

Authority: Toronto and East York Community Council Item 12.6,  
as adopted by City of Toronto Council on January 29 and 30, 2008  
Enacted by Council: January 30, 2008

**CITY OF TORONTO**

**BY-LAW No. 85-2008**

**To amend By-law No. 125-2006, as amended, to amend the boundaries of the St. Lawrence Neighbourhood Community Improvement Project Area and to amend the St. Lawrence Neighbourhood Community Improvement Plan.**

WHEREAS subsection 28(2) of the *Planning Act* provides that the council of a municipality which has an official plan containing provisions relating to community improvement, may by by-law designate the whole or any part of an area covered by such an official plan as a community improvement project area; and

WHEREAS the City of Toronto Official Plan contains provisions relating to community improvement in the areas contemplated in this by-law; and

WHEREAS Council by By-law No. 125-2006 designated the St. Lawrence Neighbourhood Community Improvement Project Area and adopted a Community Improvement Plan for the purpose of that area; and

WHEREAS Council has determined it appropriate to amend the boundaries of the St. Lawrence Neighbourhood Community Improvement Project Area and to amend the Community Improvement Plan with respect to public realm improvements;

WHEREAS a public meeting has been held in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. City of Toronto By-law No. 125-2006, being a By-law “To designate certain lands in the St. Lawrence Neighbourhood as a community improvement project area and to adopt a community improvement plan for the St. Lawrence Neighbourhood Community Improvement Project Area,” as amended, is hereby further amended by:
  - (a) deleting the words “of Schedule “A”” in paragraphs 1 and 2;
  - (b) replacing Map “1” with Map “1” attached hereto;
  - (c) inserting the words “- Commercial Façade Improvement Policies” in paragraph 3 after the words “St. Lawrence Neighbourhood Community Improvement Plan”;
  - (d) inserting Schedule “B”, attached hereto, after Schedule “A”; and

(e) adding paragraph 4 as follows:

“Schedule “B”, attached hereto, is hereby adopted as the St. Lawrence Community Improvement Plan - Public Realm Policies.”

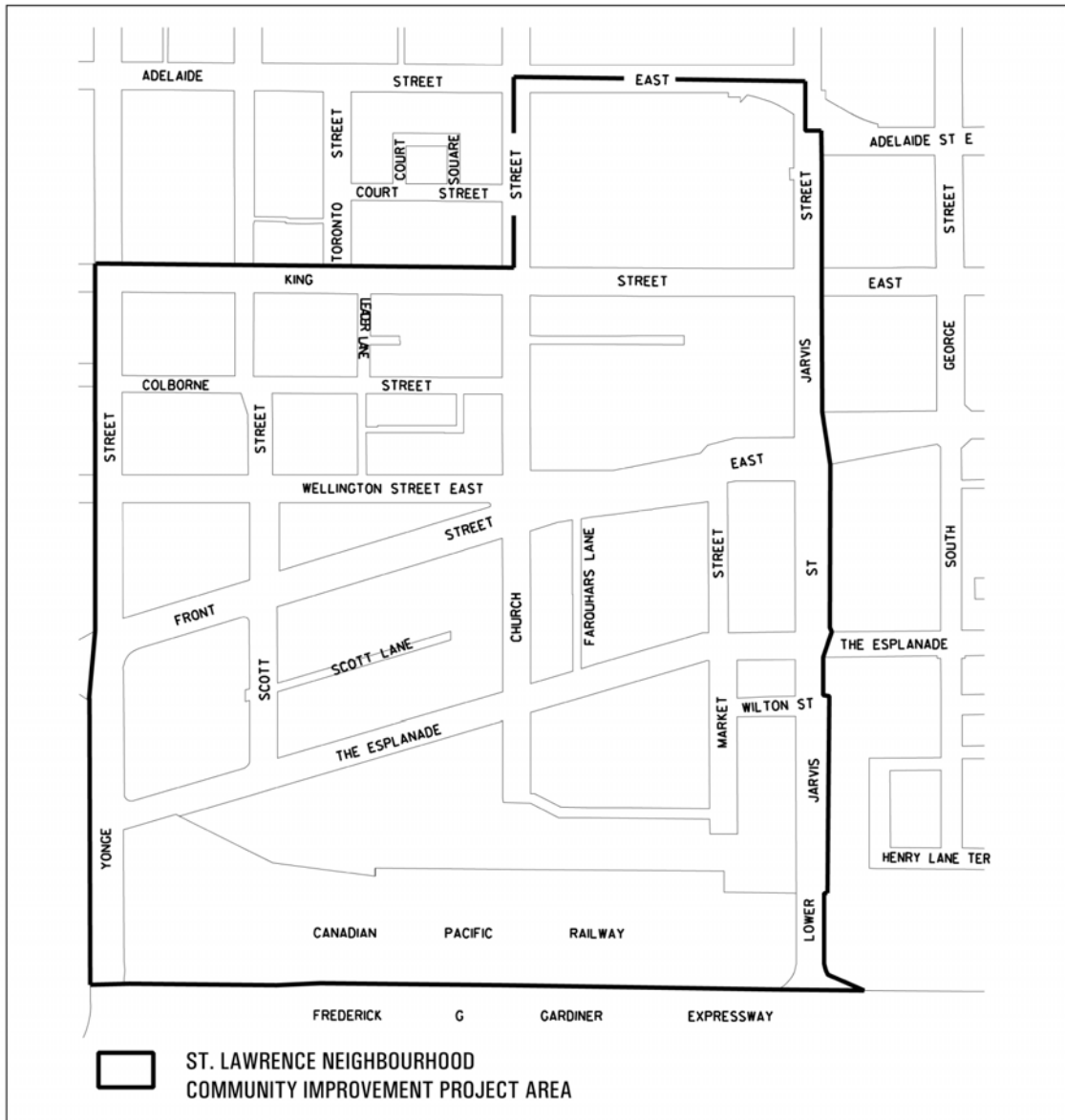
ENACTED AND PASSED this 30th day of January, A.D. 2008.

SANDRA BUSSIN,  
Speaker

ULLI S. WATKISS  
City Clerk

(Corporate Seal)

### Map "1" St. Lawrence Community Improvement Project Area



**SCHEDULE “B”**St. Lawrence Community Improvement Plan:  
Public Realm Strategy**1.0 BACKGROUND****1.1 St. Lawrence Neighbourhood Community Improvement Project Area**

This Community Improvement Plan policy (the “Public Realm Strategy”) applies to the St. Lawrence Neighbourhood Community Improvement Project Area as shown on Map 1 attached (the “Project”).

The Project Area does not include the entire St. Lawrence neighbourhood, which extends as far as Parliament Street to the east and to Queen Street East to the north. However, the Community Improvement Plan does not intend to exclude other parts of the neighbourhood from future improvements. The Project Area is focused on an area which includes a significant collection of heritage buildings and cultural institutions. Other parts of the neighbourhood are included in the King-Parliament Community Improvement Plan, and other areas may be subject to future community improvement studies or public realm plans.

**1.2 Description of the St. Lawrence Neighbourhood Community Improvement Project Area**

The Project Area includes the southwest quadrant of the St. Lawrence Neighbourhood and has a diverse urban fabric which includes an area of iconic heritage buildings in close proximity to the City’s Financial District. The Project Area includes Toronto landmarks and institutions, such as the Gooderham Flatiron Building, the Sony Centre for the Performing Arts, St. Lawrence Hall, and St. Lawrence Market. The Project Area borders the Union Station Precinct. From a planning perspective, the area is characterized by a rapid transition in character and built-form from the intense commercial uses of the Financial District, which occupies the western edge of the study area, to the lower-scale, mixed use heritage fabric east of Scott Street. Transition in the scale of built-form is a strategy encouraged by the Official Plan to protect the low- and medium-scale fabric of the neighbourhood.

Previous planning documents have identified three areas of special identity in the Project Area. The Berczy Park area is an urban park which is framed by a collection of some very significant heritage buildings. The Esplanade is a distinct and recognizable mixed use street which has wide sidewalks, linear parks and grand promenades. The Market area has the distinction of being Toronto’s “piazza” for shopping. Map “A” illustrates the areas of special identity.

The heritage, character, and shopping and recreation opportunities of the St. Lawrence Neighbourhood have made it a desirable place to live and residential development is expected to increase the number of residents in the area. It is also an attractive destination for visitors from other neighbourhoods and for tourists from outside the City.

### 1.3 Planning Initiatives for the Community Improvement Project Area

The Official Plan designates most of the Project Area as Mixed Use Area. Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities.

The City has undertaken a number of planning exercises in the neighbourhood since 2004.

- An Urban Design charette for the area was held in September 2004 to evaluate six development sites in the area. Public realm improvements were also discussed conceptually.
- City Council adopted new urban design guidelines for the southwest quadrant of the St. Lawrence Neighbourhood in July 2005. The goals of the St. Lawrence Neighbourhood Focused Area Urban Design Guidelines are to improve the quality of the area's physical environment and ensure that elements which contribute to the special character of the diverse parts of the area are retained and enhanced. The Guidelines are intended to shape new development, as well as to provide direction on public realm improvements and to assist in the preparation of a Community Improvement Plan.
- City Council has also designated a Heritage Conservation District Study Area with similar boundaries as the Community Improvement Project Area, due to the significant heritage resources.

### 1.4 Rationale for a St. Lawrence Neighbourhood Community Improvement Plan: Public Realm Strategy

The St. Lawrence neighbourhood's planning initiatives are designed to guide reinvestment activity on private lands. The Community Improvement Plan: Public Realm Strategy is intended to complement those initiatives by creating a strategic framework for the improvement of public lands within the southwest quadrant of the St. Lawrence Neighbourhood. Together, the planning initiatives and the Community Improvement Plan: Public Realm Strategy will guide private and public investment activity to improve the quality of life in the neighbourhood, enhance the neighbourhood's heritage resources, and bolster the area's ability to contribute to the downtown economy by attracting visitors and tourists. The public realm of the area should meet a particularly high standard given its potential as a tourist destination.

## 1.5 Official Plan

The Official Plan provides general City-wide rationale for Community Improvement Plans.

Policy 5.2.2.1 states: “Community Improvement Plans will be designated by by-law, and Community Improvement Plans will be prepared to promote the maintenance, rehabilitation, revitalization and/or conservation of selected lands, buildings and communities facing challenges of transition, deficiency or deterioration or for any other environmental, social or community economic development reason.”

Policy 5.2.2.2 states that Community Improvement Project Areas will be identified for areas exhibiting “. . . deficient or deteriorated public infrastructure and/or amenity, including parks, open spaces, community facilities and streetscapes.”

Policy 5.2.2.3 states that Community Improvement Plans will be prepared to provide direction regarding, among other matters, “a) strategic and co-ordinated public investment to repair or upgrade municipal infrastructure, community services and/or public amenity; b) allocation of public funds, in the form of grants, loans or other finance instruments, for the physical rehabilitation or improvement of private land and/or buildings including rehabilitation of contaminated properties; c) municipal acquisition of lands or buildings and any subsequent clearance, rehabilitation, redevelopment or resale of these properties; d) municipal investment to complement projects of a Business Improvement Area or Employment District Association; or declining social, environmental and/or economic conditions.”

## 1.6 Community Consultation

A working group of area residents, landowners, business-owners, and other stakeholders met regularly with City Planning Division staff beginning in Fall 2005 to identify issues in the neighbourhood and consider a range of programs and projects to improve the area’s physical amenity. The Working Group presented their work to members of the community at an open house in September 2006.

## 1.7 Structure of the Community Improvement Plan: Public Realm Strategy

Section 2 of the Public Realm Strategy identifies themes of community improvement for the neighbourhood. These themes represent the focus of much of the community consultation and working group discussion respecting improved amenity for the neighbourhood.

Sections 3 and 4 identify proposed improvements to the St. Lawrence Neighbourhood. Section 3 identifies nine programs of improvement which should be implemented comprehensively in all areas of the neighbourhood. Section 4 focuses on location-specific projects. All of the proposed programs and projects relate to one or more of the themes identified in Section 2.

Section 5 of this Public Realm Strategy discusses its implementation and the way that the Public Realm Strategy may assist in capital budgeting and spending decisions.

Council adopted a Commercial Façade Improvement Program for the St. Lawrence Neighbourhood Community Improvement Area in January 2006, as Schedule A of By-law No. 125-2006. This Plan proposes no changes to the Commercial Façade Improvement Program.

## **2.0 THEMES**

This Community Improvement Plan: Public Realm Strategy identifies a number of themes. The themes act as a series of lenses to consider and understand assets, issues, and opportunities with respect to the public realm in the Project Area.

### **2.1 Heritage**

The St. Lawrence Neighbourhood sits within Old Town Toronto and includes the oldest parts of the city, including the original townsite of the Town of York. Over 30 heritage buildings designated under the Ontario Heritage Act or listed on the City's Inventory of Heritage Properties are located in or adjacent to the Community Improvement Project Area. The City has also designated the area a Heritage Conservation District Study Area. The neighbourhood contains a significant collection of 19th century commercial and industrial buildings that are important remnants of Toronto's early history.

The St. Lawrence neighbourhood's heritage buildings have intrinsic value and are a fundamental element of the neighbourhood's character. From an economic development perspective, they attract visitors and tourists.

Map "B" shows the heritage buildings in the area. This Public Realm Strategy promotes the conservation of heritage buildings, interpretation of the area's heritage, and enhancement of heritage attributes.

### **2.2 Streetscapes and Street Trees**

The City of Toronto Official Plan recognizes that City streets are significant public open spaces. Policy 3.1.1.1 of the Plan states that sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by providing well designed and co-ordinated tree planting and landscaping, pedestrian-scale lighting, and quality street furnishings and decorative paving as part of street improvements. Streetscape improvements and street tree improvements will contribute to the neighbourhood and strengthen its sense of place through a network of streets that also act as important and attractive public spaces rich in character.

Undertaking streetscape improvements is the most common way of improving the physical amenity of public spaces in an area, as there are many opportunities for improvements to public spaces, primarily within the public road allowance. In the Project Area, some areas lack any streetscaping whatsoever, while other areas are streetscaped with inconsistent designs. The neighbourhood should have well-designed streetscapes that reflect its heritage character.

Generally, streetscape improvements are undertaken as a result of the development approval process, private or corporate donations, or as part of planned public works improvements to public roads. The timing of these public works is contingent primarily on the City's and on public utilities' capital budgeting and reconstruction schedule for their infrastructure within the public road allowance. Streetscape improvements are appropriate in conjunction with such work. The St. Lawrence Business Improvement Area (BIA) has recently taken the lead to achieve streetscaping within the BIA boundaries, by working with the City's Economic Development Division and Transportation Services Division.

One important component of streetscape improvements in the neighbourhood will be publicly owned street trees. While there are many street trees lining sidewalks in the area, there is inconsistency in the design and treatment of tree pits. The designs appear random and not part of a larger design strategy for the public realm. As well, there are areas that lack street trees, or where trees are in poor health and should be replaced, preferably with growing conditions that will accommodate mature tree growth.

### **2.3 Parks**

St. Lawrence is a downtown neighbourhood that is intensely developed in many areas. The neighbourhood's parks provide important outdoor space for recreation and relaxation, and design of the parks contributes to the character of the neighbourhood and its system of open spaces. Parks also provide an opportunity for programming social or recreational activities, exhibits, or other special events.

Improvements for Berczy Park and St. James Park are proposed in Section 4 of this Public Realm Strategy. The design and development a new park south of The Esplanade and west of Lower Jarvis Street is also set out in Section 4. Both parks should meet a high standard of usability and design to serve residents and visitors.

Design and planning for park improvements in the St. Lawrence Neighbourhood should consider the St. Lawrence Neighbourhood Focused Area Urban Design Guidelines, including Section 3.3 (Gateway Treatment), Section 3.6 (Open Space Network), Section 3.8 (Public Art Program) and Section 3.9 (Street Character Types). In addition, the history of the Walks and Gardens Trust in the area may inform ideas for green pedestrian corridors, shoreline interpretation, and streetscaping.

### **2.4 Pedestrians**

The St. Lawrence neighbourhood is pedestrian-focused. Major destinations lie within short walking distance, including the entire Financial District, the PATH system, the St. Lawrence Market, supermarkets, theatres and entertainment facilities, community facilities, several municipal parks and extensive shopping opportunities. The area is also exceptionally well served by municipal and regional transit, and is near bus and streetcar routes, Union Station and the King Subway station, the GO Bus Station, and the Toronto Island Ferry Terminal.

In addition to local residents and employees, many of the pedestrians on the neighbourhood streets are tourists and other visitors who explore the neighbourhood on foot and generate significant economic activity. As the neighbourhood and adjacent areas grow and develop,



pedestrian patterns may change. As the West Donlands and the Union Station precinct redevelop, for example, The Esplanade may become an important route that connects the two areas.

Because of the important place of pedestrians in the neighbourhood, pedestrian comfort and amenity are a high priority for the area. Many of the themes, programs, and projects of this Public Realm Strategy target pedestrians. For example, streetscape improvements will result in better conditions for pedestrians; park improvements provide resting places for pedestrians; and heritage conservation, enhancement; and interpretation facilitate the exploration of the neighbourhood's heritage fabric.

## **2.5 Cycling**

The St. Lawrence Neighbourhood's central location, pedestrian focus, and transit connections serve the area well. Bicycle use is another form of transportation that is environmentally friendly and practical in the neighbourhood. While there are signed bicycle lanes in parts of the neighbourhood, there are no dedicated bicycle lanes within the Project Area. An improved network of bicycle lanes offers the opportunity to establish links between the downtown, the southwest quadrant of the St. Lawrence Neighbourhood, and new neighbourhoods planned in the West Donlands and the waterfront.

## **2.6 Laneways**

The St. Lawrence Neighbourhood Focused Area Urban Design Guidelines note that mid-block connections and courtyards are one of the successful urban design elements of the neighbourhood and that they are evocative of the urban charm of European pedestrian-oriented commercial centres. There are a number of public lanes in the Project Area that present an opportunity to create unique and intimate public spaces that contribute to the character of the area.

Laneways in St. Lawrence currently function to service adjacent buildings. However, they could also be designed to contribute to the fine grain of the neighbourhood's open space network, provide mid-block pedestrian connections, and create intimate spaces shared by service functions and pedestrians and animated by retail activity in adjacent buildings. Re-orienting laneways in this fashion would also create additional commercial opportunities for building owners.

This Public Realm Strategy identifies two laneways which have potential for improvement: Scott Lane and Farquars Lane. The circumstances of these two lanes are very different. Site-specific projects for each of the lanes is proposed in Section 3.

## **2.7 Publicly-owned Land**

The focus of this Community Improvement Plan is investment in the public realm, especially streets and parks. The Project Area also includes parcels of publicly-owned land. The Sony Centre (1 Front Street East) and the St. Lawrence North Market building (92 Front Street East) are two significant parcels of City-owned land where redevelopment is anticipated. Redevelopment of the GO Transit property at 5-7 The Esplanade has been proposed. Redevelopment of these and other publicly-owned lands in the area should set the standard for

implementing public realm improvements adjacent to the sites. Publicly-owned lands should also set a high standard of maintenance and upgrades in order to contribute to and not detract from the quality of the adjacent public realm.

## **2.8 Private Property**

This Community Improvement Plan: Public Realm Strategy focuses primarily on the public realm. At the same time, private properties in any area have a tremendous impact on the quality of the neighbourhood and on adjacent streets and public spaces. The City of Toronto adopted the St. Lawrence Neighbourhood Focused Area Urban Design Guidelines in July 2005 to guide new development in the area.

The City's Commercial Façade Improvement Program, which applies to the Project Area, provides incentives to landowners to improve existing buildings. It offers grants to commercial building owners and commercial tenants whose properties are located within Business Improvement Areas and where there is an approved Community Improvement Plan with appropriate façade-related provisions in place. The objective of the program is to further enhance the visual attractiveness, architectural character and general business climate in these areas by encouraging the redesign, renovation and restoration of commercial facades.

Privately-owned surface parking lots in the neighbourhood often fail to enhance the adjacent public realm and sometimes detract from it. While this Community Improvement Plan: Public Realm Strategy does not include publicly-funded financial incentives to remove surface parking lots or upgrade their designs, owners are encouraged to improve the lots on their own and to adhere to planning and licensing requirements.

## **3.0 PROGRAMS**

This Public Realm Strategy proposes eight programs to be implemented in the neighbourhood. The programs are physical improvements to the public realm that apply to all areas of the neighbourhood, as opposed to specific locations.

Design and implementation of all improvements should consider environmental sustainability.

### **Program 1: Heritage Interpretation Program**

A coordinated heritage interpretation program for sites in the southwest quadrant of the St. Lawrence Neighbourhood should be implemented. A number of existing heritage sites are already interpreted individually and the heritage interpretation program should incorporate these sites into an overall site interpretation program.

Heritage interpretation in the St. Lawrence neighbourhood should include plaques and markers on important heritage sites. Some sites in the area are already marked. A site interpretation committee should be formed to work with Heritage Toronto to plaque and mark remaining sites.

Heritage interpretation should also go beyond plaques and markers. City of Toronto Heritage Preservation Services, in consultation with community stakeholders, has undertaken a Heritage Interpretation Master Plan for all of Old Town Toronto, including the St. Lawrence

Neighbourhood and the Community Improvement Project Area. The Master Plan will identify interpretation methods for the neighbourhood over and above plaques and markers. The implementation of the Master Plan will constitute the Heritage Interpretation Program of this Public Realm Strategy, and provide a framework to ensure that heritage interpretation for all of Old Town Toronto is done consistently.

### **Program 2: Heritage Building Illumination**

An exterior lighting program is to be developed for heritage buildings within the Community Improvement Project Area. The City, in conjunction with property owners, will design and implement a coordinated exterior lighting program for the most significant heritage buildings. The lighting will highlight the key architectural features of the heritage building and distinguish between different elements of the public realm. The lighting program will form part of the Heritage Interpretation Program.

The first step of an exterior lighting program is a Master Plan for illumination of heritage buildings which analyzes the neighbourhood and opportunities for illumination, develops lighting proposals, and identifies infrastructure requirements, including the use of existing public light poles. The Master Plan, prepared in cooperation with property owners, will determine which buildings should be lit and will set out a method to design lighting for buildings in the way that most effectively highlights features of the building.

The Master Plan will ensure that technical aspects of lighting and design are coordinated and make efficient use of public infrastructure. It will consider any negative impacts on residential properties. It will also set out an implementation strategy and identify expected maintenance requirements. Implementation should consider the importance of environmental sustainability and energy conservation.

### **Program 3: Toronto Heritage Grant Program**

The Toronto Heritage Grant Program is administered by Heritage Preservation Services of the City Planning Division to encourage the conservation of designated heritage properties in the City of Toronto.

The Toronto Heritage Grant Program provides grant funds of up to 50% of the estimated cost of eligible heritage conservation work to designated heritage properties. Owners of a property designated under Parts IV or V of the Ontario Heritage Act may qualify to receive a grant for eligible conservation work in either of two project categories:

- Residential house form buildings, up to a maximum grant of \$10,000 for individual properties.
- Commercial, institutional, multi-residential and industrial-form buildings.

While the Grant Program awards grants across the City, the concentration of heritage buildings in the Project Area means that many properties in the area may be eligible for grants.

Appendix B summarizes eligibility requirements and selection criteria for the Toronto Heritage Grant Program as it is currently administered.

#### **Program 4: Streetscape Design and Street Furniture**

A neighbourhood-wide program to design and implement streetscapes should be developed in consultation with the BIA and the community. Streetscape improvements will include new paving, decorative paving, widened sidewalks, lighting, and street furniture. Streetscaping should also include street tree planting, discussed in Programs 4 and 5 of this Public Realm Strategy. The streetscape program will extend the improvements that have been completed within the BIA boundaries to all parts of the Project Area.

Streetscape design and implementation in the neighbourhood should address a number of issues:

- Streetscape designs in the neighbourhood should fit into a consistent neighbourhood-wide pattern that strengthens the neighbourhood identity. Streetscapes in the neighbourhood should not be a collection of one-of-a-kind designs.
- Streetscapes on the edges of the Project Area (i.e. Jarvis Street, Yonge Street, and King Street East) should unify both sides of the street from a design perspective. Yonge Street in particular may deviate from the pattern in other parts of the study area, recognizing that the street is part of the transition in urban form from the Financial District to the St. Lawrence neighbourhood.
- Streetscape implementation should remove unused and redundant utility poles which dot many sections of the neighbourhood's streets.
- Streetscape designs should identify opportunities to widen sidewalks and construct sidewalks where they are missing. Project 4 of this Public Realm Strategy identifies a specific opportunity on Victoria Street to widen the sidewalk; this Public Realm Strategy does not intend to exclude other opportunities that are identified.
- Streetscape designs should also identify opportunities to install updated street-lighting designs in the area, consistent with the City of Toronto Streetscape Manual.
- Sidewalks should be installed on blocks where they are missing. (There are no sidewalks on the west side of Church Street south of The Esplanade, the east side of Market Street south of the Esplanade, or on Wilton Street between Market Street and Lower Jarvis Street.)

Streetscaping in the Project Area will be completed in accordance with the City of Toronto Streetscape Manual and the City of Toronto Streetscape Manual for Business Improvement Areas. The Streetscape Manual identifies the St. Lawrence Historic District, including the Project Area, as a Special Area. The Manual includes a specially-designed streetlight standard for the area, as well as special standards for paving and pedestrian lights. The manual may also incorporate designs that result from recent initiatives for a coordinated street furniture program (2007 Works Committee Report 3, Clause 1). The Streetscape Manual for Business

Improvement Areas includes pavement designs that have been implemented within the St. Lawrence Business Improvement Area.

If unique streetscape designs are prepared for the area, regard should be given to the following considerations:

- The heritage fabric of the St. Lawrence neighbourhood creates a relatively rare opportunity to design streetscape improvements in a way that complements the neighbourhood's heritage character.
- The St. Lawrence Neighbourhood Focused Area Urban Design Guidelines classify streets in the area as Primary Urban Streets, Primary Connector Streets, Primary Pedestrian Streets, and Neighbourhood Streets. This classification system can inform the design of streetscape improvements in the neighbourhood for different kinds of streets.
- The St. Lawrence Neighbourhood Focused Area Urban Design Guidelines contain guidance to consider when designing streetscape improvements, in particular Section 3.3 (Gateway Treatment), Section 3.6 (Open Space Network), Section 3.8 (Public Art Program) and Section 3.9 (Street Character Types).
- The City has initiated a city-wide coordinated street furniture program; local neighbourhood street furniture designs should be coordinated with city-wide designs.

#### **Program 5: Street tree planting**

Street tree planting should be an integral component of neighbourhood streetscapes. The City should implement a program to complete street tree planting in areas where trees are currently missing.

The first step of this program is to list where street trees are lacking. A completed inventory will serve as a guide to where additional plantings are required. The second step will be to identify technical constraints to tree planting in specific locations and to seek solutions to overcome those constraints.

Street tree planting should be coordinated with streetscape improvements. In some cases, new streetscaping may create opportunities for additional street trees, particularly where a sidewalk is widened. New street trees should include a variety of species suitable for the area.

#### **Program 6: Tree pit covers**

Tree pit covers should be installed across the entire neighbourhood that are consistent with the current Toronto Streetscape Manual. The purpose of this program is to achieve a consistent design across the entire neighbourhood, coordinated with streetscape improvements. Existing tree pit covers in the area lack a consistent design.

Tree pit covers will be installed as streetscape improvements are constructed or repaired.

### **Program 7: Way-finding Signage**

Signage should be designed and located in the neighbourhood to direct visitors to important destinations in and near the St. Lawrence neighbourhood. Signage should be professionally designed in a way that is compatible with the character of the neighbourhood. A signage plan should determine strategic locations for signage to be placed in order to be of greatest assistance to visitors, pointing the direction to important sites, such as St. Lawrence Market or the Sony Centre. Signage should be erected at the same time as streetscape improvements to a specific location, or installed comprehensively throughout the neighbourhood, and may be integrated with the Heritage Interpretation Program, streetscape improvements, or community gardening efforts.

### **Program 8: Bicycle Lanes**

This Public Realm Strategy encourages creation of two east-west bikeways with dedicated bicycle lanes: one on The Esplanade, and one on Front Street East, with the westbound lane diverging onto Wellington Street starting at Church Street. The proposed lanes are illustrated on Map “C”. Also shown is a previously approved bicycle lane on Yonge Street between the rail corridor and Front Street East which should be implemented.

The Toronto Bike Plan recommends a shared roadway route (marked by bike route signs) on The Esplanade from Yonge Street to Cherry Street. This bicycle route will eventually extend westward through the West Don Lands and connect with the Lower Don Trail. Implementation of a dedicated bicycle lane (rather than a shared roadway route) on The Esplanade may necessitate changes to on-street parking regulations and should be subject to public consultation.

Implementation of dedicated bicycle lanes on Front Street East and Wellington Street East within the Project Area may require study to determine technical feasibility.

Two additional north-south lanes in the neighbourhood would also be beneficial, but may be problematic due to technical constraints on existing north-south streets.

## **4.0 SITE-SPECIFIC PROJECTS**

Section 3 of this Public Realm Strategy outlines neighbourhood-wide programs of improvements for the Community Improvement Project Area. This Section proposes projects for specific locations and areas.

Map “C” shows the specific locations addressed by this Public Realm Strategy and the opportunities for civic improvements. As the improvements for each location are completed, they will serve as a catalyst for increased use by the public and improvements to other parts of the neighbourhood. In addition to the specific projects identified below, each of these locations will benefit from the neighbourhood-wide programs set forth in Section 3.

Design and implementation of all improvements should consider environmental sustainability.

**Project 1: Berczy Park**

Berczy Park is a focal point of the western St. Lawrence neighbourhood. It offers passive recreation opportunities and a public gathering space. The park is adjacent to the famous mural by Derek Besant on the west side of the Flatiron building, and is across the street from the historic warehouse buildings that line the south side of Front Street. It is ringed by iconic views of downtown Toronto, as well as two important cultural institutions: The Sony Centre and the St. Lawrence Centre for the Arts.

Berczy Park is an important public space in the neighbourhood, but the park is generally in need of upgrading. Design improvement could result in even better use of the park for both recreation and as a pedestrian connection.

Community improvements should raise the quality of Berczy Park as a public space and a fulsome and facilitated public discussion should occur to determine the scope and scale of those improvements. The City of Toronto will lead consultation with the local community and stakeholders about the role of the park within the larger district. The consultation should identify issues and opportunities for the park and begin discussion of design development. Investment in the park could include improved lighting, pavement, trees and vegetation, irrigation, and a more useful stage, among other things that will be envisioned and discussed through the consultation.

**Project 2: St. James Park**

St. James Park is a second park that contributes to the St. Lawrence neighbourhood's character. The park is adjacent to St. James Cathedral and sits opposite other heritage properties on King Street East. As open space, the park provides relief from the surrounding built-fabric.

The overall role of St. James Park is appropriate, but investment in should improve both safety and beauty of the park. Investments could include pathway improvements, irrigation, new plantings and benches, and other new or renovated landscape features. Funding for new lighting has previously been secured and that improvement is underway.

As with Project 1 (Berczy Park Improvements), the first step to implementing improvements to St. James Park will be a City-led community consultation process to specify the desired improvements.

**Project 3: Jarvis Street Underpass**

The Jarvis Street underpass crosses below the rail corridor and links the St. Lawrence Neighbourhood with the waterfront to the south. Go Transit owns the bridge structure of the underpass. The underpass is an important pedestrian link for residents taking advantage of recreation and shopping opportunities on the waterfront. Conditions for pedestrians in the underpass are poor and its design provides little consideration for pedestrians.

The embankment of the entire rail corridor lacks landscaping and is unkempt. In most locations, the corridor is hidden behind private development. However, when the rail corridor intersects with public streets, it contributes negatively to the public realm.

The Jarvis Street underpass will be improved by design features that may include:

- Installation of new lighting;
- Pavement treatment of the sidewalk;
- Brickwork, tiling, or other design treatment of the sides and underside of the underpass;
- Bird-caging on the underside of the underpass, if appropriate;
- Safety railing between the sidewalk and the street; and/or
- Landscaping of the rail embankment on either side of Jarvis Street.

Design of the new features may take cues from the heritage of the neighbourhood, the design of adjacent streetscapes, and the industrial look of the underpass structure. Implementation of improvements will require cooperation with GO Transit.

There may also be opportunities to engage local community groups through the City's Neighbourhood Beautification Project to improve the appearance of the railway corridor embankment.

#### **Project 4: Yonge Street Underpass**

South of The Esplanade, Yonge Street passes through an underpass underneath the CN rail corridor. The underpass poses issues similar to the Jarvis Street underpass and presents a poor pedestrian environment.

The Yonge Street underpass will be improved by design features that may include:

- Installation of new lighting;
- Pavement treatment of the sidewalk;
- Brickwork, tiling, or other design treatment of the sides and underside of the underpass;
- Bird-caging may be appropriate on the underside; and/or
- Safety railing between the sidewalk and the street.

Design of the new features may take cues from the heritage of the neighbourhood, the design of adjacent streetscapes, and the industrial look of the underpass structure. The improvements may be similar to improvements to the Jarvis Street underpass, but may also take advantage of other opportunities that arise from the redevelopment of the Sony Centre and the Union Station Precinct Plan. Implementation of improvements will require cooperation with GO Transit.



### **Project 5: Yonge Street/The Esplanade Intersection**

Yonge Street and The Esplanade form an unsignalized T-intersection immediately north of the Yonge Street railway underpass. The intersection has been identified as an important pedestrian link in the Project Area. It is also a key location in the road network and one that will become more important as redevelopment occurs in the neighbourhood. Previous City initiatives have also identified the significance of this location, most recently the Union Station District Plan (May 2006) which identified the intersection as an opportunity for enhancement in order to improve pedestrian connectivity.

A traffic signal at this intersection could improve conditions for safe pedestrian crossing. However, City staff have previously considered the feasibility of implementing a traffic signal at this location and concluded that there are safety constraints posed by the proximity to the railway underpass. Special design features will be required to address the constraints. These features may include some or all of the following:

- advance signal warning;
- improved lighting in the underpass, possibly including a variable tunnel light to minimize the impact on drivers of the transition in and out of the underpass;
- special features to improve the visibility of the signalized intersection; and
- location of the traffic signal heads to satisfy requirements for safe operation of the intersection.

The latter design factor may require the removal of the northerly section of the underpass which once provided access to the former train sheds, now occupied by the GO Transit bus terminal.

The Yonge/Esplanade intersection falls within the scope of review for the future redevelopment of the Sony Centre site at 1 Front Street East. The City has identified to the Centre the need to assess the impact of the proposed redevelopment on the intersection and to identify any necessary improvements or mitigation measures. Pending the outcome of the review of a traffic signal in conjunction with the Sony Centre redevelopment, the City will assess the need for further action in the context of implementing the Union Station District Plan.

### **Project 6: PATH**

PATH is downtown Toronto's underground walkway linking shopping, services and entertainment located in buildings in the city's downtown core. The system facilitates pedestrian linkages to public transit, accommodating daily commuters and tourists and residents on their way to sports and cultural events. It provides pedestrians with a sheltered route during bad weather.

Potential redevelopment of the Sony Centre and of the GO Transit property at 5-7 The Esplanade offer opportunities to extend the PATH system from Union Station to these properties and to the Toronto Parking Authority garage at 2 Church Street, either below grade or incorporated into existing structures above grade. PATH connections to BCE Place should also be explored.

The planning approval process for these redevelopments should fully investigate the opportunities and secure PATH connections, where feasible.

**Project 7: Church Street Terminus**

The foot of Church Street is occupied by a large Toronto Parking Authority parking garage which extends along the CN rail corridor. Most of the structure is concealed by private development on its north side. However, the structure is visible as the southern view terminus of Church Street. The parking garage serves a public function, but detracts from the character of the area, particularly when viewed from parts of Church Street with a strong heritage character.

A simple way to improve the Church Street view terminus is to execute façade improvements to the face of the parking garage.

Council has previously requested the Toronto Parking Authority to investigate the feasibility and cost of installing cladding or glazing on the section of the 2nd to 4th floors of the north wall of the parking garage at 2 Church Street abutting the foot of Church Street right-of-way. New cladding or glazing could incorporate architectural detailing in a way that improves the view and strengthens the character of the neighbourhood.

A second option to improve the view terminus of Church Street would be to convert the portion of the parking garage adjacent to the street to other uses. This conversion would animate the street, by creating space for active uses, whether residential or non-residential. The conversion could also incorporate façade improvements to this portion of the parking structure.

Conversion of the space may be constrained by a number of factors. For this option to proceed, the Toronto Parking Authority would need to undertake a feasibility assessment for the conversion. TPA's ability to convert the space may be constrained by current floor to ceiling heights of the structure, by other structural limitations, by the financial feasibility of the conversion, and by the impact of the conversion on the TPA's mandate to provide public parking. However, if these items can be addressed, conversion of a small portion of the garage could also provide a meaningful community improvement.

Façade improvements to the parking garage should proceed regardless of the feasibility to convert floor area in the garage to other uses.

**Project 8: Victoria Street and Colborne Street**

This project focuses on streetscapes of Victoria Street on the block between King Street East and Colborne Street, and Colborne Street between Yonge Street and Leader Lane.

Scott Street, immediately to the south, boasts wide sidewalks and a good pedestrian environment, but these end abruptly at Victoria and Colborne Streets. Beyond this point, sidewalks are generally narrow and the pedestrian realm has been disregarded in favour of the streets' service functions. This is particularly problematic for Victoria Street, where a number of residential condominium units have direct access to the street.

The streetscaping program for this area should prioritize widened sidewalks. On Victoria Street in particular, the sidewalk can be widened on the west side of the street to better accommodate pedestrians. The east side of the street will continue to accommodate the taxi stand for the King Edward Hotel. The program should extend Scott Street's pedestrian promenade as far north as King Street East.

**Project 9: King Subway Station Entrances**

The King Street Subway Station entrances are a site-specific opportunity to improve the public realm at the intersection of Yonge Street and King Street. Re-designed entrances would be an amenity to both pedestrians and transit-users. Three entrances to the station consist of simple, open, tile-clad staircases down from the sidewalk. Three are located on the northeast, southeast, and southwest corners of the intersection, respectively. In addition, an exit is located one block south at the intersection of Yonge and Melinda Streets.

Improvements to the entrances should include canopies or other weather protection, as well as cladding and/or other design treatments to improve the appearance and function of the entrances.

The Toronto Transit Commission has undertaken a pilot project to design canopies for a selection of subway entrances in the city, considering aesthetic and functional design and its relationship to the City's Coordinated Street Furniture Program. Once the pilot project is complete, the King Street station should be considered for improvements.

**Project 10: Farquars Lane**

Farquars Lane runs north-south between Front Street East and The Esplanade, serving the rears of buildings that front onto the east side of Church Street. This lane provides an opportunity to contribute to the fine grain of the St. Lawrence neighbourhood's pedestrian realm.

Farquars Lane could be refurbished to provide a comfortable pedestrian environment. Adjacent property owners may take advantage of the opportunity to open retail frontages onto the lane. A precedent from outside the St. Lawrence Neighbourhood is the lane improvement made to St. Nicholas Street west of Yonge Street between Wellesley Street West and St. Joseph Street in 2005. The re-design of St. Nicholas Street's pavement creates a single space shared by pedestrians and vehicles, but indicates where pedestrians may step when a vehicle uses the lane.

This Public Realm Strategy proposes to:

- Implement streetscape improvements to Farquars Lane to create a comfortable and pleasant pedestrian environment, particularly including decorative pavement and pedestrian-scale lighting; and
- Maintain the lane as a space shared by pedestrians and service vehicles.

The detailed design process for improvements to Farquars Lane will need to consider a number of technical matters:

- Access to the loading area at the rear of 71 Front Street East;

- Access to the entrance of underground parking for 71 Front Street East;
- Access to the parking lot located at 94 The Esplanade; and
- Changing all or a portion of Farquars Lane to one-way operation.

As noted above, design of the laneway improvements should also consider opportunities for owners of adjacent buildings to create retail entrances and/or frontage on the lane.

### **Project 11: Scott Lane**

Scott Lane extends from Scott Street eastward toward Church Street. The lane is a dead end, reaching to the rears of properties at 56 The Esplanade and 49 Front Street East. The lane serves these properties, as well as other properties on the north side of The Esplanade and the south side of Front Street East.

The lane offers an opportunity to expand the pedestrian realm in the neighbourhood by becoming a space that is shared by service vehicles and pedestrians. Recent developments approved on the block have been designed to accommodate this future possibility. The retail floor space of 40 The Esplanade extends to the rear of the building and in future could be opened up to the lane. The vehicle access to the development approved at 70 The Esplanade and 6-16 Church Street provides for future public pedestrian access in the event that the lane is extended to the property.

This Public Realm Strategy proposes:

- Streetscape improvements to the lane to create a comfortable pedestrian environment that can be shared by service vehicles.
- Encouraging future development applications abutting the lane to plan for retail spaces to front the laneway.
- Protecting for future extension and improvements to the lane as adjacent properties undergo additional development.

### **Project 12: New Park at 125 The Esplanade**

A new park is planned for the block bounded by Lower Jarvis Street, The Esplanade, Market Street and Wilton Street. The site is currently a surface parking lot and is directly opposite the south end of St. Lawrence Market. The park is a clear opportunity to expand and improve the public realm in the immediate vicinity of the Market. A community consultation and design process for the park extension will be undertaken by the Parks, Forestry and Recreation Division leading to the completion of this park for public use.

In the near future, the site of the new park is expected to be the temporary location for the Saturday Farmers Market and Sunday Antique Market during the redevelopment of the St. Lawrence Market North building at 92 Front Street East. The redevelopment of the North market building is expected to take two years. Use of the park site for market purposes will be

subject to approval of a Temporary Use Zoning By-law pursuant to Section 39 of the *Planning Act*.

### **Project 13: St. Lawrence Market**

St. Lawrence Market is one of the most important destinations in the St. Lawrence Neighbourhood and a significant heritage building. The south end of the market faces The Esplanade, and is dominated by service functions for the market. Community Improvements should soften the impact of these uses in order to improve the amenity of the public realm in this area.

The south face of the St. Lawrence Market building fronts onto The Esplanade and is dominated by loading bays. The loading bays provide a key service function for the market building, but at the same time detract from the quality of the public realm. Screening, re-configuring, or relocating the loading area for the market could result in significant improvements to the public realm in this area and complement the park planned for the south side of The Esplanade.

Because the loading area is crucial to the operations of the market, any changes to the loading should be preceded by a feasibility study to identify and evaluate options and to assess potential impacts of each option on the adjacent public realm. Options may consider using adjacent public or private lands. Decisions can then be made respecting implementation of feasible improvements.

## **5.0 IMPLEMENTATION**

### **5.1 Priorities**

The Public Realm Strategy will be implemented incrementally over time. Not all projects and programs can realistically be implemented at the same time. All will require detailed design and planning, some in multiple steps. Some projects may be most feasible to implement in a way that is coordinated with scheduled development or capital maintenance.

The Public Realm Strategy does not prioritize the various projects and programs against each other. While they vary in terms of scale and likely impact, all represent improvements in the public realm and will potentially create momentum for additional investment. The purpose of the Public Realm Strategy is to identify desired improvements so that the City and local stakeholders can actively seek out and cooperate on opportunities for implementation.

Typical routes to implementation may include inclusion in the City's capital budget planning; public benefits achieved through redevelopment of abutting private and publicly-owned property; and initiatives by the BIA and other community groups.

### **5.2 Project Leads**

The projects and programs of this Public Realm Strategy will require leadership by City divisions to a varying extent. A variety of City Divisions will have the lead on the implementation of the specific projects and programs, doing so in consultation with community stakeholders and with other City Divisions and agencies. The City's administrative structure

may change over time. The following table sets out the intended lead on the Public Realm Strategy's projects and programs, based on the City's current divisional structure.

<b>Program/Project</b>	<b>Lead Division(s)</b>
Program 1: Heritage Interpretation Program	Heritage Preservation Services
Program 2: Heritage Building Illumination	Heritage Preservation Services
Program 3: Toronto Heritage Grant	Heritage Preservation Services
Program 4: Streetscape Design and Street Furniture	Economic Development, Culture and Tourism; Transportation Services
Program 5: Street tree planting	Parks, Forestry and Recreation
Program 6: Tree Pit Covers	Parks, Forestry and Recreation
Program 7: Wayfinding Signage	Economic Development
Program 8: Bicycle Lanes	Transportation Services
Project 1: Berczy Park Improvements	Parks, Forestry and Recreation
Project 2: St. James Park Improvements	Parks, Forestry and Recreation
Project 3: Jarvis Street Underpass	Transportation Services
Project 4: Yonge Street Underpass	Transportation Services
Project 5: Yonge/The Esplanade Intersection Improvements	Transportation Services
Project 6: PATH	City Planning Economic Development, Culture, and Tourism
Project 7: Church Street Terminus	Toronto Parking Authority
Project 8: Victoria Street and Colborne Street	Transportation Services
Project 9: King Subway Station Entrances	Toronto Transit Commission
Project 10: Farquars Lane	Transportation Services
Project 11: Scott Lane	Transportation Services/City Planning Division
Project 12: New Park at 125 The Esplanade	Parks, Forestry and Recreation
Project 13: St. Lawrence Market	Facilities and Real Estate

Lead Divisions will consult with other appropriate Divisions when implementing projects and programs to ensure consistent and coherent design of physical improvements in the neighbourhood.

### **5.3 Funding**

An important purpose of this Public Realm Strategy is to reflect consensus around desired physical improvements to the public realm in the St. Lawrence Neighbourhood in order to guide future spending decisions.

Implementation of this Public Realm Strategy will happen incrementally over several years as opportunities and funding arise. Projects will be funded in several ways:

- Through existing program budgets, when appropriate and available.
- Through the City's capital budgeting and special projects budgeting process.
- Through approval of redevelopment applications, including public benefits secured pursuant to Section 37 of the *Planning Act* for the purpose of capital improvements.
- Through the St. Lawrence Business Improvement Association, when the BIA's spending decisions coincide with objectives of this Public Realm Strategy.

The Project Area includes land that was at one time subject to the Walks and Gardens Trust. Although the Trust is still under consideration in conjunction with the revitalization of Union Station, it may be a potential source of funding for those community improvements that fall within its mandate.

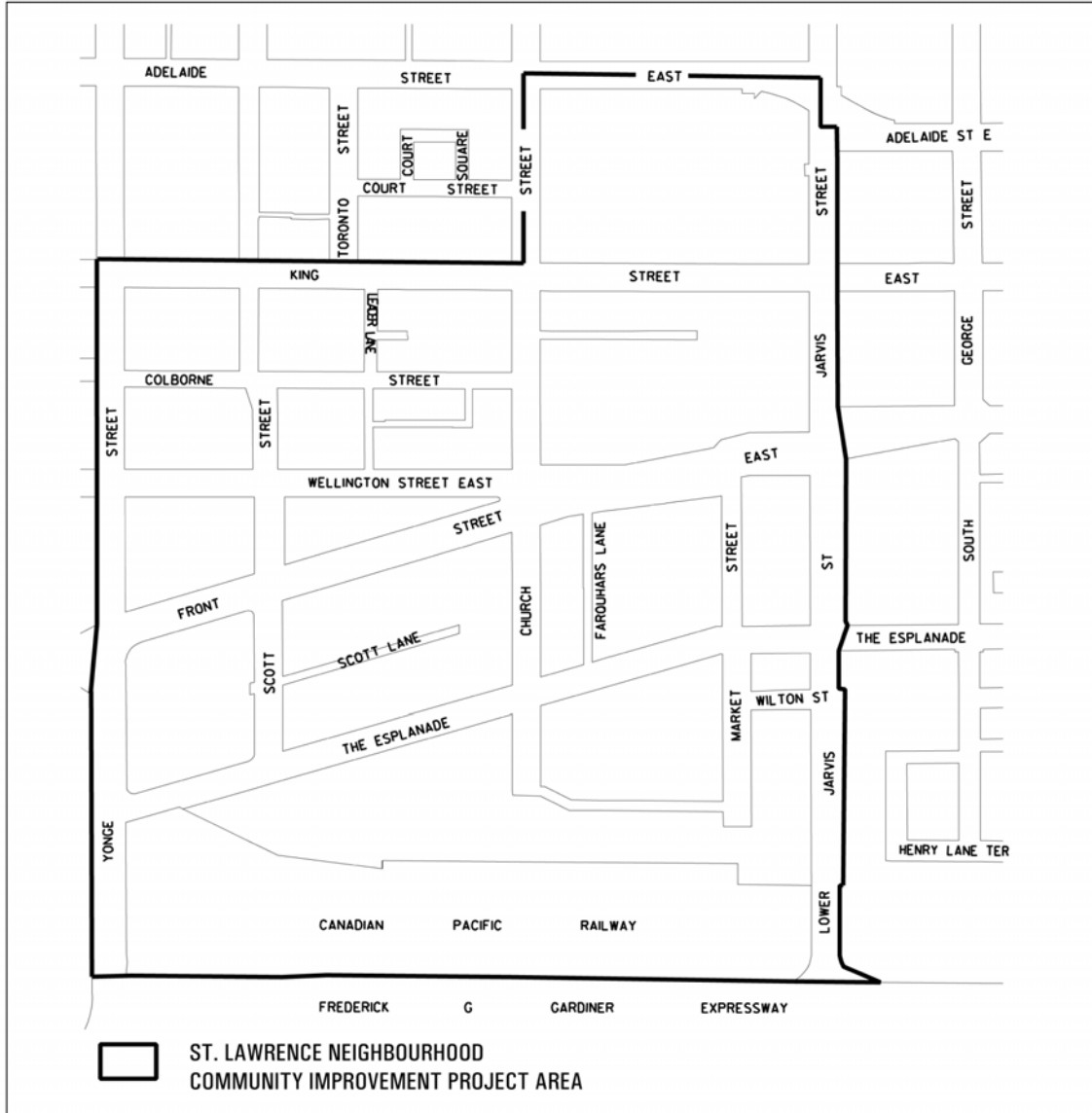
There may also be opportunities for joint venture public sector funding between different orders of government and through corporate sponsorship by local businesses.

Funding for the programs and projects of this Public Realm Strategy should not be used as a substitute for regular maintenance of the public realm. However, there may be opportunities to coordinate maintenance and regularly scheduled capital spending with additional spending on community improvement projects.

Attachments:

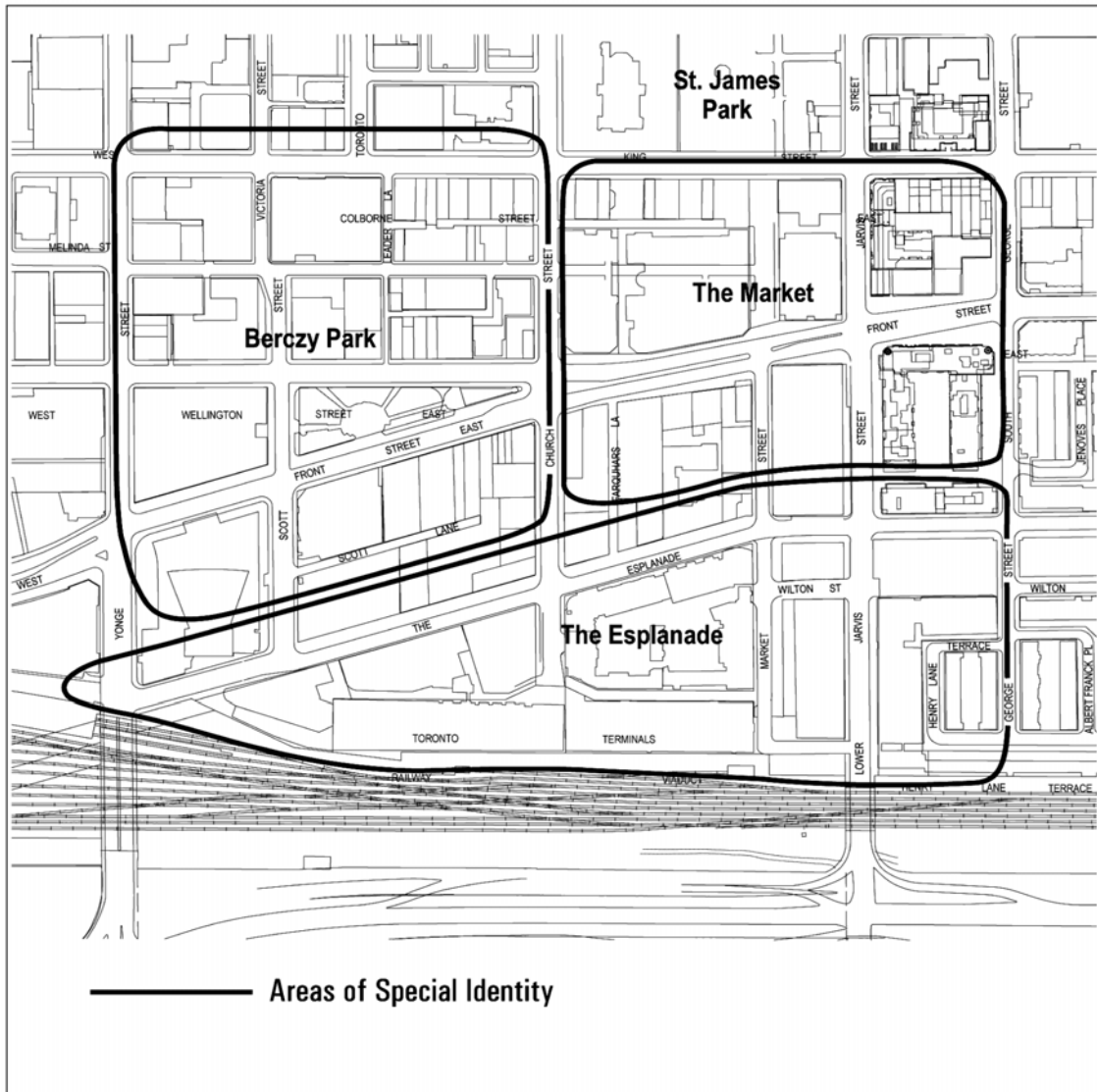
- Map 1: St. Lawrence Neighbourhood Community Improvement Project Area
- Map A: Areas of Special Identity
- Map B: Heritage Properties
- Map C: Opportunities for Civic Improvement (Site-Specific Projects)
- Appendix A: Heritage Character of Western St. Lawrence Neighbourhood
- Appendix B: Toronto Heritage Grant Program

### Map "1" St. Lawrence Neighbourhood Community Improvement Project Area

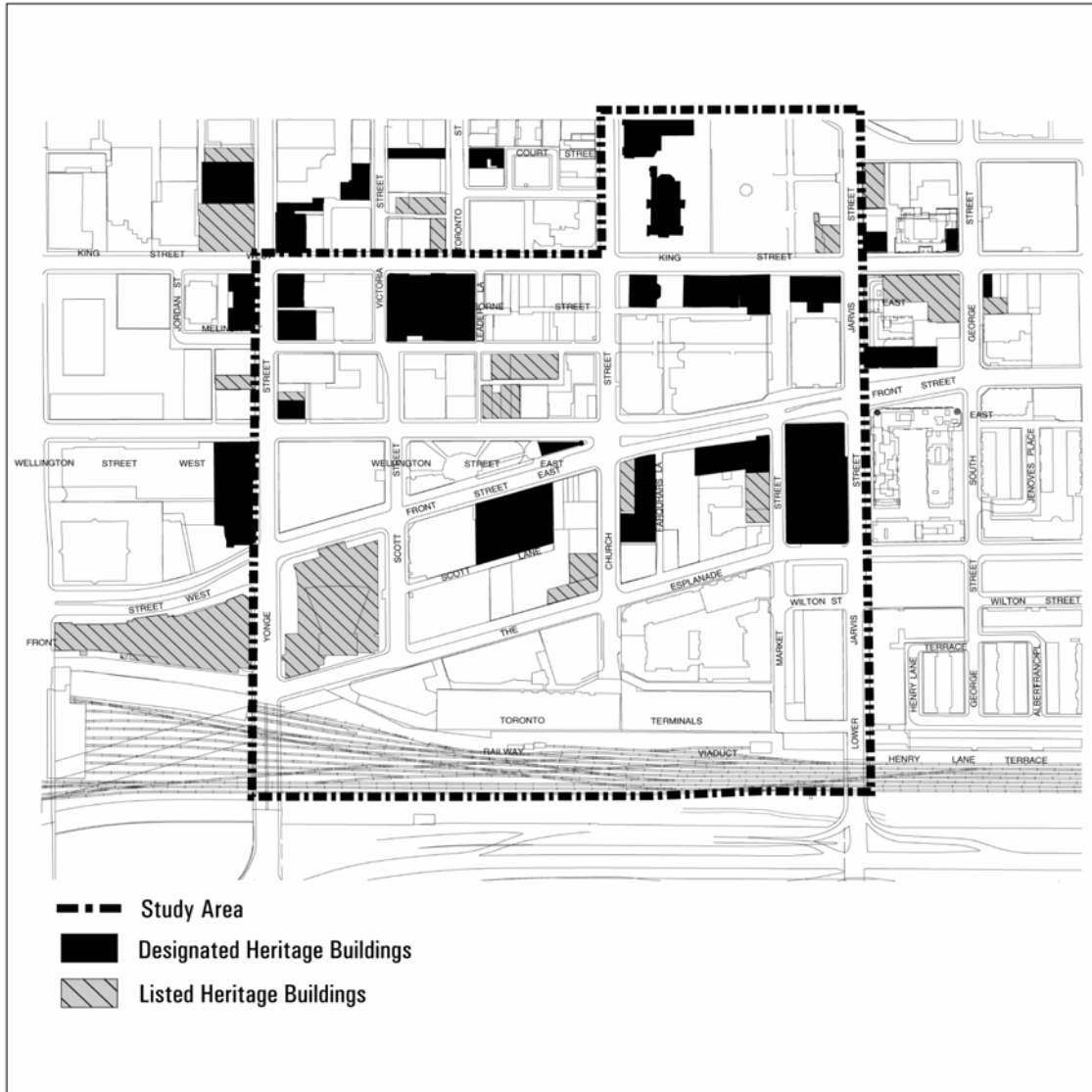




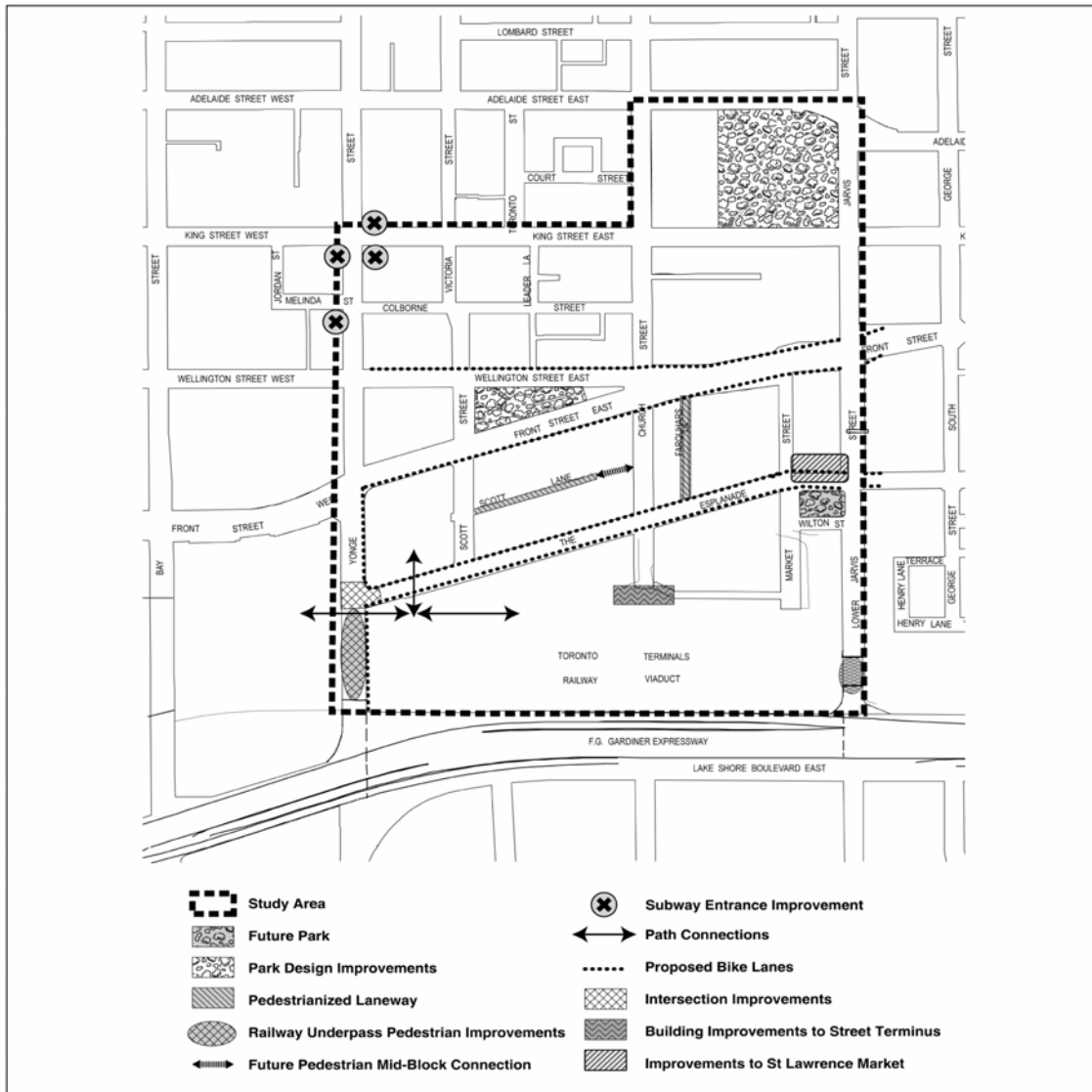
**Map "A"**  
Areas of Special Identity



### Map "B" Heritage Properties



**Map "C"**  
**Opportunities for Civic Improvement (Site-specific)**



**Map C: Opportunities for Civic Improvement**

**St. Lawrence Community Improvement Plan**

**Appendix “A”**  
**Heritage Character of St. Lawrence Neighbourhood Community Improvement**  
**Project Area**

The historical origins of the St. Lawrence Neighbourhood date back to the late 18th Century when the Town of York (forerunner to the City of Toronto) was established as the capital of Upper Canada. Under the direction of Lieutenant-Governor John Graves Simcoe, a ten-block townsite was laid out between present day Front Street East, George Street, Adelaide Street East and Berkeley Street. East of the town toward the Don River, the land was allocated for government uses where the First Parliament Building was completed in 1797. The lands to the west were reserved for the military, while the area north of the community was divided into a series of Park Lots that were awarded to associates of the provincial government as the setting of country estates.

The townsite quickly outgrew its original boundaries and expanded westward beyond Jarvis Street. St. James Anglican Cathedral was established on King Street, the community’s principal artery, with the Courthouse Square to the west and Market Square on the south. In 1797, a New Town was created between Victoria and Peter Streets, where the streets were extensions of the grid pattern introduced in Old Town. When the Town of York was incorporated as the City of Toronto in 1834, the boundaries were set at Front, Bathurst, Dundas and Parliament Streets, with Old Town remaining the commercial nucleus and most densely populated area of the community. Landmark buildings constructed during this era included the Bank of Upper Canada (1827) and the Fourth Post Office (1834) at 252 Adelaide Street East, the Second City Hall (1844) at 91 Front Street East, and the City Buildings (1841) at 107-111 and 125 King Street East. The Old Town neighbourhood was dealt a devastating blow by the Great Fire of 1849 that damaged or destroyed buildings in the blocks between King, Church, Adelaide and George Streets. After the fire, the fourth and current St. James Cathedral rose on the same site at 106 King Street East. Public buildings that were part of the reconstruction included the York County Courthouse (completed in 1853) at 57 Adelaide Street East, and St. Lawrence Hall (1850) as the site of municipal offices, shops and a public market at 151 King Street East.

By the mid-19th Century, the arrival of the steam railways impacted the area as the tracks were laid south of Front Street East on lands originally intended as a public promenade. With the proximity of the railways, industry and commercial interests concentrated in the neighbourhood. Important examples of commercial warehouses from the 1860s and 1870s survive, including the Dixon Building at 45-49 Front Street East with its distinctive cast iron facade.

With the opening of Timothy Eaton’s and Robert Simpson’s department stores on Yonge Street in the 1880s, the commercial core of Toronto moved away from King Street East. George Gooderham, head of the Gooderham and Worts Distillery, attempted to draw attention back to the area with the construction of the “Flat Iron Building” at 49 Wellington Street East in 1892. This was followed by the Gooderham family’s financing of the upscale King Edward Hotel, which opened at 37 King Street East after 1900. Despite these efforts, the neighbourhood declined throughout the early 20th Century when many historic buildings were razed or neglected. The rejuvenation of the district east of Yonge Street began in the 1960s with the construction of the O’Keefe Centre and the St. Lawrence Centre for the Performing Arts and the restoration of St. Lawrence Hall. Residential uses were welcomed back to the area with the

development of the St. Lawrence Neighbourhood, a planned community of medium-rise apartment blocks and low-rise townhouses that opened east of George Street in 1977.

Within today's St. Lawrence Neighbourhood, the area between Yonge Street, King Street East, George Street and the railway tracks to the south contains over thirty properties that are recognized on the City of Toronto Inventory of Heritage Properties for their cultural and architectural significance. Preservation and enhancement of these properties and the natural heritage is vital to the identity of the St. Lawrence Neighbourhood Focused Area.

## **Appendix “B” Toronto Heritage Grant Program**

### **Eligibility Requirements**

Only properties designated under Part IV or Part V of the Ontario Heritage Act and located in the City of Toronto are eligible for grant funding from the Toronto Heritage Grant Program. This includes designated cultural heritage landscapes.

Eligible heritage conservation work (“project”) includes conservation work that restores elements significant to the heritage attributes of the designated property. An eligible project includes any of the following:

- The preservation of existing architectural features which are significant. This includes, for example, repair of deteriorated original elements such as doors and windows, siding and roofing materials, and other significant features.
- The restoration of significant architectural features which still exist, but which are beyond preservation or repair. This includes only accurate reconstruction of the original features, using materials, sizes, and configurations that match the original.
- The restoration of significant architectural features which have been lost, but for which the appearance can be clearly determined from documentary sources. These documentary sources must pertain to the particular property for which funding is requested, not simply to similar properties in the neighbourhood. The documentation should be in the form of historic drawings or photographs clearly showing the feature(s) to be restored.
- Technical studies related to the project, including but not limited to consultant fees for:
  - heritage impact assessments
  - condition assessments
  - conservation / restoration plans
  - engineering / stabilization reports
  - paint analysis

Heritage conservation work that has been initiated prior to consideration by the Selection Committee is not eligible. Poor or defective work is not eligible.

Successful recipients may receive one Toronto Heritage Grant every five years for any given heritage property. Owners of multiple properties are eligible to apply for only one property each year.

**Selection Criteria**

1. The application demonstrates the highest standards of heritage conservation.
2. The scope of work is clear, logical and demonstrates the maximum retention of the historic fabric.
3. The application demonstrates full value from the investment i.e. public heritage benefits such as retention and continued use of an entire structure (not just its facades); restoration of significant features; commitment to future conservation; assurance of public access.
4. The application will contribute to the broadening of the public's understanding of heritage conservation.
5. The proposed work will be highly visible from the public right-of-way.
6. The application links heritage preservation to strategic City building initiatives.
7. The integrity of the subject property may be threatened if the proposed conservation work is not undertaken.
8. The subject property is vacant or significantly under-utilized.