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File: OZ-8114
Planner: C. Smith

Appendix "E"



HOLABIRD & ROOT



REVISED 04.25.2013

EXECUTIVE SUMMARY

Holabird & Root is pleased to present the revised SoHo Wellington Centre Urban Design Brief for the review of the January 29, 2013 Urban Design Brief revisions.

The Urban Design Brief has been updated to reflect the clarifications with every effort to interpret and meet the requirements of these changes to better meet the needs of the City of London and Fincore Canada. Following are the responses for ease of reference and location within the Brief.

BCC Zone

BCC Area:	6,239 m ²
Building Coverage:	40.7%
Total Clinic GFA:	14,492 m ²
Total Retail GFA:	1,124 m ²
Total Dwelling Units:	110
Total Vehicle Parking:	228 stalls
Total Bicycle Parking:	36 public stalls

Residential Zone

Residential Area:	13,273 m ²
Building Coverage:	42.4%
Total Townhouses:	58 units
Total Retirement:	78 units
Total Nursing Home:	130 units
Total Vehicle Parking:	614 stalls
Total Bicycle Parking:	150 stalls

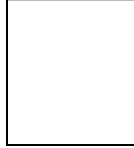
See Figure 1c.03 Site Plan—Vehicular Entrances, Public Transit, Adjacent Zoning, page 17 for the Church location.

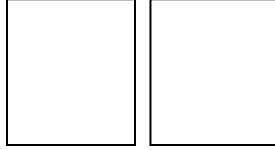
See Page 11 for updated program, reflecting the permitted uses provided by the City of London.

All elevations, diagrams, plan diagrams, sections, and renderings have been updated to illustrate recent adjustments to the layout. The West Tower has been altered to accommodate the Upper Thames Land.

Design Guideline: SoHo Wellington Centre's final design will acknowledge the City's request that the South Street Townhouses will have facades with varied depth to create a more dynamic and varied street wall.

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REVISED 1.18.2013

EXECUTIVE SUMMARY

Holabird & Root is pleased to present the revised SoHo Wellington Centre Urban Design Brief per the January 14, 2013 Fincore Design Options Review Meeting Comments. The Urban Design Brief has been updated to reflect the revisions with every effort to interpret and meet the requirements of these changes to better meet the needs of the City of London and Fincore Canada. Following are the required revisions and responses for ease of reference and location within the Brief. Responses are in *italics*. Where there is no response written, the statement has been compiled with or is evident in the design without further description.

SITE VEHICULAR ACCESS

East

- Waterloo Street to be extended for vehicular access to east tower. Plan to show two access options, one from existing Waterloo Street right-of-way and one from realigned Waterloo Street.
 - See Figure 1c.03, Page 17

North

- Buildings to be "at property line" therefore strive for near-zero setback.
 - See Figure 2b.01 & Figure 2b.02, Pages 36 & 37

- Clearly indicate on plan those features implementing the SOHO-CIP "Green Street" that are on public property, and indicate the applicant's position on providing for their construction/installation in the event they are not provided using City funds.
 - The applicant, Fincore Canada, will work with the City of London to realize needed site improvements.
 - See Figure 2b.01, Figure 2b.02 & Figure 2c.02 Pages 36, 37 & 43

- Access on South St. to be a minimum of 75 meters from the center line of Wellington St.
- Only parallel parking on South St. will be supported.

West

- Buildings to be "at property line", therefore strive for near-zero setback. Incorporating the Bus Rapid Transit ultimate right-of-way of 24 meters from the center of Wellington St. pavement.
 - See Figure 2b.01 & Figure 2b.02, Pages 36 & 37 for zero-setback
 - See Figure 1c.02, Pages 16 for BRT right-of-way
- No vehicular access from Wellington St.
- Applicant seeks no special zoning provision for required number of parking spaces.

Uses/Volumes

- West portion of site to be MSC designation/BDC Zone not to exceed 1/3 of South St. frontage west of Wellington St.
- Eastern two-thirds of the site to be HDR designation/ higher order R-zone.
 - See Figure 1c.03, Page 17

- Total West Tower height equal to maximum 26 "residential stories"
- Total East Tower height equal to maximum 18 "residential stories"
- Stepping down and modulating of massing for "middle" wellness centre required.
 - See Page 11 for programmatic description

- Tower to be slender with maximum floorplate GFA.
- Floor to ceiling height at grade to be equal to 1.5 commercial stories minimum.
- Only retail uses to be in at-grade spaces lining the Wellington and South St. frontages.
 - Maximum amount of convenience commercial uses total 1,000 square meters, directed to the Wellington/ South intersection and in limited locations along the south frontage as shown on the revised plan.
 - Built form to be of residential character, reflected especially but not exclusively in non-commercial facade materials and presence of private entrances to residences.
 - Massing to step away from South St. (maximum 4 storeys), and step away from Thames.

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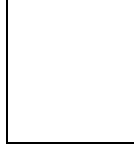
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response to city documents 13	public realm 30
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section one

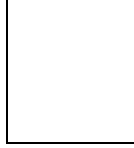
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File: OZ-8114
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DESIGN GOALS AND OBJECTIVES

Soho Wellington Centre is designed to act as a catalyst for the redevelopment of the SoHo area located within Downtown London. SoHo Wellington Centre's scale and intensity create a vibrant node within the SoHo Neighbourhood. It is pedestrian-friendly, adjacent to public transportation, and connected to the surrounding pedestrian, commercial and residential fabric. The elegant design of the proposal is based on principles of urban sustainability. As an infill project, the SoHo Wellington Centre reduces sprawl, ties into existing infrastructure and provides a pedestrian-friendly streetscape focused on green space.

Charged with the task of unifying the space between the natural amenities the Thames River provides to the south and the urban context to the north, east, and west, SoHo Wellington Centre achieves this by drawing the park landscape up the riverbank and layering it in varying degrees from public to private residential spaces within the urban environment. This landscape reaches the pedestrian-oriented residential area and the retail area on the west end of South Street, lined with sidewalk cafes and vibrant street life.

Pragmatically responding to the redevelopment goals of the SoHo Community, the design aesthetically and functionally responds to and integrates with the surrounding landscape and mixed commercial, business, and residential uses surrounding it. The high-density development preserves a sense of openness by concealing utilitarian uses such as parking and loading beneath an expansive green area, showcasing the habitable building elements rising above the green space and punctuating its position at the Wellington

Street/South Street gateway to Downtown London. The towers provide residents with desirable views to the Downtown, the Thames River and parklands, and beyond.

Soho Wellington Centre will contain the following programmatic elements:

A 26-storey tower at the northwest corner of the block, with frontage along Wellington and South Streets, comprising:

- 19 storeys of market-rate condominiums
- 6 storey Clinic/Independent Health Facility
- 1 storey of ground-level Retail/Restaurant/Convenience and building services.

An 18-storey tower on the northeast corner of the block, adjacent to the townhouses and east of the ground level retail, comprising:

- 10 storey Retirement Home
- 7 storey Nursing Home
- 1 storey Commercial Convenience (1,000 m²) and building services

35 townhouse units will be placed within the centre and southern portions of the block, most of which have direct vistas to the Thames River and adjacent parklands.

21 townhouse units will be located along South Street, between the East and West Towers.

A church will be positioned between the South Street

townhouses and Riverfront townhouses within the middle portion of the block. A grand stair leading from South Street up to the top of the green-roofed parking deck provides access, frontage and a place of significance for the church.

An ancillary enclosed parking structure will be built to connect the above referenced buildings and uses. A green structure, covering most of the enclosed parking structure, will be utilized as a landscaped open space area.

SECTION ONE

Soho Wellington Centre is located at a prominent corner of the SoHo Neighbourhood, bounded by Wellington Street to the west, South Street to the north, Waterloo Street to the west, and the Thames River to the south. The intersection of Wellington and South Streets is a gateway to Downtown London. Wellington Street is a main artery and commercial corridor into Downtown London. The new pedestrian-oriented retail corridor along South Street will extend retail uses beyond the Wellington Street corridor.



section one // design response to city documents

DESIGN RESPONSE TO CITY DOCUMENTS

CITY OF LONDON OFFICIAL PLAN

SoHo Wellington Centre addresses the following aspects of the City of London's Official Plan:

(f) Promote a high standard of design for buildings to be constructed in the strategic or prominent locations of the Downtown:

The Wellington / South Street intersection is a gateway to Downtown London, connecting to and extending the Wellington Street commercial corridor along South Street. As such, it is a strategically significant site to spur further development in the area and create a sense of identity and a node of commercial and residential activity in the SoHo Neighbourhood.

(iv) Design new development to complement the appearance and function of any significant natural features and public open spaces that are adjacent to the site:

The Thames River landscape bounding the south edge of the site is visually and functionally integrated into the development by aesthetically responding to the sloped, vegetated embankment and functionally expanding the public park space.

(v) To the extent feasible, position new development to minimize the obstruction of view corridors to natural features and landmarks:

SoHo Wellington Centre is a high-density project that minimizes visual obstructions by positioning the slender, north-south oriented towers on opposite ends of the site. Further, it provides opportunities to view and pass through and around parts of the development at the pedestrian level, maintaining public access to the riverfront. Direct access to the river is provided in four locations—two within the site, and one along Wellington Street and one along Waterloo Street.

4.4.1.2 Urban Design Objectives

(j) Encourage the rehabilitation and renewal of Main Street Commercial Corridors.

(k) Provide for and enhance the pedestrian nature of the Main Street Commercial Corridor:

(iii) Enhance the street edge by providing for high quality facade design, accessible and walkable sidewalks, street furniture and proper lighting:

The western one-third of SoHo Wellington Centre will extend the Wellington Street Commercial Corridor and present a welcoming street presence on South Street, providing opportunities for commercial uses, retail and dining. The broad sidewalk will enhance the pedestrian experience by accommodating ample walking space, street furniture, benches, shade trees and adjacent to bistros, pedestrian level lighting, and outdoor seating for restaurants and cafes. A row of parallel parking on the north edge of the sidewalk provides ease of access to

the site from other areas in the City while acting as a buffer between the sidewalk and South Street traffic. The West Tower is set back from Wellington Street in observance of the Bus Rapid Transit right-of-way.

(v) Design development to support public transit:
Higher-density development supports public transit. SoHo Wellington Centre will be home to a diverse population with varying transit needs and options. The development site is adjacent to bus lines along Wellington and South Streets. The West Tower is set back from Wellington Street in observance of the Bus Rapid Transit right-of-way.

(v) Create high quality public places:

Diversity of activities and spaces add to public life. Different groups of people will live at and visit SoHo for many different reasons. The diverse program is buttressed by a variety of physical spaces: multiple zones along the South Street sidewalk allow dining, shopping, passage, and opportunities to sit and rest beneath shade trees. Access to the Thames River and Promenade adds to the attractiveness of the development, making it a true destination and center of public activity.

(vi) Maintain or create a strong identity and place:
SoHo Wellington Centre has a cohesive architectural identity, with the various buildings communicating a

unified and coherent whole. The identity operates on multiple scales in that it is identifiable as a whole from afar, while maintaining opportunities for individual identity for businesses along the west end of South Street. A high degree of transparency defines the commercial montage, creating visual connections between the interior and exterior. The high degree of visibility enhances feelings of safety and connectedness in the public realm. The unique streetscape, where the buildings meet the public realm, serves to reinforce that these individual businesses are part of a larger district, thus allowing for the individual businesses' identities to operate within the SoHo Neighbourhood identity.

(ix) Encourage the transition and connection between the gateway Main Street Commercial Corridors and the Downtown through pedestrian, transit and design linkages.

Positioned at the Wellington/South Street gateway to Downtown, SoHo Wellington is strategically situated to take advantage of existing transit lines leading to and from Downtown and the Thames River pathways. The design facilitates pedestrian passage along the River and between South Street and the Riverfront.

CITY OF LONDON ZONING BY-LAW

There is a pending application to re-zone the development site to a Business District Commercial Zone (BCD1(2) D285 H80).

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section one // spatial analysis

SPATIAL ANALYSIS

The existing site is largely vacant and open as characterized by the site photos. There is a church that will be replaced within the new development. There is low-density development to the north of the site, and the large-scale Victoria Hospital to the east. To the west, Wellington Street creates a strong boundary. The variety of scales and density of development around the site suggest an opportunity to set a new precedent and direction for future development in terms of scale and density.

The site is well positioned to take advantage of the Downtown Gateway location and integrate with existing public transit lines, proximity to the Wellington Street Commercial corridor, residential uses to the north, and the Thames River promenade to the south.

Section 1c Spatial Analysis

Figure 1c.01 Regional Spatial Analysis

Figure 1c.02 Site Plan—Views and Embankment/Tree Preservation Areas

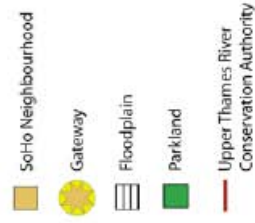
Figure 1c.03 Site Plan—Vehicular Entrances, Public Transit, Adjacent Zoning

Figure 1c.04 Site Plan—Overlaid Parcels

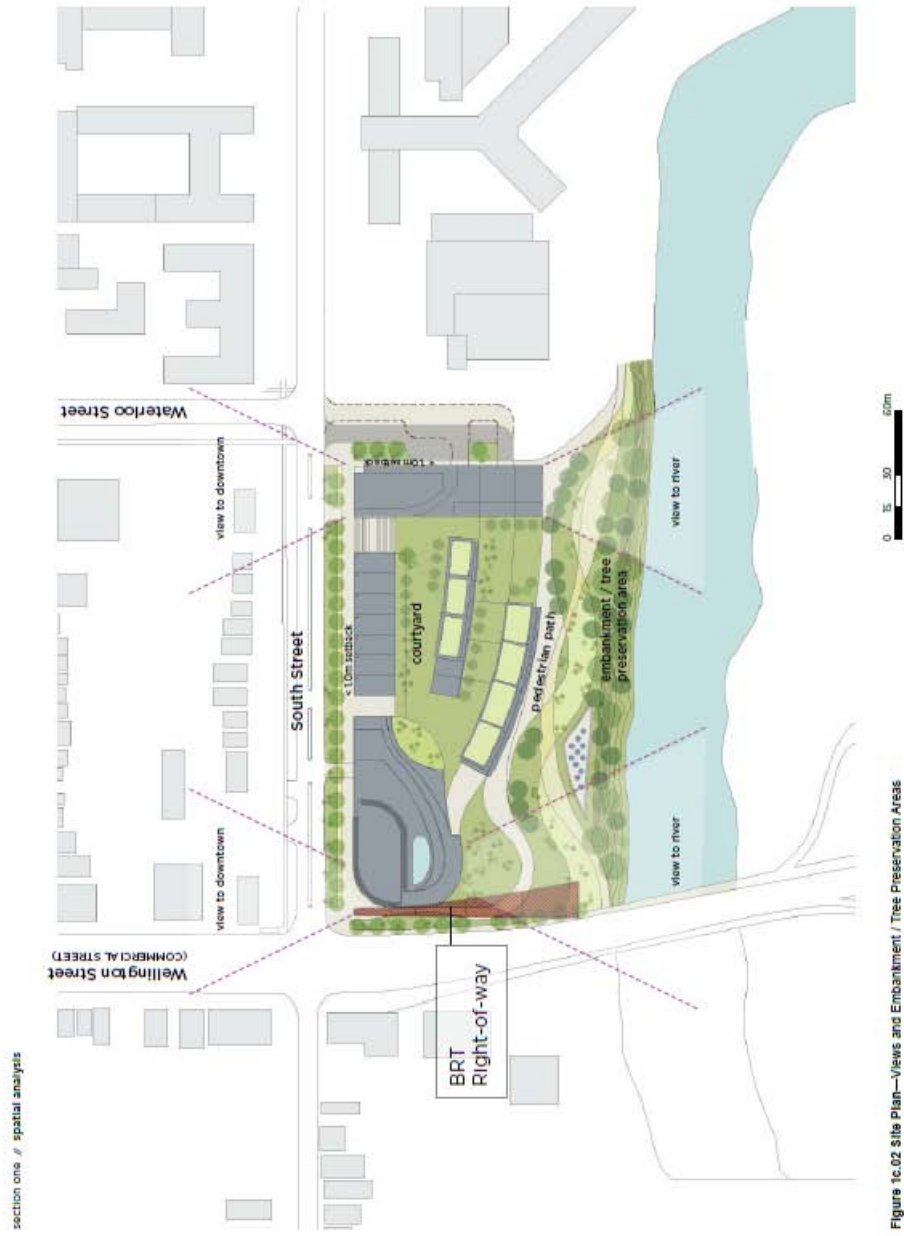
Figure 1c.05 Key Plan—Photos of Existing Site Conditions and Context



Section 1c.01 Regional Spatial Analysis



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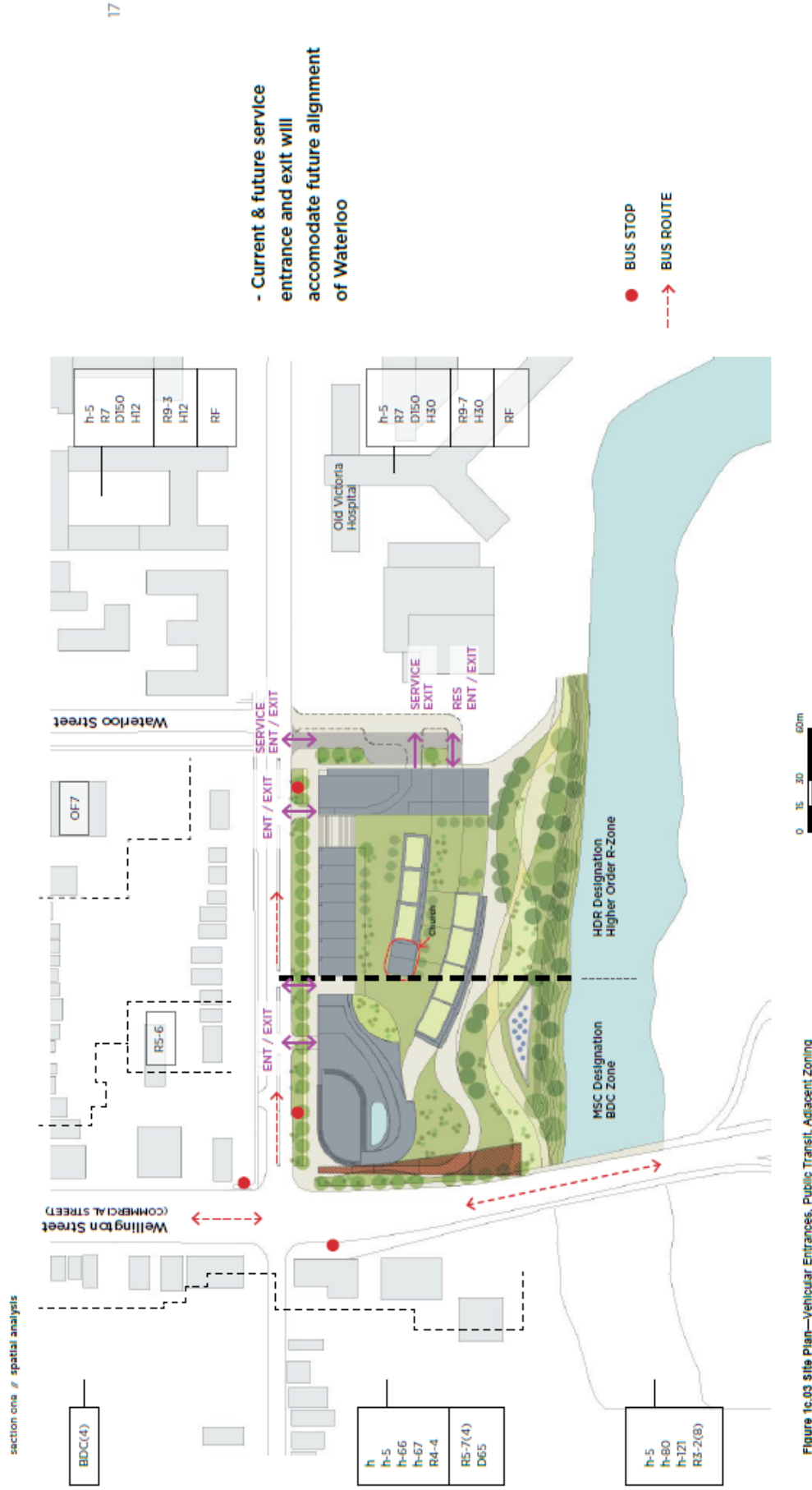


Figure 1c.03 Site Plan—Vehicular Entrances, Public Transit, Adjacent Zoning

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section one // spatial analysis

1c / Plans

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Figure 1c.04 Site Plan Overlaid with Parcels

SOHO WELLINGTON CENTRE // urban design brief

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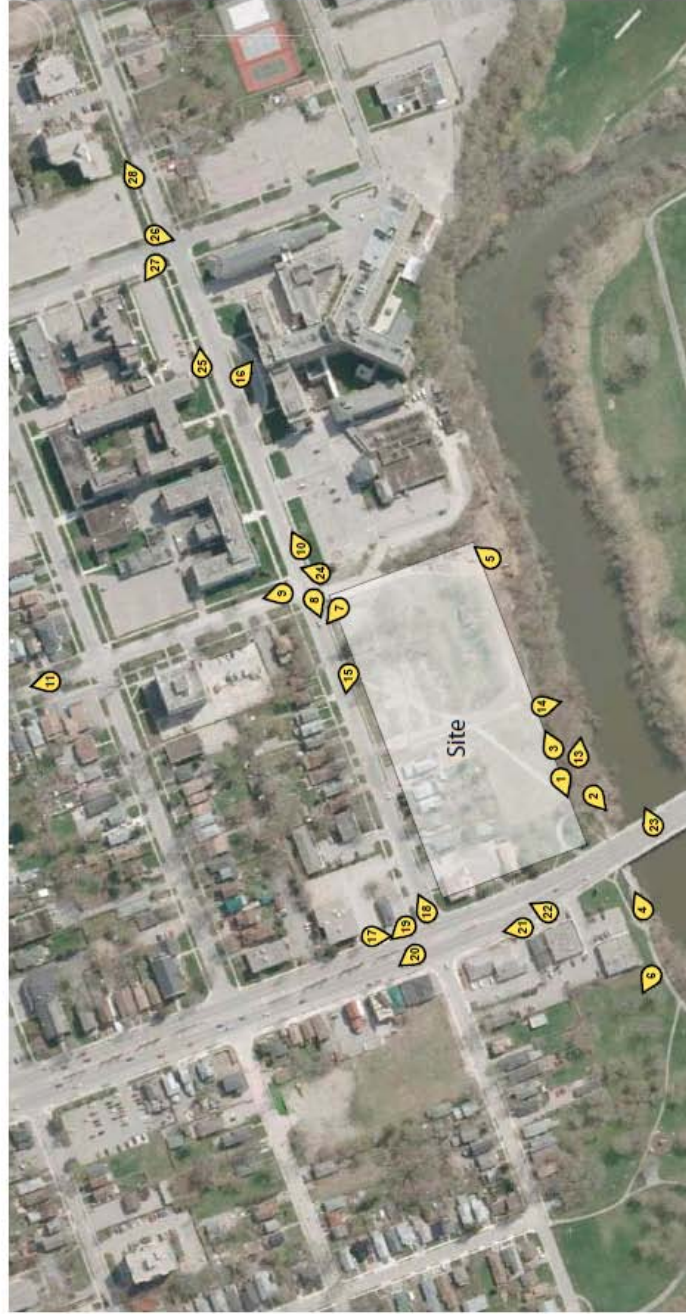


Figure 1c.05 Key Plan—Photos of Existing Site Conditions and Context

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section one // spatial analysis



Figure 1c.05 Photos of Existing Site Conditions and Context

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section one // spatial analysis



Figure 1c.05 Photos of Existing Site Conditions and Context

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section one // spatial analysis

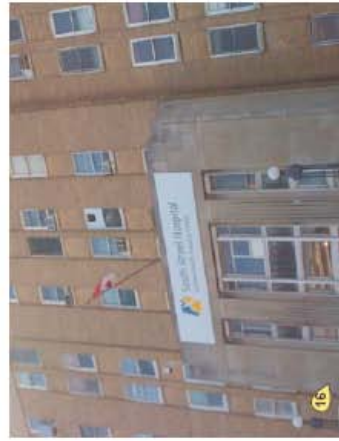


Figure 16.04 Photos of Existing Site Conditions and Context

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section one // spatial analysis

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Figure 1c.04 Photos of Existing Site Conditions and Context

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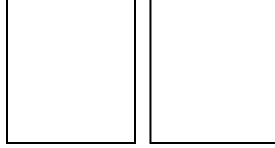


Figure 1c.05 Photos of Existing Site Conditions and Context

section one / spatial analysis

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CONCEPTUAL DESIGN

SITE DESIGN

SoHo Wellington Centre has been designed to support the surrounding area as much as the buildings within. The site provides convenient access to existing bus routes along Wellington Street and South Street. The buildings are set back in acknowledgement of the conservation area along the Thames River to the south, and the River promenade allows pedestrians and cyclists to pass through or enter the site. The sidewalk along South Street is designed to allow numerous activities to coexist: outdoor dining and cafes, retail, and a safe walking environment are complemented by pedestrian-level lighting, street furniture, shade trees, bio-swales, and a zone of parallel parking that buffers the sidewalk experience from traffic on South Street. The building edge is adjacent to the sidewalk, providing a continuous public space from the building face to the street. The location of commercial uses on the ground floor facilitates the public aspect and encourages activity. Vehicular entrances and exits for service and within-site parking are spaced far apart to reduce the number of curb cuts along the sidewalk and create a safer pedestrian environment with greater spatial continuity.

BUILT FORM, MASSING AND ARTICULATION

The following Figures illustrate the proposed built form, massing, articulation, street and sectional relationships among the buildings and the site.

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- Figure 2a.01 North Elevation—South Street
- Figure 2a.02 North Elevation—Detail at Proposed South Street Retail
- Figure 2a.03 West Elevation—Wellington Street
- Figure 2a.04 East Elevation—Waterloo Right of Way
- Figure 2a.05 South Elevation—Thames Riverfront
- Figure 2a.06 South Elevation—Detail at Thames Riverfront

Section 2b / Streetscape Diagrams

- Figure 2b.01 South Street Retail Streetscape Plan and Section
- Figure 2b.02 South Street Streetscape Plan and Section
- Figure 2b.03 Wellington Street Streetscape Plan and Section
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- Figure 2b.05 Thames Riverfront Plan
- Figure 2b.06 Waterloo St - Extension Options
- Figure 2b.07 Thames Riverfront Section

Section 2c / Plans

- Figure 2c.01 Site Plan in Context
- Figure 2c.02 Landscape Plan

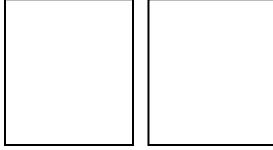
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- Figure 2d.01 Site Section Through Market-Rate Condo Tower
- Figure 2d.02 Site Section Through Senior Condo Tower and Convalescence Centre
- Figure 2d.03 Site Section Through Wellness Centre and Townhouses
- Figure 2d.04 Site Section Through Retail, Wellness Centre and Townhouses
- Figure 2d.05 Longitudinal Site Section Along South Street

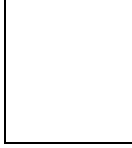
Section 2f / Three Dimensional Views

- Figure 2f.01 Aerial View from Thames River
- Figure 2f.02 Aerial View of Proposed South Street Retail Corridor
- Figure 2f.03 Perspective Looking Southeast Along South Street
- Figure 2f.04 Shading Studies—March
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section two // conceptual design

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CHARACTER AND IMAGE	ARCHITECTURAL TREATMENT	SERVICING	DESIGN FOR COMFORT AND SAFETY
<p>Soho Wellington introduces a contemporary model of development that will serve as a catalyst for further improvements in the District. The location is strategically significant, positioned at the gateway to SoHo and Downtown London, and creates a welcoming and sophisticated identity. The northwest tower marks this gateway, on the corner of Wellington and South Streets.</p> <p>Soho Wellington Centre is responsive to its surroundings because it respects the site, the nearby natural amenities, and fosters a vibrant urban destination for the community. Its role in the context of the community, however, is to be a catalytic project that will set a "SoHo District-wide precedent for infill and intensification". As such, it differs in scale from lower development densities in the area and redefines the streetscape. The tower bases are more consistent with the scale of the Victoria Hospital immediately to the east of the site and the towers signify its inclusion as part of Downtown London and future development and intensification.</p>	<p>In keeping with the forward-looking nature of the development, the architectural treatment is contemporary. Glass provides access to natural light and dramatic views for residences and visibility between businesses and the public streetscape.</p> <p>A neutral color palette anticipates visual compatibility with future development in the area and allows the buildings to recede visually by letting the colors of the sky and Thames River landscape dominate. The material palette is a composition of glass, metal panel and stone veneer.</p> <p>LIGHTING</p> <p>Soho Wellington will utilize pedestrian level lighting at the street level, and appropriate lighting techniques throughout the development to maximize comfort and safety for residents. Light posts are spaced at approximately 17 m on centre along the edge of the sidewalks and paths - appropriate for a streetlight height of 4.25 m.</p> <p>SIGNAGE</p> <p>All signage will be designed to adhere to the City of London's Sign Control By-laws.</p>	<p>Site access is available through vehicular, bicycle, public transit, and pedestrian modes. Sidewalks and building entrances are designed to accommodate people with disabilities. Service areas for trucks, deliveries, and waste disposal are located within the base levels beneath the green space that covers the parking area. Residential drop-off and pick-up areas are separated from the public streetscape to maintain entrances that are both visually distinct from the commercial area, and to separate residential and commercial traffic.</p> <p>STRATEGY FOR SHAPING TALL BUILDING FLOORPLATES</p> <p>The strategy for shaping the floorplates of the towers is to elongate them in the north-south direction, thereby minimizing view obstruction to and from Downtown London. This orientation aids in keeping a feeling of openness as the towers appear to be further apart than if they were elongated in an east-west orientation. This orientation also casts narrower shadows overall, makes it easier to control solar gain, and it allows ample daylight into the buildings.</p> <p>SHADOWING</p> <p>See Figure 2f.04 through Figure 2f.07 Shading Studies.</p>	<p>Ample lighting and a high degree of transparency in the facade design provide visibility and opportunities to have "eyes on the street", a key component for a safe environment. Vehicular entrances are spaced to minimize crossing with public pedestrian areas and separate the residential zone from the retail zone.</p>

¹ Soho Wellington Centre: A Gateway to the SoHo District and Downtown London, Fluoré Canada, June 7, 2012

PUBLIC REALM

Public spaces, continuity of the streetscape, facades zones, site furnishing

Green Streets: The SoHo-CIP implementation plan, statement 4.1 states "4.1 incorporate boulevard trees and enhanced landscaping as part of the overall plan for all future roadway improvements in all areas of SoHo identified as "Green Streets" including wider landscape boulevards and reduced pavement widths." The streetscape design is intended to support this goal.

Green space: The south side of the site has extensive green space as an extension of the riverfront park lands. Significant public green space is also provided throughout the interior of the complex, allowing for a generous landscaped connection from north to south, as well as a publicly-accessible green roof along South Street.

Streetscape: As indicated above, the public streetscape has a strong connection to the building edge. A colonnade and recessed entrances along the commercial corridor create a distinct zone of entry, and provide shelter from the elements for pedestrians. Continuity is maintained by limiting curbside, and placing them so they help to define the various zones of the streetscape, separating the commercial area from the residential areas.

Site Furnishing: Benches situated along select sidewalks and pathways provide shaded sitting areas for the public.

Pedestrian circulation, linkages to open space, privacy, integration with transit

Sidewalks are located on Wellington Street, South Street, and the Waterloo Street R.O.W. They provide direct access to commercial and residential uses as well as access to paths along the riverfront green space. Residential entrances on South Street are slightly elevated and recessed to create defensible space for owners, while keeping the zero-setback location of the townhouses. Immediate adjacency to existing bus lines on Wellington and South Streets integrates the public realm with transit.

In addition to the circulation around the perimeter of the site, there are a number of linkages established through the site for increased connectivity. The primary public linkage from the north to the south side of the site is a grand stair that carries the public over two stories of parking, through the central green roof area of the development, ultimately bringing pedestrians to the Thames Riverfront pathways. A second link allows pedestrians to pass directly through the site, bypassing the elevated green space.

Landscape design

The landscape design is a central feature of SoHo Wellington Centre, providing functional and aesthetic amenities. The green roof covering the parking and service area, as well as bio-swales in the South Street sidewalk, provides stormwater management. Trees along South Street provide shade and aesthetic appeal. Vegetation along the Thames River embankment provides opportunities for tree preservation where possible.

Transition space between building facades and public right of way

Within the retail zone, the transition between the building facade and public right-of-way occurs within an entry zone that is defined by a colonnade along the slightly inset window wall. This additional layer of space provides shelter from the elements and clearly defines the transition from interior to exterior spaces. A high degree of transparency along the storefronts creates viable retail spaces, and a grade-level passage through the site connects the public on South Street with the Thames Riverfront and its amenities. The South Street townhouses also observe the zero-setback position. In order to create a degree of privacy and a sense of defensible space for the townhouse residents, the entrances are slightly elevated and recessed, to create a front porch. This is a time-tested approach to the transition between private and public space.

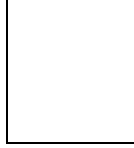


SUSTAINABILITY TECHNIQUES

Soho Wellington Centre will utilize a number of sustainability techniques. Some aspects of the project that contribute to enhanced environmental performance are gained by virtue of the site's location. Walking distance from Downtown London and with easy transit access, this high-density development provides numerous means to reduce car trips and partake in the healthier alternatives of walking or biking to nearby destinations. The higher density makes for more efficient use of city infrastructure.

Other sustainable features include solar and geothermal energy production, and the expansive green roof concealing the parking garage and bike storage. This roof functions as a stormwater management tool, minimizes the heat island effect and provides the public amenity of vegetated open space. Furthermore, the landscape of the sidewalk along the building frontages on Wellington Street, South Street, and the Waterloo Street R.O.W. will shed stormwater to bio-swales that punctuate the streetscape at numerous intervals.

The buildings themselves will be equipped with energy-efficient appliances and equipment and due to the narrow floorplates of the buildings, daylighting strategies will be utilized to reduce lighting energy usage throughout the development.



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2a / Streetscape Elevations

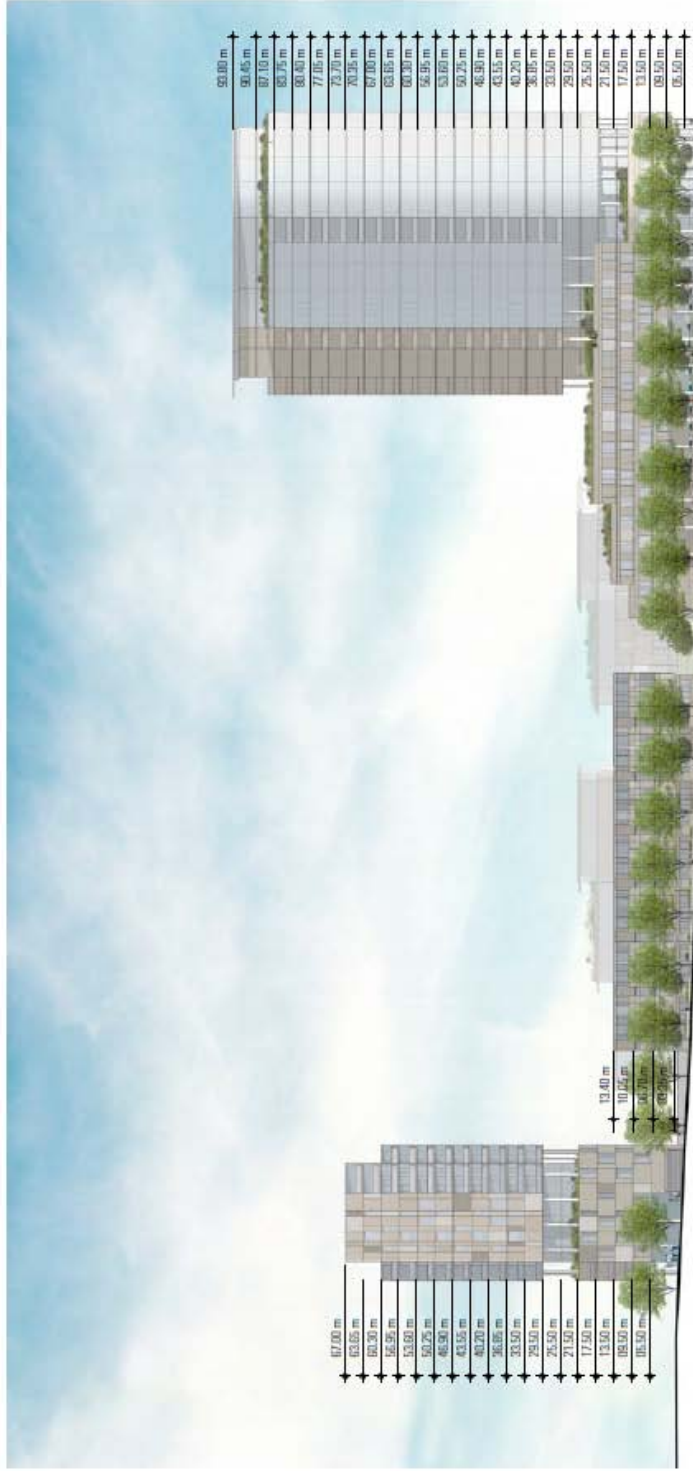


Figure 2a.01 North Elevation—South Street

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2a / Streetscape Elevations



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Figure 2a.02 North Elevation—Detail at Proposed South Street Retail

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2a / Streetscape Elevations



Figure 2a.03 West Elevation—Wellington Street

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2a / Streetscape Elevations



Figure 2a.04 East Elevation—Waterloo Right of Way

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2a / Streetscape Elevations



Figure 2a.05 South Elevation—Thames Riverfront

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2a / Streetscape Elevations



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Figure 2a.06 South Elevation—Detail at Thames Riverfront

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2b / Streetscape Diagrams

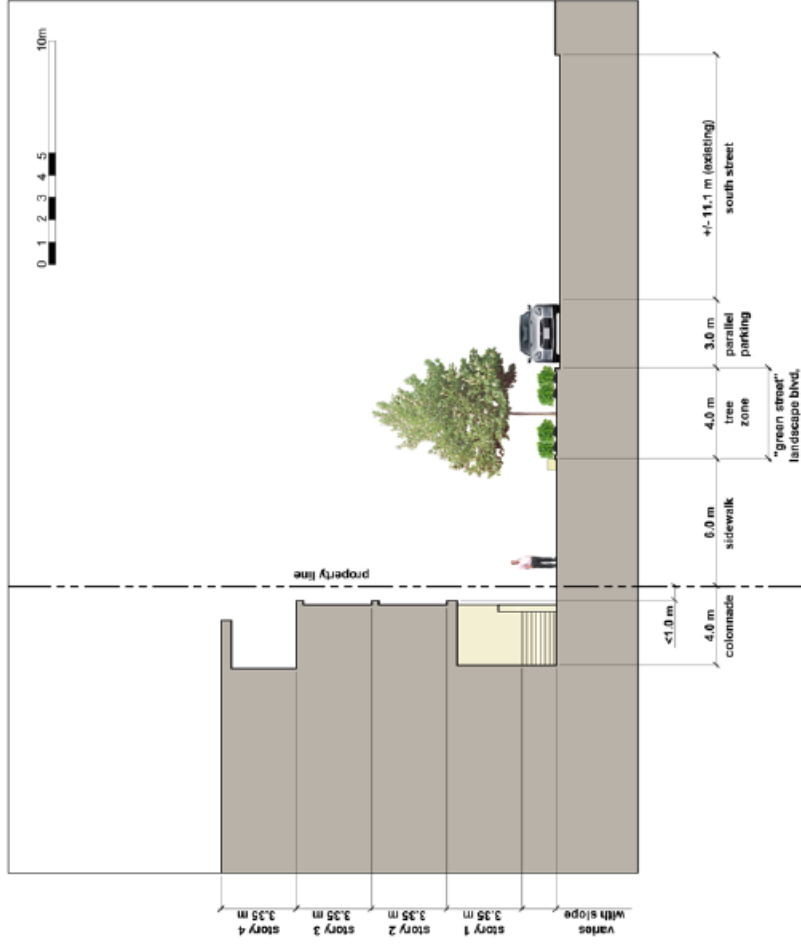
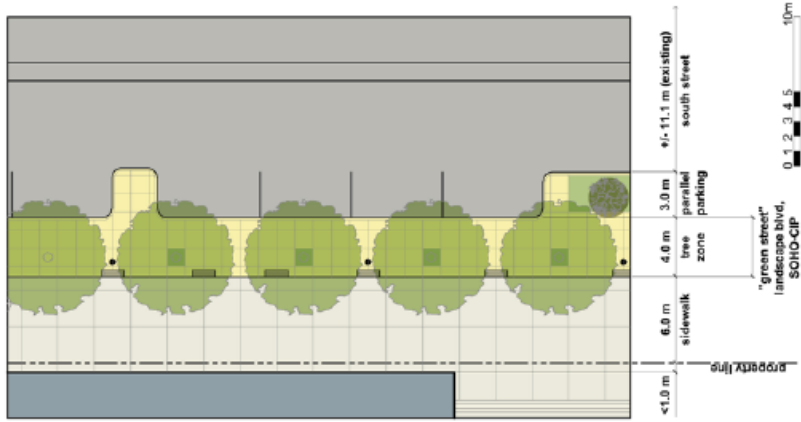
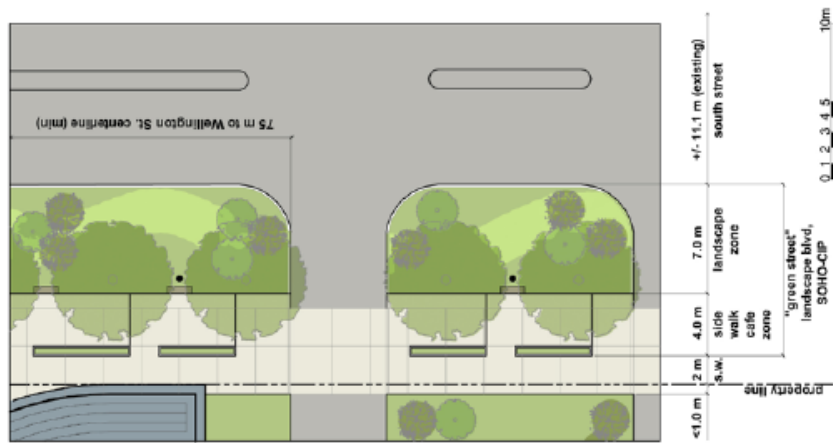
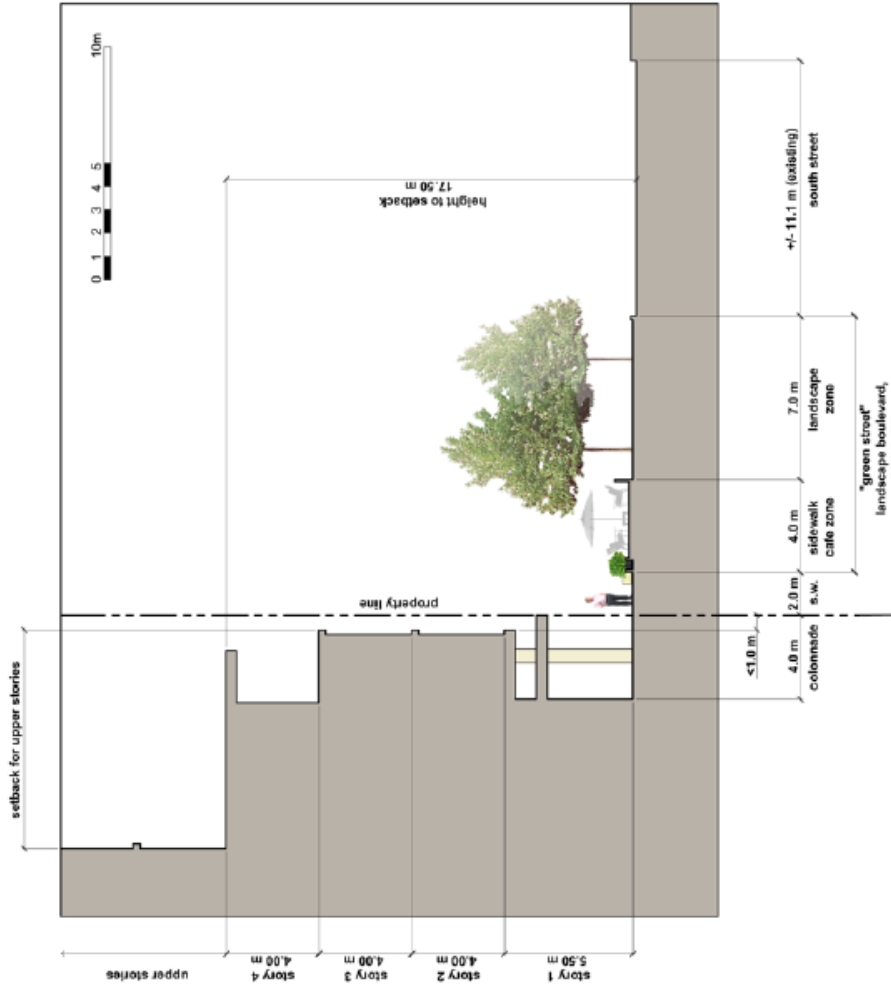


Figure 2b.01 South Street Retail Streetscape Plan and Section

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Figure 2b.02 South Street Streetscape Plan and Section

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2b / Streetscape Diagrams

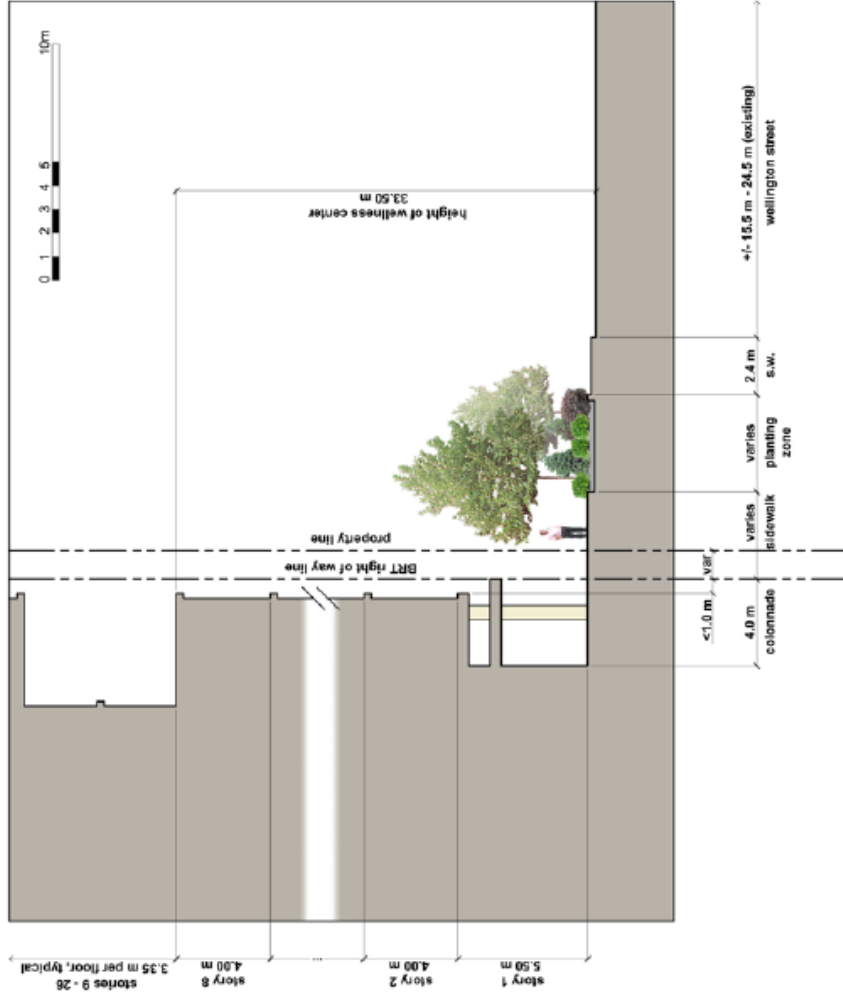
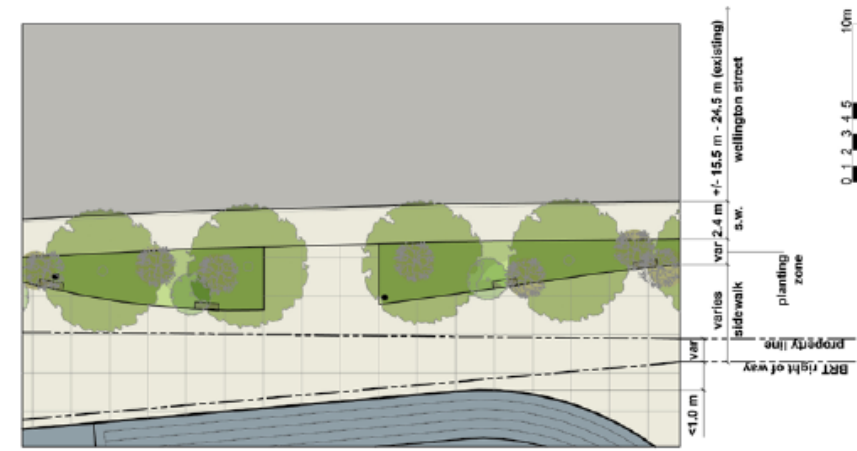


Figure 2b.03 Wellington Street Streetscape Plan and Section

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2b / Streetscape Diagrams

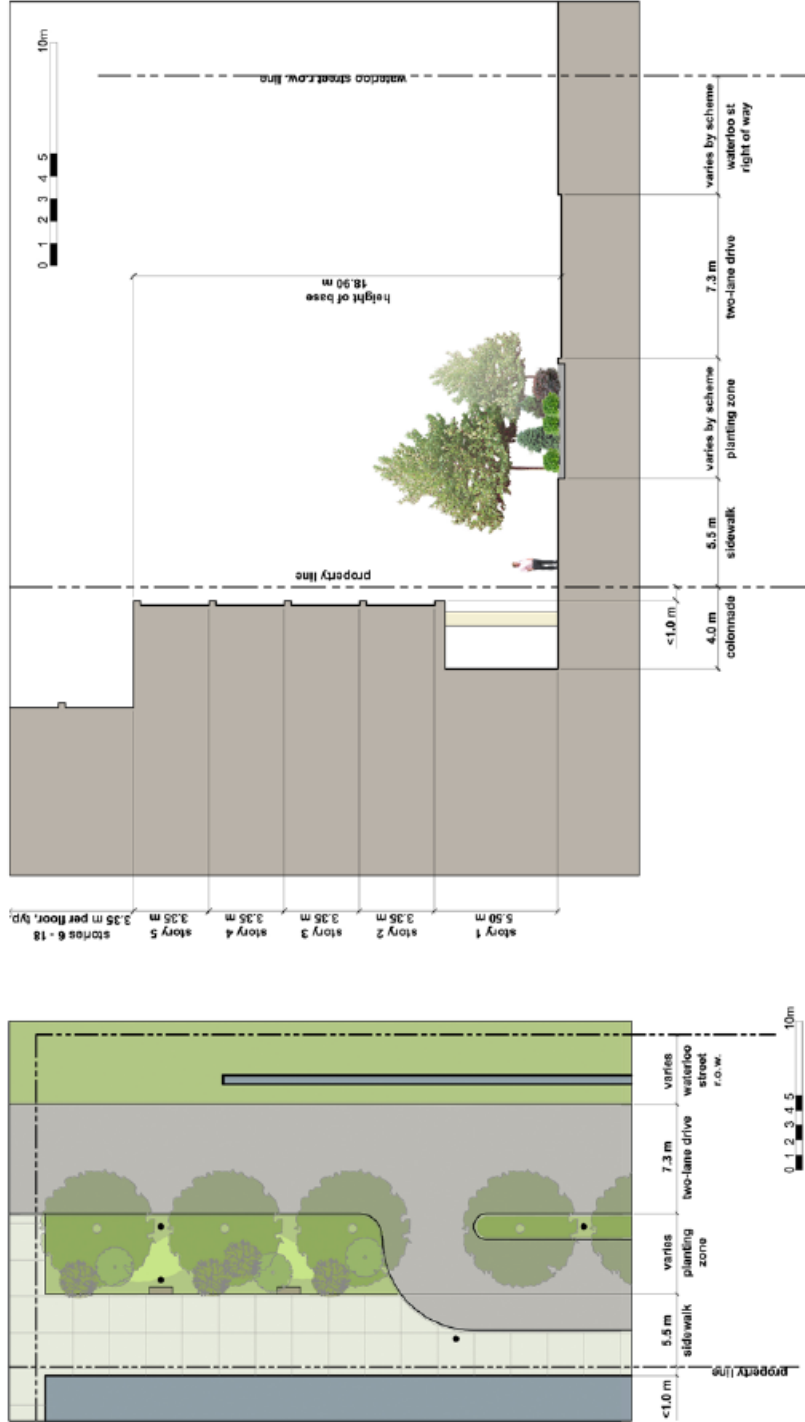


Figure 2b.04 Waterloo Street Right of Way Streetscape Plan and Section

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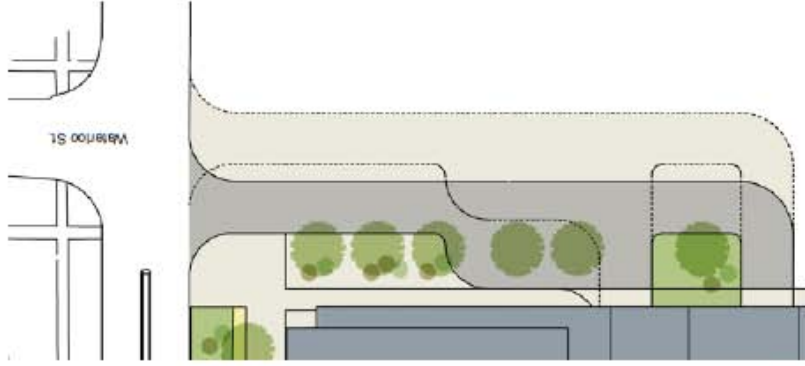


Figure 2b.06 Waterloo St - Extension Options

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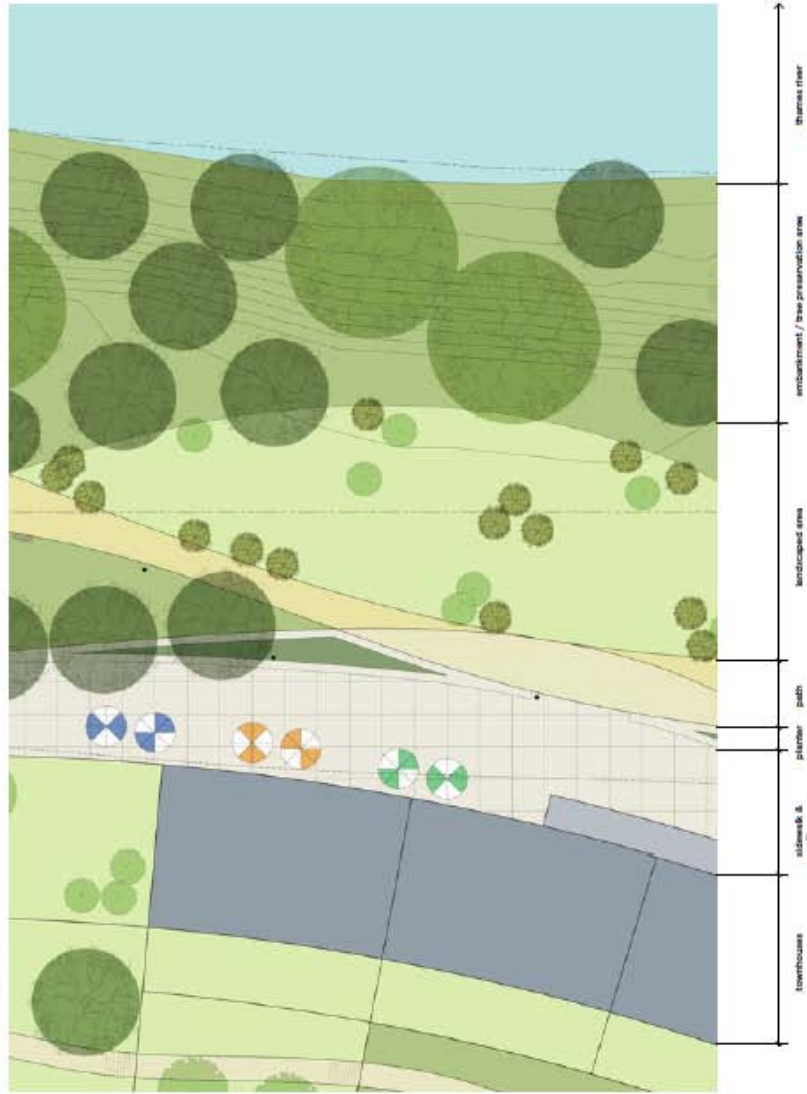


Figure 2b.05 Thames Riverfront Plan

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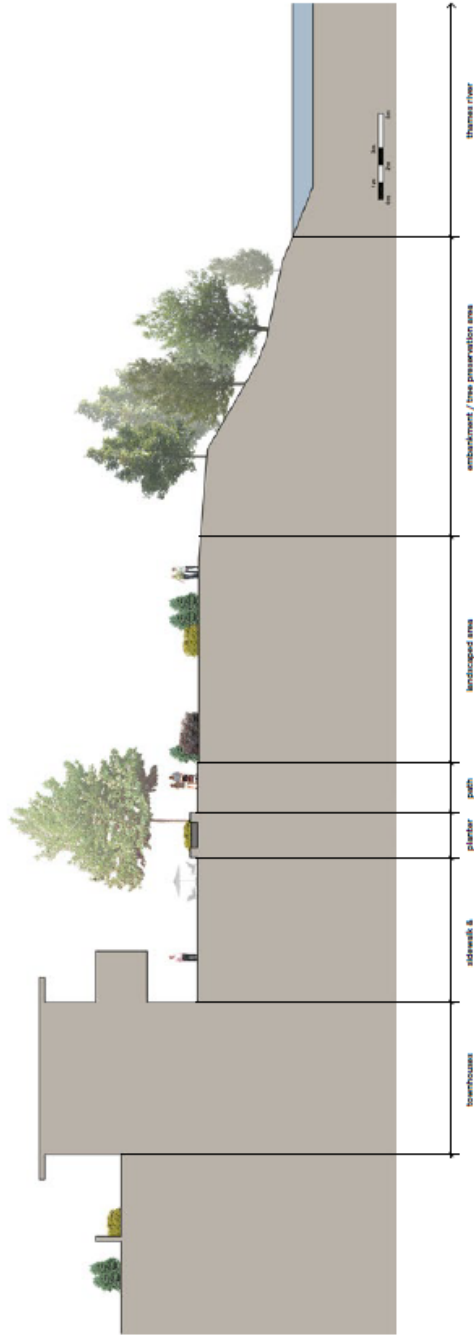


Figure 2b.07 Thames Riverfront Section

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2c / Plans



Figure 2c-02 Landscape Plan

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2d / Sections

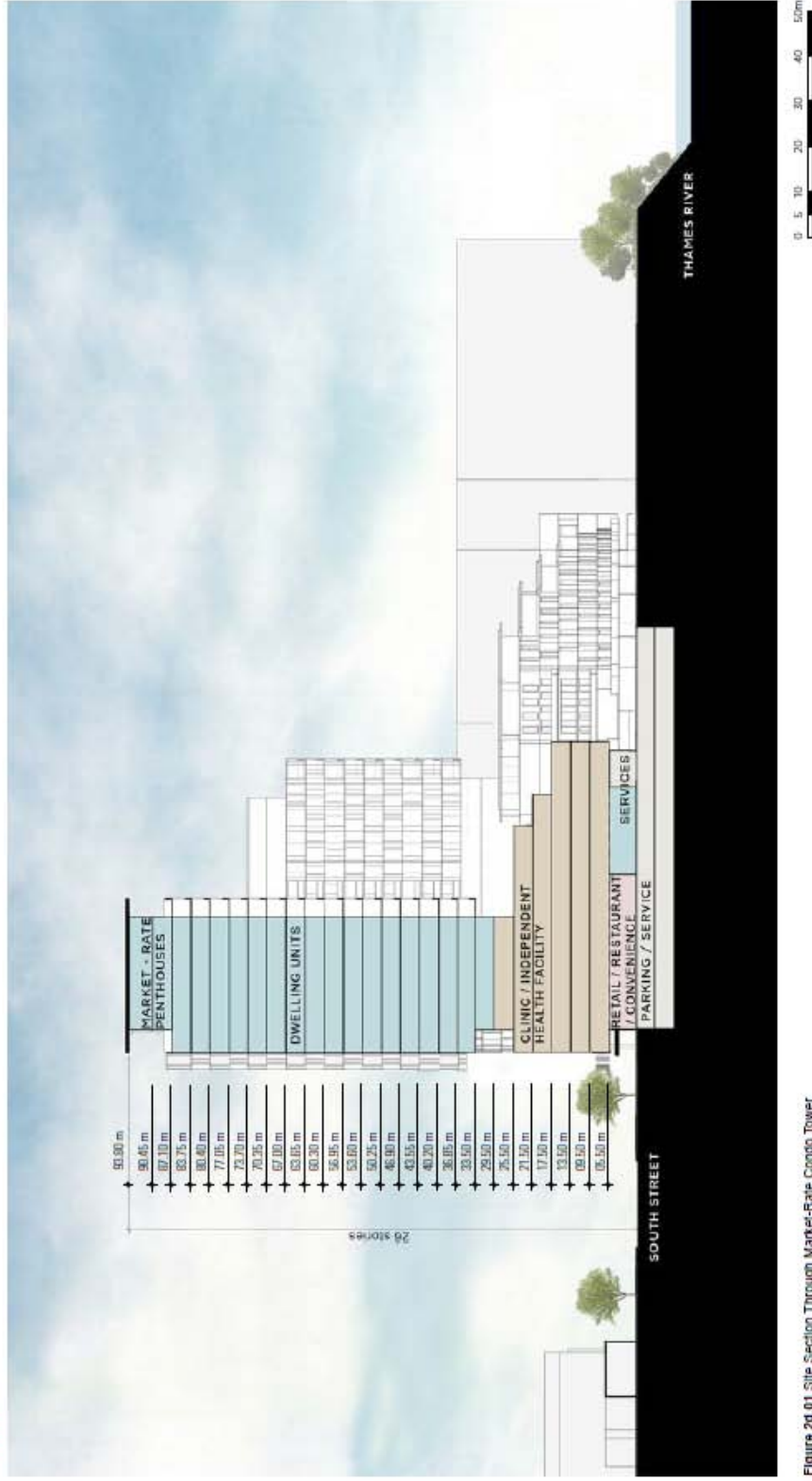


Figure 2d.01 Site Section Through Market-Rate Condo Tower

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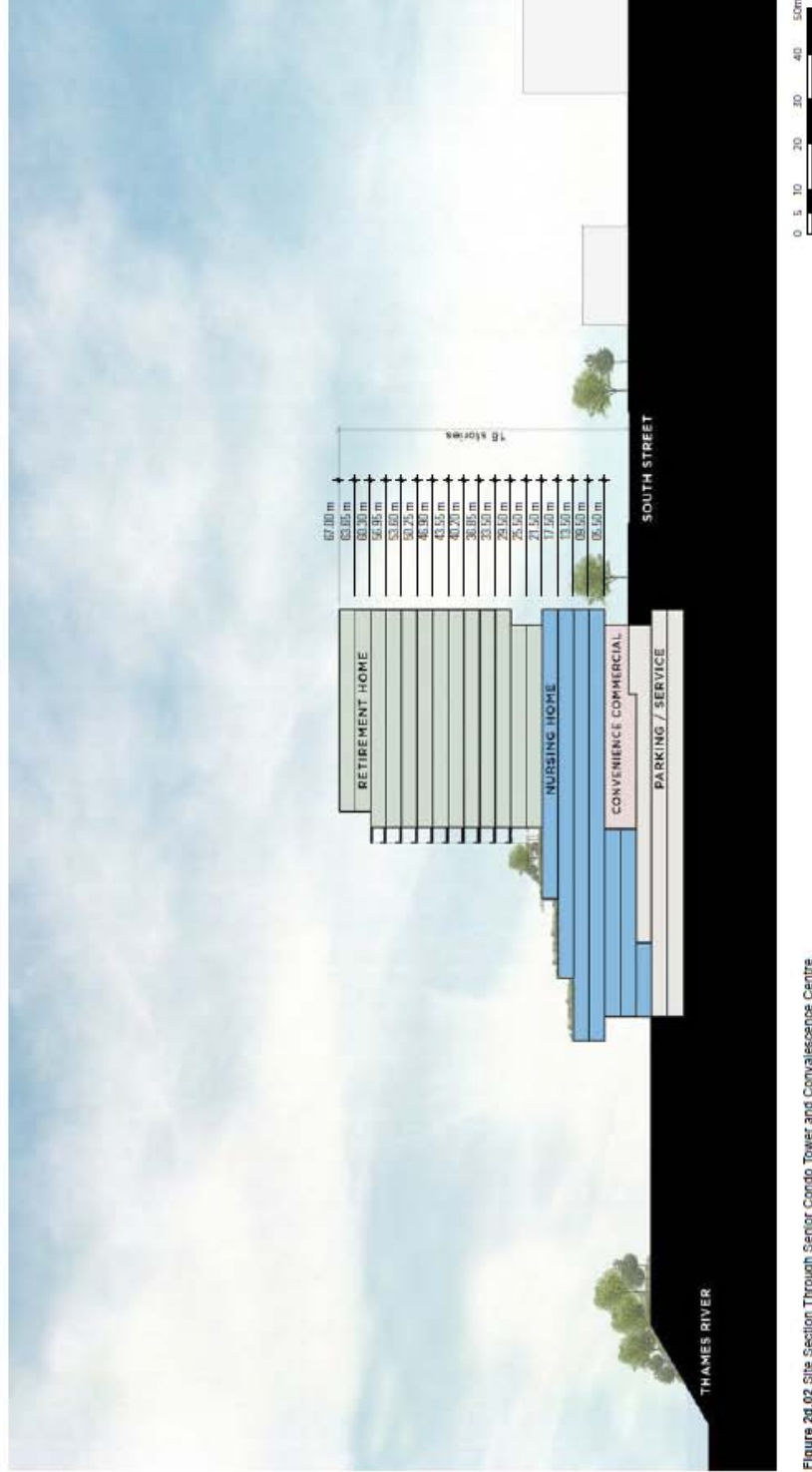


Figure 24.02 Site Section Through Senior Condo Tower and Convalescence Centre

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2d / Sections



Figure 2d.03 Site Section Through Wellness Centre and Townhouses

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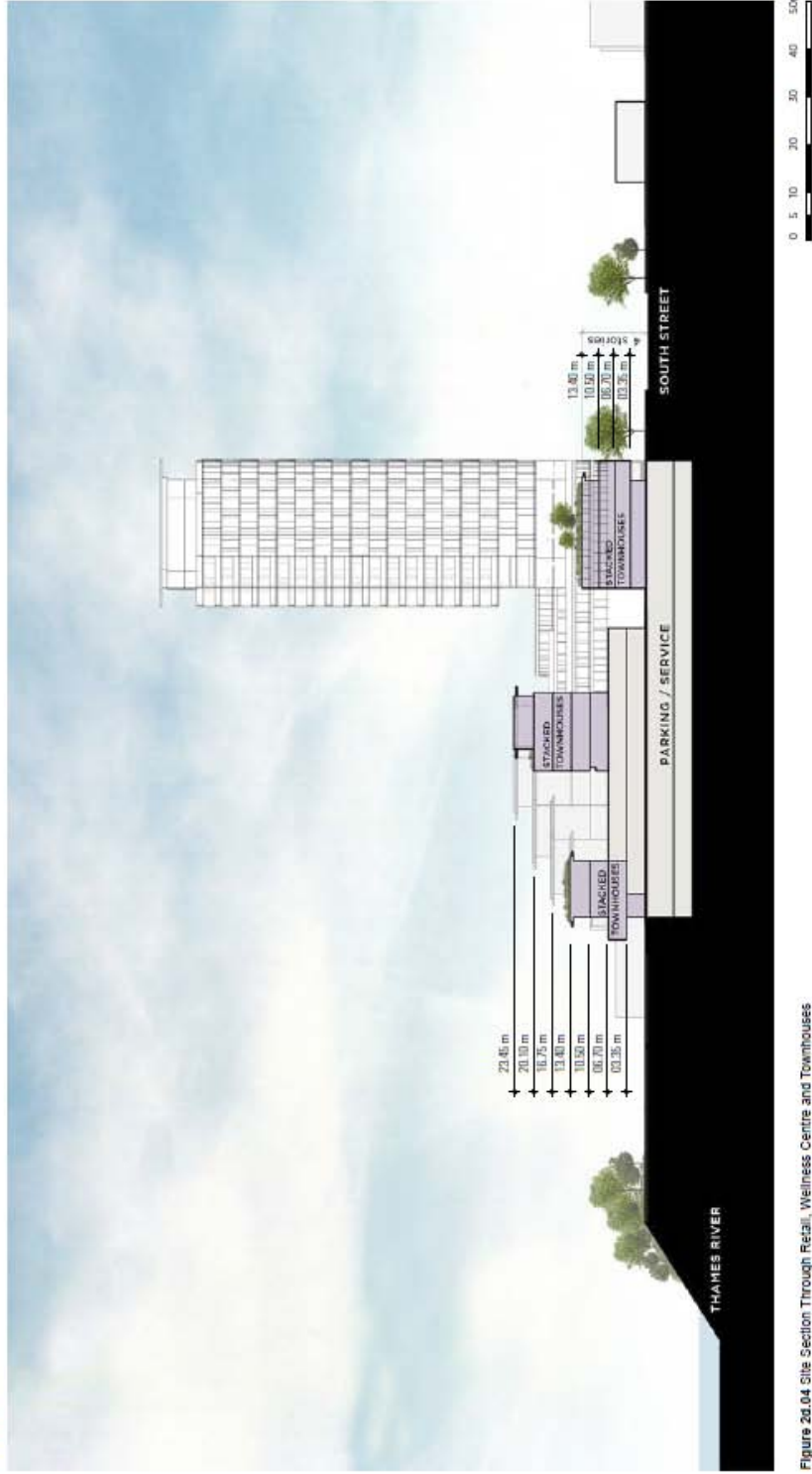
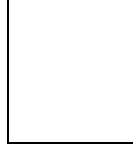


Figure 2d.04 Site Section Through Retail, Wellness Centre and Townhouses



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2d / Sections

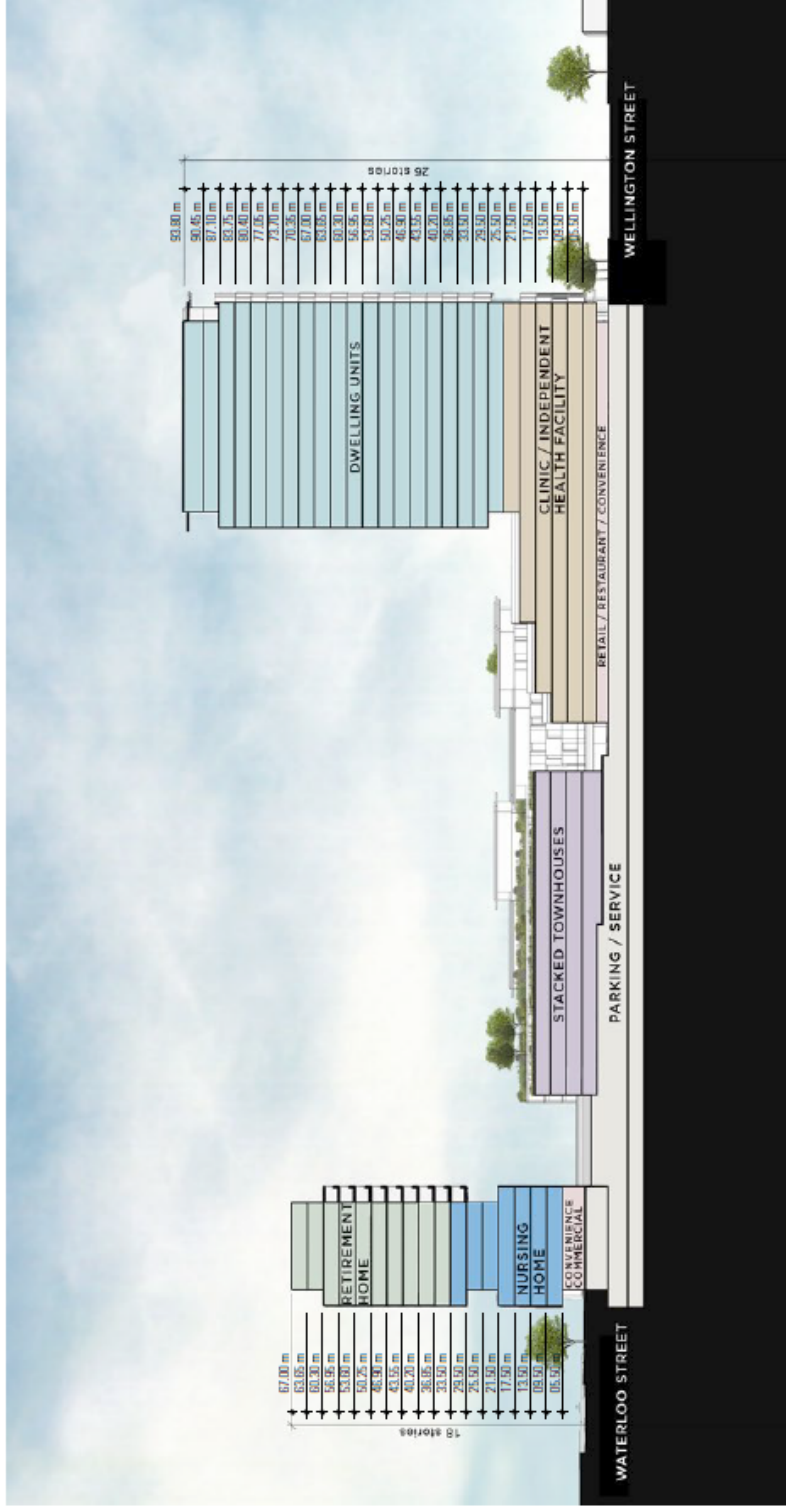


Figure 2d.05 Longitudinal Site Section Along South Street

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2f / Three Dimensional Views



Figure 2f.01 Aerial View from Thames River

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2f / Three Dimensional Views



Figure 2f.02 Aerial View of Proposed South Street Retail Corridor

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21 / Three Dimensional Views



Figure 21.03 Perspective Looking Southeast Along South Street

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June 21st / 10 am



June 21st / 2 pm

Figure 21.05 Shading Studies—June

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21 / Three Dimensional Views



March 21st / 10 am



March 21st / 2 pm

Figure 21.04 Shading Studies—March

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2f / Three Dimensional Views



September 21st / 10 am



September 21st / 2 pm

Figure 2f.06 Shading Studies—September

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December 21st / 10 am



December 21st / 2 pm

Figure 2f.07 Shading Studies—December

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