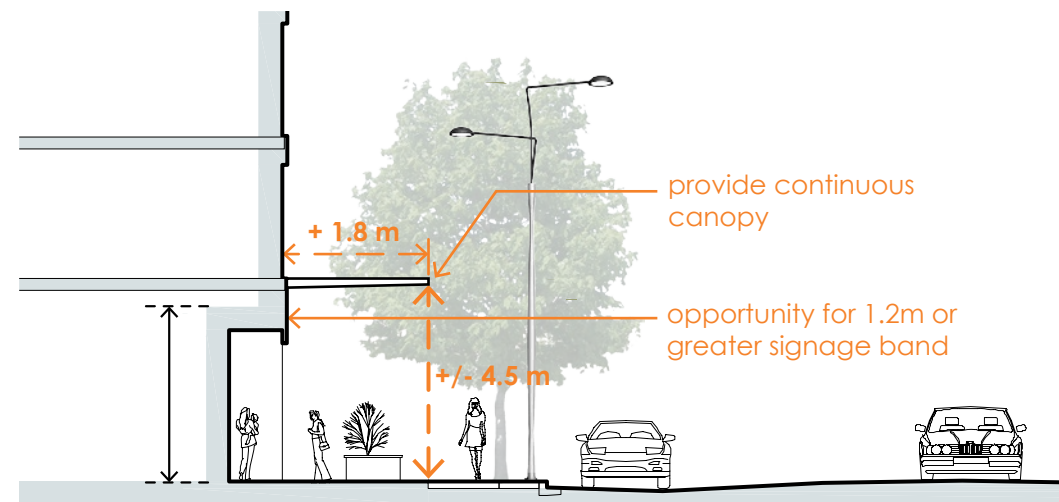
### 6.2.14 passive solar design

The buildings should incorporate passive solar design concepts. The design of the buildings should incorporate passive heating, daylighting and solar shading strategies. Lastly a great consideration should be put to thermal mass and the overall tightness of the envelope.



### 6.2.13 weather protection

Provide a continuous canopy along pedestrian areas and at entrances. Locate canopy at around 4.5 meters above ground level with a depth 1.8 meters or greater. Weather protection along the street should be achieved through canopies and architectural overhangs or a varied combination of the two. This will also provide visual interest along the street. Thought should be given to up light these soffits to provide interest and warmth at night.



### 6.2.15 bird friendly design guidelines

The architecture of West Five shall be designed to enhance the natural environment and create conditions for native birds to thrive in the City of London and to avoid bird strikes. Glazed surfaces on new developments should incorporate "Bird-Friendly" glass treatment to 12 meters above grade.

# 8. Pedestrian Environment

West Five's attractive, inviting, and functional pedestrian environments will be the cornerstones of its 'sense of place'. The community will be designed with pleasant walking environments, convenient pedestrian access, a range of pedestrian environments, and high quality spaces for pedestrians. The pedestrian environment of West Five will tie the community together and promote a healthy lifestyle. Integrating public and private space, within a walkable community, will be important for meeting the City of London's placemaking goals.

In this chapter the pedestrian environment will be described with design guidelines for the following areas:

- pedestrian corridors
- raised intersections and crossings
- pedestrian priority crossing
- wayfinding

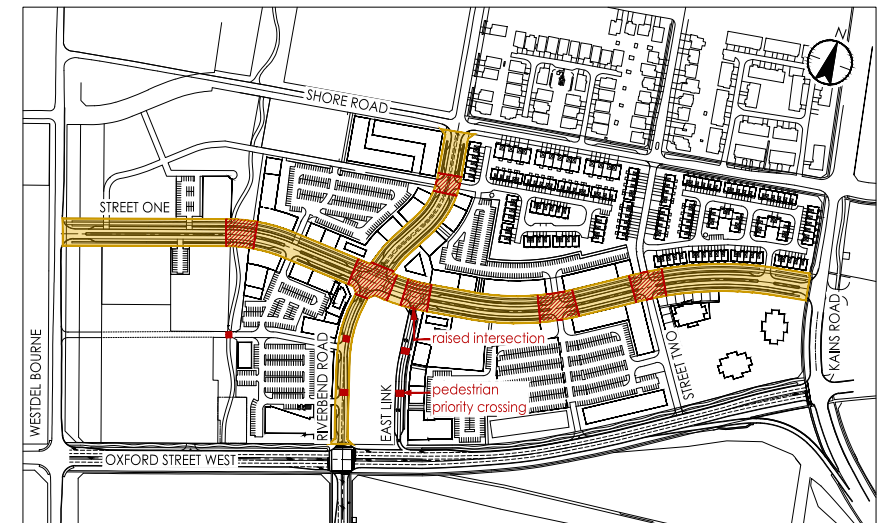
## pedestrian corridors

### what & where

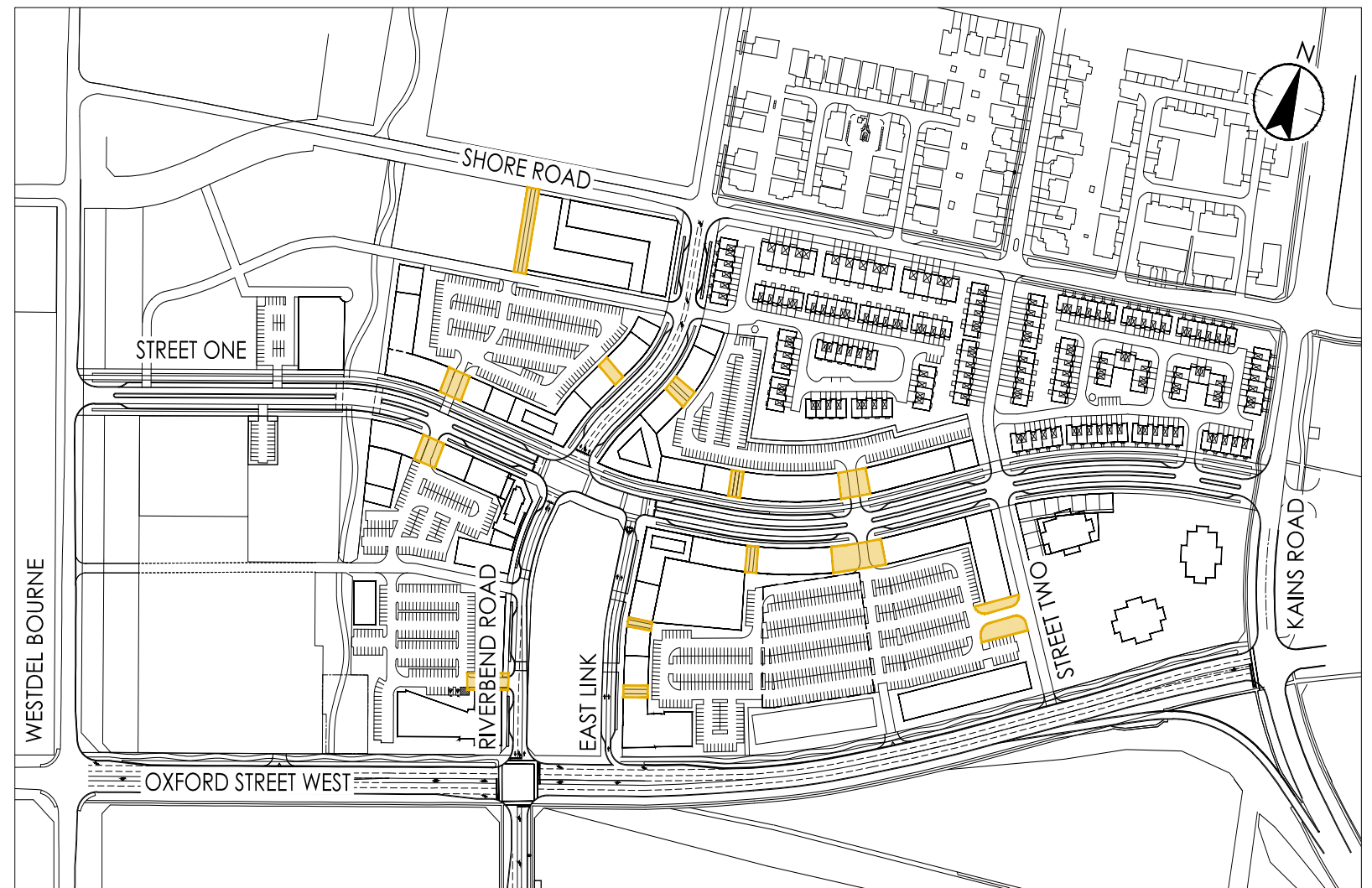
The connections, including walkways, planting, lighting, etc., which vary in width, between surface parking lots and building entrances and streetscapes.

### design intent

To enhance the pedestrian connections between surface parking arrival points and destinations to offer safe and pleasant traveling experiences.



West Five Streetscapes



West Five Pedestrian Corridors

## pedestrian corridors

GOAL: Design for pedestrian comfort and safety.

### GUIDELINES:

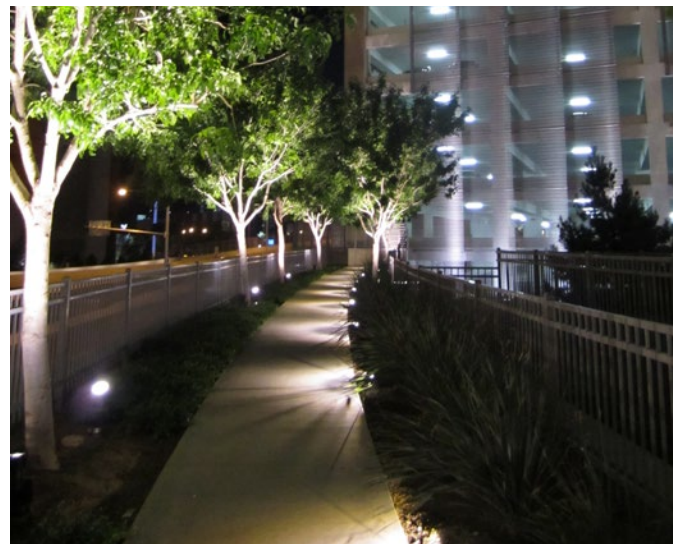
- Provide minimum 3.0m wide concrete sidewalk with minimum 1.5m landscape area on either side for trees, shrubs, ornamental grass & perennials, site furniture, and lighting.
- Hard surfaces should be non-slip and have minimal jointing and must align with AODA requirements.
- Pedestrian walkways should have a minimum cross-slope of 1.5% and a maximum cross-slope of 2.0% where possible.
- Use concrete in one continuous pour with lightly textured finish as main sidewalk system (monolithic, easy to traverse, reduced slipping hazard, and generally low maintenance).
- Pedestrian connections should have covered seating areas at key locations (including transit stops, steep areas, etc.).
- Continuity of surface and site furnishing theme/brand should be immediately evident and replicated throughout pedestrian corridors (with some variation encouraged).
- Consider coordinating a public art or gateway feature with the entrances to pedestrian corridors.

### plant material selection

GOAL: To soften the transition between building walls & ground plane and while providing pedestrian scale and comfort.

### GUIDELINES:

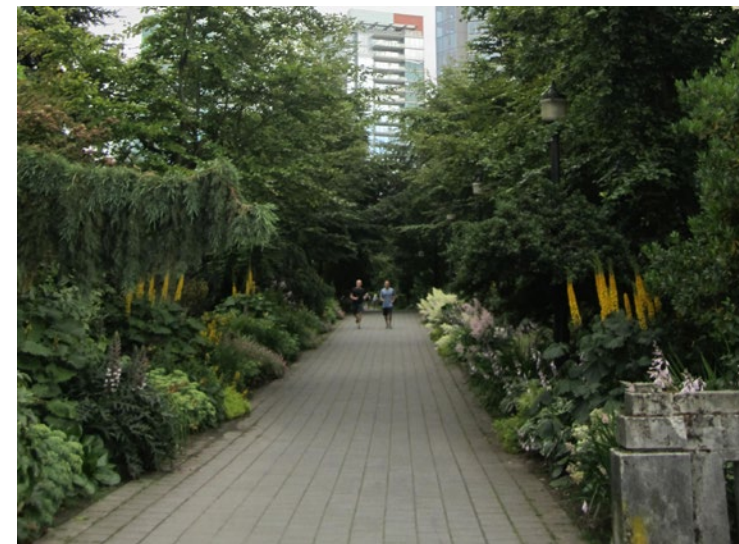
- Planting will not encroach into pedestrian circulation areas.
- Shade will be provided along pedestrian routes.



PEDESTRIAN CORRIDORS SHOULD BE WELL LIT FOR PEDESTRIAN COMFORT & SAFETY. (CITY CENTER, PARKING ACCESS. PHOTO BY LA CITTA VITTA FROM FLICKR)



ENTRY GATEWAY/PUBLIC ART COULD SIGNALIZE ENTRANCE OF PEDESTRIAN CORRIDORS. (GRANVILLE ISLAND'S. PHOTO BY LA CITTA VITTA FROM FLICKR)



LANDSCAPED PEDESTRIAN WALKWAY. (LANDSCAPE DESIGN IN THE CITY. PHOTO BY LA CITTA VITTA FROM FLICKR)



(PEDESTRIAN ACCESS, PARIS NEAR PARC DE BERCY. PHOTO BY LA CITTA VITTA FROM FLICKR).

- Seating nodes with landscaping will be provided along pedestrian routes, avoiding use of large coniferous trees.
- Maintain open views into and throughout pedestrian corridors when considering plant material selection.
- Plant material will be selected judiciously to promote pedestrian sense of security and allow for informal surveillance.
- Refer to the General Planting Guidelines and the 'Pedestrian Corridor' column in the Recommended Plant Species Palette, noting where shade tolerant plants are required due to shading from adjacent buildings.

### lighting / safety

GOAL: Maintain pedestrian scale and sense of security/comfort.

### GUIDELINES:

- Corridors must be well-lit, meeting or exceeding minimum design standards.
- Width of corridor and design elements must work together so that corridors do not feel/look like alleys (comfortable length and width with pedestrian scale features).
- There should be windows providing open sight lines from buildings to pedestrian connections.

### winter design

GOAL: To encourage active use of pedestrian corridors, while maintaining pedestrian comfort & safety through the winter season.

### GUIDELINES:

- Consider snow removal/storage and winter maintenance.



STRATEGIC PLANT SELECTION TO ENHANCE PEDESTRIAN EXPERIENCE. (ACCESS, LANDSCAPED PATHWAY. PHOTO BY LA CITTA VITTA FROM FLICKR)

## raised intersections & raised crossings

GOAL: To slow traffic speeds, create driver awareness of pedestrians, and to prioritize pedestrian circulation at important intersections.

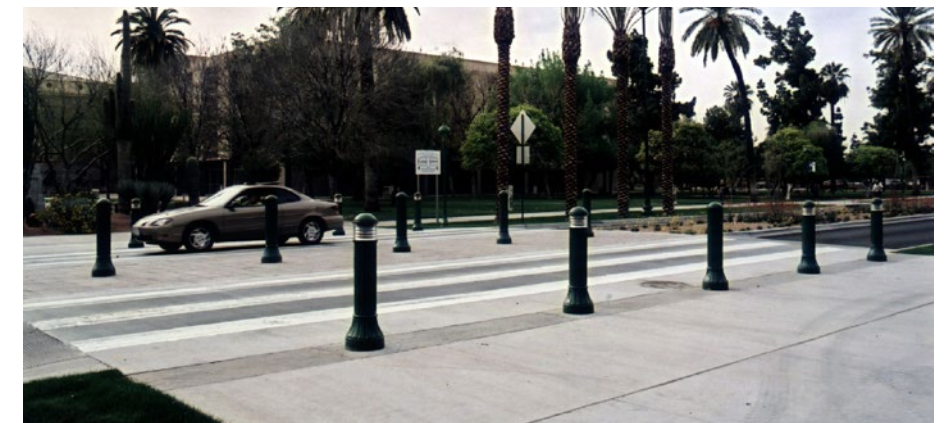
Located on Street One between RiverBend Road & The East Link intersections (along the "Central Plaza") and mid block at the "North-South Trail" (west of RiverBend Road & Street One intersection). The intersection of RiverBend Road and Street One (extending along Street One to The East Link) is the heart of West Five and a central location within the community. A strong connection with the raised intersection and the "Central Plaza" should be evident.

### GUIDELINES:

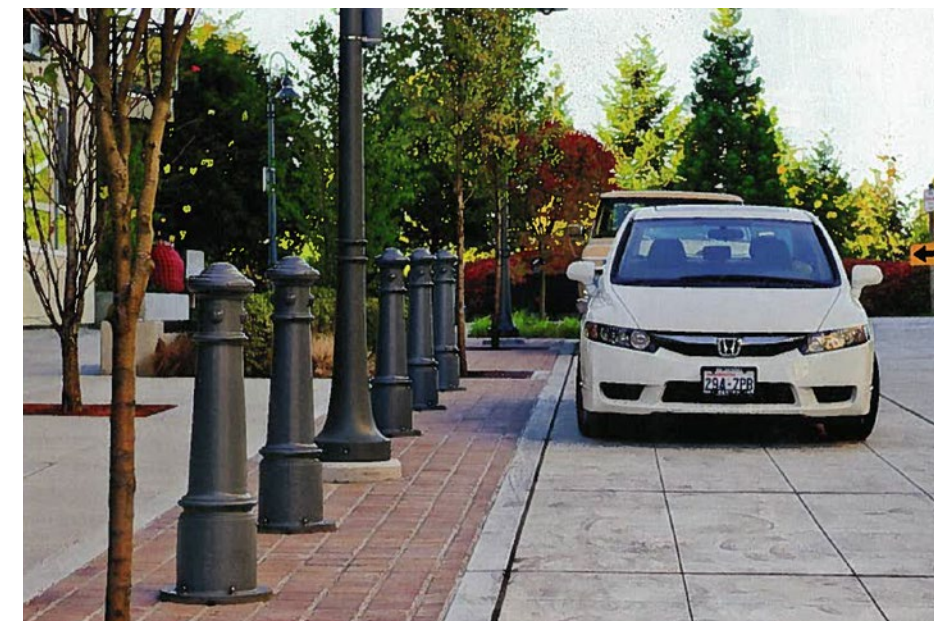
- Intersection height to be flush with sidewalk/curb height and in accordance with approved transportation standards.
- Crosswalk surface treatment should provide visual cues for drivers emphasizing the pedestrian's priority at raised intersections, preferably through differentiation in surface colour and texture.
  - Pavement markings/line painting is not preferable as their visual or tactile impact upon users is much less.
  - Signage is also not preferred, as it clutters the streetscape.
  - Alternate paving materials or colour/texture treatments must be set flush with adjacent road paving.
- Crosswalk should be constructed of colours, materials, and textures that are durable and easy to maintain, considering seasonal influences (i.e., rain, snow).
- Avoid creating tripping hazards within the pedestrian realm.
  - Textured asphalt or stamped concrete are preferable options for distinct crosswalk surfaces that achieve the desired objective.
  - Precast unit pavers or stone which may become loose and require regular maintenance are not preferred.
- Incorporate public realm theming into raised intersection design, possibly through decorative paving design, colour, or texture.



RAISED PEDESTRIAN CROSSING. (17th AVENUE, PHOENIX, ARIZONA, PHOTO BY STANTEC).



RAISED INTERSECTION & PEDESTRIAN CROSSING. (17th AVENUE, PHOENIX, ARIZONA, PHOTO BY STANTEC).



RAISED INTERSECTION, LEVEL WITH PEDESTRIAN REALM. (MERCER ISLAND, WASHINGTON. LANDSCAPE ARCHITECTURE MAGAZINE, MARCH 2013 ISSUE).

## pedestrian priority crossing

GOAL: To clearly distinguish pedestrian crossings through visual and physical cues (areas for increased use and pedestrian safety).

Located on RiverBend Road & The East Link at mid block crossings (along the "Central Plaza") and at the "North-South Trail" (west of "Central Plaza").

### GUIDELINES:

- Pedestrian priority crossings are to occur at each intersection (raised intersections treated per that section), and at mid-block pedestrian crossing points (shown on the drawing).
- Crosswalk surface treatment should provide visual cues for drivers emphasizing the pedestrian's priority at raised intersections, preferably through differentiation in surface colour and texture.
  - Line painting is not preferable as their visual or tactile impact upon users is much less.
  - Signage is also not preferred, as it clutters the streetscape.
  - Alternate paving materials or colour/texture treatments must be set flush with adjacent road paving.
- Crosswalk should be constructed of colours, materials, and textures that are durable and easy to maintain, considering seasonal influences (i.e., rain, snow).
- Consider maintaining a monolithic asphalt surface to minimize introduction of different paving material (reduce differential settling & resulting maintenance implications), such as traffic Patterns XD, Trafficscapes' stamped/coloured asphalt).

- Use 'bump-outs'/curb extensions of the boulevard to exaggerate/extend sidewalks into pedestrian crossing areas and provide traffic calming.
- Ensure width of pedestrian crossing area is 3.0m minimum (at both intersection and mid-block crossing points).
- Incorporate accessible curb cuts at all intersections and crossings, and tactile plates per AODA requirements.
- Incorporate public realm theming into pedestrian priority crossing design, possibly through decorative paving design, colour, or texture.

### winter design

GOAL: To encourage the same vibrant & active streetscapes, while maintaining pedestrian comfort & safety, through the winter season.

### GUIDELINES:

- Snow storage/removal
- Heated pedestrian walkways.
- Heated patios.
- Wind screens.



STAMPED & COLOURED ASPHALT CROSSING. (TRAFFICSCAPES - TRAFFIC PATTERNS XD).



STAMPED & COLOURED ASPHALT PEDESTRIAN CROSSING. (TRAFFICSCAPES - TRAFFIC PATTERNS XD).



CURB EXTENSION/BUMP-OUT AT PEDESTRIAN CROSSING. (PEDESTRIAN CROSSING. PHOTO BY STANTEC).



LANDSCAPED CURB EXTENSION. (PHOTO BY STANTEC).

## wayfinding

Within an urban environment, a wayfinding strategy helps guide people where they need to go. Clear and legible signage for wayfinding is important because it helps direct pedestrians, cyclists, and motorists to navigate through urban spaces. Safe communication between different modes of transportation is often provided by signage for wayfinding. Urban areas can become cluttered and confusing making wayfinding difficult. Too many wayfinding elements can become redundant and confusing as well. The best approach is to strategically locate wayfinding elements in obvious but non-obstructive locations and to integrate signage with required elements such as benches, street lighting, walls, and paving.

Wayfinding should be implemented in a way that unifies the community and makes navigation easier without becoming overbearing. West Five should have a coordinated but simple wayfinding strategy so that pedestrians, cyclists, and motorists are able to cross paths safely on sidewalks, bike lanes, and roads. Strategies to minimize the need for wayfinding signs such as using a consistent paving material for walkways that lead to retail areas should be encouraged.



SIGNAGE POSTS MAY BE INCORPORATED AT A FEW STRATEGIC LOCATIONS LIKE MAJOR INTERSECTIONS OR AT ENTRY POINTS TO THE "NORTH-SOUTH TRAIL". (RAINIER BEACH WAYFINDING SIGNS. PHOTO BY ORAN VIRIYINCY FROM FLICKR).



INCORPORATE SIGNAGE INTO VARIOUS ELEMENTS SUCH AS RETAINING WALLS, BRIDGES, AND PLANTERS TO ENCOURAGE WAYFINDING. THIS IS A MINIMAL BUT EFFECTIVE WAYFINDING STRATEGY. (WEST TORONTO RAIL PATH SIGNAGE. PHOTO BY STANTEC).



WALK EDMONTON USES SIGNAGE PYLONS FOR WAYFINDING. THIS WAYFINDING APPROACH MAY BE INCORPORATED AT A CENTRAL LOCATION FOR VISITORS TO FIND KEY FEATURES OF THE COMMUNITY LIKE MAJOR RETAILERS OR THE "CENTRAL PLAZA". (EDMONTON WAYFINDING. PHOTO BY MACK MALE FROM FLICKR).