# City of London

**Downtown Design Study**

**Urban Design Concept**

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Introduction

The Downtown Design Study for the City of London was initiated to address the future development of Downtown London from the viewpoint of design. This study resulted in the preparation of two reports: the Urban Design Concept, which outlines design ideas for the future development of key areas in Downtown, and the Design Guidelines, which address the preferred design characteristics of buildings, sidewalks, open spaces, pedways, and other elements that affect the overall visual quality of the Downtown environment. The Urban Design Concept is designed to serve as a design vision for what Downtown might become in the future. The Design Guidelines, on the other hand, serve as the City's adopted preferences with respect to the design quality of Downtown development.

The overall intent of the Downtown Design Study Reports is therefore to both challenge the City with new ideas about the overall design character of Downtown, and to provide, through the Urban Design Concept, and the adopted Design Guidelines, specific proposals and actions whereby the implementation of these ideas may be accomplished.

Within this design framework, matters of cost, engineering, economic development, and traffic and transit planning have generally been considered, but have not been the major considerations influencing the recommendations. Such considerations can, and should be, further investigated through technical studies that will be necessary to pursue the implementation of many of the design ideas suggested in the Urban Design Concept.

The development concepts described in the following sections of this report and the design guidelines presented in the Downtown Design Guidelines Report present a significant challenge for the City of London. Although the guidelines have been prepared with the assistance of consultants, it will be the continuing responsibility of the City, the BIA, civic leaders, and private businesspeople and developers to pursue their implementation.

Many of the ideas incorporated in the overall Urban Design Concept will require City involvement on matters other than design to achieve their implementation. To achieve these
concepts, the City must not only participate; it must adopt a leadership position. London is at the beginning of its participation in, and direction of Downtown development. The adoption and implementation of the Design Guidelines will “set the course” toward such a leadership position. It is a significant step forward that represents the combined efforts of the City’s business community, its administrative staff, and its civic leaders.
Urban Design Framework

The overall form of Downtown London will evolve over time, and will result from the combined effects of many individual development projects and their specific designs. This future development will not occur in a vacuum. To successfully contribute to the overall vitality and physical quality of Downtown, new construction must relate to the context of existing development. The manner in which new construction should relate to the existing Downtown environment is the subject of the following report.

The Urban Design concept is not intended to be a complete, nor a static image of an ideal “future” for Downtown London. Rather, it is an attempt to visualize certain aspects of future development that are considered essential to the continued success and improvement of the Downtown environment. Consequently, the Urban Design Concept focuses attention on two key elements:

- The development of the public environment, primarily as reflected in the design and treatment of sidewalk spaces.

- The development of private properties considered significant opportunities on which to implement certain features of the design guidelines.

Although the illustration depicts building forms in these important location, these are not intended to be specific development proposals for each property. Instead, the illustrations are intended to suggest the overall form of development that might be achieved on these properties if they were designed in accordance with the guidelines described in the following sections of this report.

The second aspect of the concept is the illustration of ideas for further development and enhancement of key properties already in government/public ownership, and the further development of the Downtown pedestrian environment in accordance with the sidewalk design guidelines.
Together these two elements - development concepts and principles for key private properties, and development concepts for public spaces (parks, sidewalks, plazas, etc.) make up the overall Downtown Urban Design Concept.

When reviewing these concepts it is important to remember that development in addition to that shown in the illustration will undoubtedly occur. These developments are not considered as important to the overall functional success of downtown, and their physical form is therefore left to the imagination of their designers, and to the preferences expressed in the design guidelines.

The Urban Design Concept illustration embodies a number of fundamental physical design concepts around which future development in Downtown is proposed to be organized. These concepts are expressed in the following major design elements, which together provide the "framework" for the Urban Design Concept and Design Guidelines.

Civic Space Framework

Activity Framework

Spatial Enclosure

Pedestrian Emphasis

Landscape Linkages
Civic Space Framework

Building form, open spaces and streetscape treatment (sidewalks, landscaping and street furnishings) together define the qualities that make Downtown London a unique place. Several major physical features stand out within the overall Downtown context: the Forks of the Thames; the major open spaces adjacent to the core Downtown shopping district at Harris, Ivey, and Victoria Parks; the broad expanse of Wellington Street, with views north to Victoria Park; and the concentration of retail and pedestrian activity along Dundas and Richmond Streets, the historic core of the Downtown. Because of the contribution to the unique quality of Downtown, it is proposed that these particular features be protected from visual intrusions. Specifically, it is proposed that pedways be strongly discouraged from the following locations, which are considered to be part of the Civic Space Framework:

- Wellington Street between Centennial Hall and the south side of the VIA tracks.
- Richmond Street between Kent and King Streets
- Ridout Street between Kent and King Streets
- Thames Street between York and Dundas Streets
- Dufferin Avenue between Ridout and Waterloo Streets
- Queen Street between the Thames and Talbot Streets
- King Street between Thames and Ridout Streets
Activity Framework

Downtown contains a variety of functions. Predominant among these is the retail shopping district focused on the Dundas Street/Richmond Street intersection. The Official Plan supports this function through policies mandating that Downtown remain the major concentration of retail and commercial activity in the City.

In addition, Downtown is the focus of numerous special activities and events. These annual, seasonal, or special events enhance the perception of Downtown as a special place. Although Downtown already has several locations which provide settings for these special events, additional locations could be improved and further developed to better extend this “Activity Framework” throughout Downtown. The following are some of the major potential locations and activities that could be considered:

- Covent Garden Market
- Carling Street
- Reg Cooper Square
- The Forks of the Thames

These special areas are proposed to become the basis for developing special districts in Downtown. Use of special street furniture and banners are possible ways to express the special identity of each area, as described in the following sections of this report.
**Spatial Enclosure**

The relationship of buildings to the public open spaces of the streets in Downtown will have an important effect on the perception and “feeling” of the pedestrian environment. At present, the majority of Downtown development is under six stories in height. Historic photos document the nearly continuous three- and four-story height of development along Dundas Street at the end of the nineteenth century.

To maintain this low-scale relationship of buildings to the street-fronts, while allowing taller development to occur, it is proposed that on certain streets building height and stepback provisions be encouraged. In general, on those streets considered to be important elements of the pedestrian environment it is preferred that buildings be built without a setback, directly on the property line so as to maintain the continuity of the street space. Second, it is proposed that buildings built immediately on the property line along these streets be limited in height to three or four stories. Above their height, buildings are encouraged to be setback so as to retain and emphasize the three- and four-story scale of the existing environment.
Pedestrian Emphasis

The spatial and activity framework principles suggest important pedestrian streets in Downtown. In response to these concepts, pedestrian movement in Downtown is proposed to be accommodated in three interrelated movement "systems". The first and most important pedestrian movement system is the public sidewalk area. Since these areas are under public jurisdiction, the City may, and should, exercise total control of their design so as to insure a basic continuity of treatment. The design guidelines describe a hierarchy of sidewalk design treatments by which this continuity may be achieved.

The second pedestrian movement system consists of the ground-level public and semi-public walkways that may be created on private property. Galleria London is an example of such a space, as was the ground floor of the old Bay store, which provided a pedestrian link between Dundas Street and Covent Garden Market. These kinds of spaces are considered beneficial in Downtown, and their development is encouraged. They can provide interior routes during inclement weather and thereby act as extensions of the sidewalk areas. The design guidelines provide principles for the design of these spaces.

The third pedestrian movement system consists of overhead walkways, or pedways. Pedways have been an issue in Downtown for many years with arguments
made both for and against their use. It is the premise of the Urban Design Concept that pedways can be beneficial and attractive provided they are properly located and designed. As described in the Civic Space Framework, there are several streets and spaces in Downtown across which pedways are strongly discouraged. Pedways across other streets are considered to be acceptable provided they conform to the design guidelines described in the following sections of this report.

Landscape Linkages

The parks and open spaces at the Forks of the Thames and Victoria Park have been identified as key elements that establish the overall character of Downtown. It is proposed that the landscape character of these parks and open spaces be extended into the Downtown along several key streets. The treatment of these streets is proposed to be combination of landscaped setback areas and/or grass strips between the curb and the sidewalk.

Also proposed are three “landscape gateways” into Downtown at the Wellington Street entrance under the railroad tracks, at the east end of Dundas Street, and at the Forks of the Thames.
Design Concepts

The following text describes some of the major design concepts and development ideas illustrated in the Urban Design Concept.

Forks of the Thames

The Forks of the Thames is the most important physical design feature in Downtown. Its scenic quality is one of the City's greatest, and most visible assets. The parks along its Downtown edge are host to a variety of special annual events, the most visually spectacular being the balloon races which depart from Harris park.

However, in spite of its present physical quality and use, there is a feeling that this resource has not yet been developed to its full potential. The Urban Design Concept illustrates several ideas by which to enhance its visual significance and increase its functional role in the Downtown.

The first and undoubtedly most controversial proposal for this area involves future development of the block containing the historic Middlesex County Courthouse and Jail, and the Provincial office building. The western half of this block, which has one of the best views directly overlooking the Forks of the Thames, is also today one of the most underutilized properties in the City. The parking lot occupying this hillside contributes little to the scenic value of the waterfront and, aside from providing needed on-site parking contributes nothing to the functional environment of the Downtown or waterfront areas.

It is recognized that the Official Plan includes a "dotted line" road alignment crossing the Thames and connecting to King Street. From an urban design perspective, such a bridge is considered to be undesirable as it would close-off the large open space that presently exists right at the Forks of the Thames. A bridge in this location would also create a significant visual and physical constraint to increased use along the waterfront west of the provincial office building and Middlesex County Courthouse. Due to the potential significance of future
development along the Forks of the Thames, and the potential visual and functional impacts of the proposed King Street Bridge, it is recommended that the City of London undertake a detailed traffic study prior to its implementation or funding. Such a study should verify the need for this facility, review potential visual impacts of such a structure by testing conceptual designs, and review and analyze potential alternatives to the construction of a bridge in this location.

The development concept illustrated for this property shows the opportunity to develop this site as a major centrepiece of Downtown. As shown, the concept is to develop the block as a major cultural/entertainment centre. The Middlesex County Courthouse is proposed to have an expanded function as an historical museum. The jail could be re-used as part of the museum, or as a small speciality retail/restaurant function. The southwest corner of the site is shown developed as a Science Centre, aquarium or other civic use. The Provincial office building may remain in this concept.

Linking these uses is a covered, climate-controlled public Wintergarden. This Crystal Palace-like structure recalls some of the large scale civic structures that were built for the Western Fair. Its interior could be developed as an indoor garden, ancillary to the Science Centre, and may also include a restaurant, cafes and small-scale retail uses.

Extending outward toward the River from the Wintergarden is a major civic open space. To complete the connection between the Wintergarden and Thames, it is suggested that the section of Thames Street between King and Dundas Streets be closed to through-traffic. The two ends of this street on either side of the new development could be used as automobile drop-off areas and as entrances to parking. Parking is suggested to be developed under the Wintergarden and Science Centre site.

An observation tower is an important visual element that might be accommodated in this space, allowing people to obtain a view up and down the riverfront, above the level of the tree canopy. This tower could also be a strong symbolic element for the City, capturing the “spirit” of London and the continuity of the City’s past, as represented by the Thames River.
on the west, and its future, as represented by the Downtown and its development potential, on the east.

Other elements suggested for this space in the illustration include a central lawn area, graded to create a grassy open amphitheatre and an outdoor science park with special educational exhibits related to scientific principles from the physical, chemical and mathematical sciences. Basic geographic, climatic and other local environmental factors could be portrayed through appropriate outdoor exhibits. Alongside the western edge of the Wintergarden, a paved terrace is shown where outdoor seating and eating could be accommodated overlooking the Thames. A portion of this outdoor space might also be converted to a skating rink during the winter months.

Along this section of the River, a new edge treatment is suggested. As illustrated, this section would be developed with a wide-paved promenade, appropriate for this central section of the riverfront parks.

Extending outward from this “urban” space, the parks on either side are proposed to be developed with distinctly different design character. To the south, Ivey Park’s role as a formal garden is proposed to be expanded. As has been discussed, this space could be developed as a “Gardens of the World” or “Gardens of the Provinces” theme area. To the north, Harris Park is proposed to remain a large open passive park, and as the area which can accommodate the balloon launches. It is suggested however, that the Labatts parking lot be re-configured to better reflect its park location. Along with this action, it is proposed that the parking lot be re-paved with a special paving material so that it can function as a “pad” for special event activities. Also proposed for Harris Park is the improvement of the pedestrian path leading from the foot of Dufferin Street down into the Park.

A key design issue at the Forks of the Thames is the manner in which the pedestrian sidewalks and promenades in the waterfront park spaces are connected to the pedestrian areas in the retail shopping and business areas to the east. Generally, this connection requires a grade change to take pedestrians from the higher elevations along Dundas Street and Queens
Avenue down to the lower elevations along the riverfront.

Today these connections are typically made with standard-width sidewalks, stairs and ramps. As illustrated in the Urban Design Concept, it is proposed that locations where such grade changes must be accommodated should be developed with special stairway and ramp design, to enhance the visual experience of going down to the waterfront, and to provide stronger linkages to the riverfront.

On the western bank of the River it is proposed that the landscape be enhanced by selective tree removal to open scenic views of Downtown, and by adding plant materials along the roadway to enhance the visual quality of this important entrance into Downtown.

The bridges over the Thames are part of the scenic ensemble and should be highlighted. The old Dundas Street bridge has an interesting steel structure that could be enhanced through a new coat of slate blue or forest green paint. It is also suggested that the bridges and both sides of the riverfront receive special night-lighting to extend its scenic value into the evening hours. Small “twinkle lights” on the bridges and Wintergarden, combined with up-lighting on the trees along the River’s edge, could make this a dramatic setting for both daytime and nighttime activities.

A final concept for riverfront enhancement is for the City to explore alternative physical designs for the western embankment. Perhaps terraces and revegetation could be undertaken. If possible, this would also improve the overall scenic quality of the riverfront.

Moving up the hillside from the riverfront, several design ideas are suggested to improve the linkage of Downtown and the riverfront parks. The plaza area in front of the London Regional Art Gallery is a major public space. It is suggested that this space be redesigned to provide a more open plaza-like space. This action will better reveal the Art Gallery and open-up the space at this important location. This may also be a candidate location for a major fountain located along the northern side of this space, where it would provide spatial definition and be visible from the roadway.
Just to the north of this space are the historic Labatts offices. To enhance the visual setting of these historic structures, it is proposed that the City investigate the possibility of realigning the north-bound turning lane from Queens Avenue onto Ridout Street. The purpose of this is to create the opportunity for a small plaza space on the north side of Queens Avenue facing the Labatts offices. It is also suggested that this section of Ridout Street be paved with special paving to enhance the view toward the historic buildings.

One of the most important Downtown development opportunities is the block bounded by Dundas, Talbot, King, and Ridout Streets. This property, sometimes referred to as the Cambridge site, has been the subject of much controversy over the past several years regarding the future of the Talbot “streetscape.” The illustration in the Urban Design Concept shows how the development on this block could be accomplished within the framework of the design guidelines.

The first design principle is that the three to four story building elements be constructed to provide a continuation of the scale and character of the Downtown Shopping Area all the way to Ridout Street. The second principle is that tall buildings facing Dundas Street should be designed to step back from the building line to maintain the spatial importance of the Dundas Street corridor. The third principle is that the highrise buildings be organized with their long dimension oriented in the north/south direction to allow sunlight to penetrate into the street-level spaces along Dundas Street.

There are two exceptions to this guideline illustrated on this block. The first is the building shown on the southwest corner of the block. This building, since it is facing the riverfront parks, is oriented with its long dimension running east/west in accordance with the guidelines for buildings in these locations.

The second exception occurs at the northwest corner of the block. Here, it is suggested that the building in this location be a distinctive “signature” building because of its location at the visual terminus of the Dundas Street bridge.
Other design principles include locating automobile entrances on streets other than Dundas or Ridout Streets, and the creation of a through-block interior pedestrian linkage running in a north/south direction through the building.

**Ridout Street**

The future development along the east side of Ridout Street between Dundas and Kent Streets is considered to be an important design issue. The illustration shows how more intensive development might be accomplished on these sites in accordance with the design guidelines. Basic site development principals shown include the implementation of a continuous wide landscaped setback; positioning of tall buildings perpendicular to Ridout Street to allow views north and south along these structures; and placement of entrances to parking and service areas along the east-west streets rather than along Ridout Street itself.

The illustration also indicates a reduction of building height and scale that is considered to be appropriate for future development at the intersection of Ridout and Kent Streets. This principle should also be encouraged along the remaining length of Kent Street, which is considered to be a "transitional" edge between the large scale development in Downtown and the lowrise small-scale development immediately adjacent to this section of Downtown.

**Covent Garden Market and Carling Street**

Both Covent Market Lane and Carling Street are proposed to have special paving extending entirely across the street and sidewalk areas. Covent Market Lane already has such a treatment. A similar treatment is also proposed to be implemented on Carling Street, as described in more detail in the design guidelines. On both streets, it is further suggested that consideration be given to narrowing the vehicular movement path as much as possible, and to consider a "flush" roadway design in which bollards and other traffic control devices would replace the curbs. This would further enhance the character of these streets within the Downtown Shopping Area.
LOW STRUCTURES TO PROVIDE SCALE TRANSITION

PARKING ENTRANCES ON EAST-WEST STREETS

DUFFERIN AVENUE LANDSCAPE LINKAGE TO VICTORIA PARK

CONTINUOUS LANDSCAPED SETBACK

TALL BUILDINGS ORIENTED WITH LONG DIMENSIONS PERPENDICULAR TO OPEN SPACE

RECONFIGURE INTERSECTION TO CREATE PLAZA AREA

SPECIAL PAVING

LABATTS HERITAGE RESOURCE STRUCTURE (NON-DESIGNATED)

RIDOUT STREET
SPECIAL PAVING ACROSS ENTIRE STREET AND SIDEWALK WIDTH

SCHEDULE OUTDOOR MARKET DAYS

REDESIGN MARKET BUILDING FACADES ON COVENT MARKET LANE AND TALBOT STREET

TALL BUILDING SETBACK TO MAINTAIN PEDESTRIAN SCALE

INFILL DEVELOPMENT TO MAINTAIN SMALL SCALE OF CARLING STREET

MAINTAIN EXISTING INTERIOR WALKWAY

MAINTAIN INTERIOR WALKWAY BETWEEN COVENT MARKET LANE AND DUNDAS STREET THROUGH OLD BAY BUILDING

CARLING STREET & COVENT GARDEN MARKET
Wellington Street Gateway

Wellington Street has been identified as one of the most important visual gateways into Downtown. The underpass at the VIA tracks is currently one of the least attractive locations in Downtown. The proposed treatment at this location involves several actions.

First is the encouragement that any future private redevelopment on either side of Wellington Street on both the north and south sides of the VIA tracks be setback 10 metres, and that this setback be used to provide additional landscaping at these important locations. The second action is to remove the existing billboard signage on both sides of Wellington Street, and to enact policies to prevent further use of this street for “outdoor advertising” facilities. The third action is the proposed reconstruction and renovation of the underpass structure itself. The adjacent sketch suggests one possible character for this structure, although the specific design is considered to be less important than the idea that something be done to improve the structure. Whatever design is selected, it should have a gate, or bridge-like quality. Treatment of the underside of the railroad underpass should also be considered. One possibility is to have both sides of the underpass lined with large (floor-to-ceiling) colour transparencies showing images of Downtown London. Images might include such things as people at outdoor events in the parks, Downtown shoppers, the interior of Covent Garden Market, heritage structures, etc. These images would be back-lit, and turn what is now a dark, uninviting tunnel into a kaleidoscopic “snapshot” of all of the attractions available in Downtown London. This would in a sense be an advertisement for all of Downtown, and could therefore be funded in part by Downtown businesses. However, it is not intended to be an advertisement for any one business, and should therefore only incorporate images. Words and names of businesses should not be included in this photographic display.

The final proposal for this location is that the developers of future projects on either side of Wellington Street be encouraged to design “gateway” structures that would have a special, distinctive character.

Just to the north of the Wellington Street gateway is the site of the new Convention Centre, located between York and King Streets and between Wellington and Waterloo Streets. The
SPECIAL PAVING AT CROSSWALKS

INFILL DEVELOPMENT WITH STEP-BACK TO MAINTAIN PEDESTRIAN SCALE OF STREET

PEDESTRIAN ENTRANCE TO CONVENTION CENTER

LANDSCAPE SETBACK AREA

SIGNATURE GATEWAY STRUCTURES

POTENTIAL SIGNATURE GATEWAY STRUCTURE

LANDSCAPE SETBACK - REMOVE ON STREET PARKING

COMBINED HOTEL AND CONVENTION CENTER LOBBIES & AUTO DROP-OFF

HOTEL

CONVENTION CENTER

FUTURE OFFICE

ENTRANCE TO SERVICE & PARKING

WELLINGTON & DUNDAS STREET GATEWAYS
Urban Design Concept includes an illustration of how this project might be developed to incorporate the Convention Centre, hotel, and future office building.

The basic design idea is to organize the buildings to provide, if possible, a combined hotel and Convention Centre lobby and automobile drop-off area along the north side of the project facing King Street. The location of these entrances on this street will provide a strong pedestrian linkage along King Street, westward to Wellington and Galleria London, and the Downtown Shopping Area. If this organization is adopted, the service and loading facilities would be oriented towards York Street.

The Convention Centre site also includes a small parcel fronting on Wellington Street. In conformance with the design guidelines, it is encouraged that this site not be used for entrances to service or loading areas. The illustration suggests developing the parcel as a pedestrian exit from the meeting rooms and pre-function areas of the Convention Centre, with a glass “lobby” overlooking Wellington Street. This would provide an attractive addition to Wellington Street, and create a “window” by which the Convention Centre can open onto this major gateway street.

Dundas Street Gateway

The portion of Dundas Street between Wellington and Waterloo Streets is also considered to be an important gateway location deserving of special design attention. The Urban Design Concept includes several proposals for this area. First is that the City should investigate the possibility of relocating or otherwise replacing the existing parking spaces along this block at other locations in Downtown. This action will allow the sidewalk areas on both sides of the street to be expanded, and additional sidewalk landscaping to be provided. An alternative design for consideration is the construction of a wide landscaped median. A second proposal is that the City encourage the development of a “signature” structure on the parking lot on the north side of the street opposite the Armouries. Such a structure could be developed with an atrium facing Dundas Street and the historic Armouries.
Reg Cooper Square

There has been considerable discussion about the development of a new Performing Arts facility in the Downtown area, but no consensus has been reached about where such a facility should be located. The Urban Design Concept illustrates how such a centre could be developed at Reg Cooper Square on the site of Centennial Hall. Placing the centre here makes good sense from a financial standpoint, since the property is already in public ownership. It could also provide a financial and functional basis for redesigning the Square.

As illustrated, the Performing Arts Centre is positioned with its main lobby area facing the Square. An automobile drop-off to the lobby is shown on Wellington Street, along with a special entrance sign for the Centre. Backstage areas, and service and loading would then be located on the north and east side of the taller stagehouse structure, with a truck entrance at the end of Princess Avenue.

Also suggested in the illustration is a reconfigured Square. In this concept, a new arcade structure is shown, running from the corner of Wellington and Dufferin north along the western edge of the Square. This arcade then turns, and continues across the Square to the residential tower, and then north again to the Performing Arts Centre. The arcade then wraps around the lobby area of the Performing Arts Centre, providing a covered drop-off for the Centre. This arcade would serve several purposes. First, it would provide a strong visual edge along Wellington Street, in response to the guidelines that encourage that development around Victoria Park contribute to its spatial enclosure. Second, the arcade would provide a new entrance to Reg Cooper Square at the corner of Wellington Street and Dufferin Avenue. In this concept, a large cascade of steps and ramps would replace the existing wall and landscape at this major intersection, and allow pedestrians to enter the Square from this corner. The third function of the arcade is to subdivide the existing Square into smaller, more appropriately scaled spaces. The present football field size is considered to be too large for comfortable use. The arcade divides the Square into a "cultural plaza" on the north end, and a "government plaza" on the south end. The government plaza is clearly a smaller, secondary space to the cultural plaza, which should be considered as a candidate location for a major
NEW PERFORMING ARTS CENTER SIGNAGE
COVERED AUTO DROP-OFF
NEW PERFORMING ARTS CENTER
ENTRANCE TO SERVICE / PKG.

NEW CULTURAL PLAZA
NEW ARCADE TO FRAME CIVIC SPACES
GOVERNMENT PLAZA
CITY HALL

INFILL CONSTRUCTION MAINTAIN BUILDING LINE TO ENHANCE SPACIAL ENCLOSURE OF VICTORIA PARK

REG COOPER SQUARE
civic sculpture. The fourth function of the arcade is to provide a setting for outdoor activities and events. The arcades could be constructed with electrical and water connections in the structure to allow vendors to set up temporary market stalls. Although summer activities such as a flower market or other special purpose market are likely activities for this space, consideration might also be given to a system of operable, roll-up glass doors that would allow all, or a portion of the arcade to be enclosed during the winter months, and reopened in the summer. This type of system has been used successfully in several Festival Market structures to provide flexible indoor-outdoor dining opportunities. With this capability, the arcade could accommodate events year round.

If this scheme is adopted, consideration might be given to providing a small cafe on the ground floor of the residential tower, which could utilize the outdoor space under the arcade for a seating area. This space could then be open in the summer months, and enclosed in the winter.

Although the exterior of the residential tower has recently received a new cladding, it has been mentioned that the building may be nearing the age when a more substantial repair/renovation might need to be undertaken. At such time as this might occur, it is proposed that the City re-evaluate the use of this building for residential purposes. If other public residential opportunities occur in the City that could replace these units, the existing building might be converted to another use. A City Hall annex, for example, could provide additional space for expansion of City functions, if required. An additional office use in this location could provide more people to support the outdoor cafes and market activities previously described.
Conclusion

The combination of the preceding proposals and opportunities suggests ways that both the public and private sectors can work independently, and together, to create a new and exciting image for Downtown London. It must be remembered, however, that the opportunities illustrated are concepts for future development. As such, they present an overall vision of key Downtown development opportunities. This conceptual vision, if pursued, will require substantially more in the way of detailed planning, design, engineering, funding feasibility, and other technical studies to further define the practical solutions necessary to accomplish such a vision. Although many of the concepts will undoubtedly be modified as a result of this process, the basic ideas presented may still provide inspiration and guidance of a conceptual nature.
As reported by Frederick H. Armstrong in his book *The Forest City: An Illustrated History of London, Canada*. After the "Great Fire" of 1845, council passed a by-law "compelling" the rebuilding in brick or stone. This view of Dundas Street about 1875 shows the three-story brick construction that resulted.

Photo: *The Forest City: An Illustrated History of London, Canada*