

Figure 17. Landscape analysis

- Mixed-Use and Commercial Landscape
- Residential Landscape
- Laneways
- Public Parks and Urban Squares

Key characteristics include:

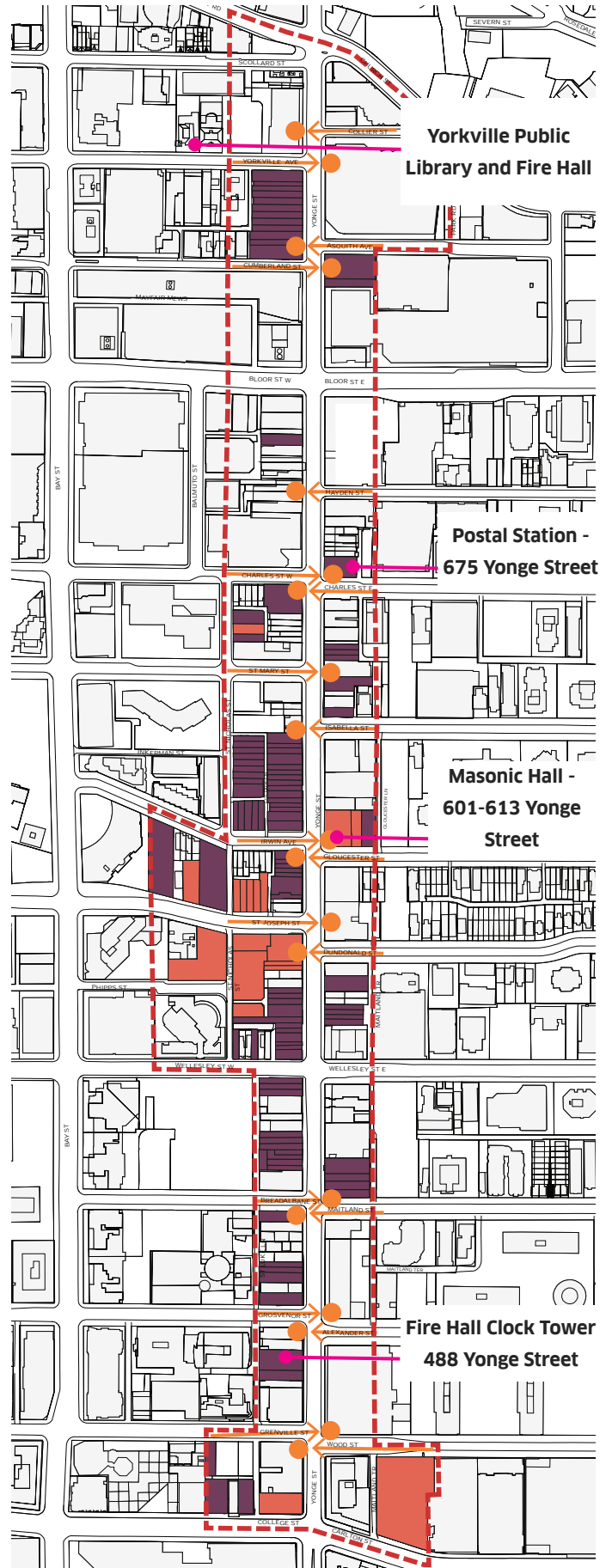
- Buildings built out to the front and side lot lines, without setbacks
- A continuous street wall created by buildings built to the lot line
- A rhythm of narrow storefronts that are generally made distinct from each other by architectural variations between buildings
- Building heights that generally range from 1 to 4 storeys and create a consistent street wall profile
- Frequent recessed entrances that create a high degree of permeability between the public realm and private stores, and allow for the unobstructed use of sidewalks
- A high percentage of glazing at ground level that allows pedestrians to see into stores, and for customers to see out onto the street, thus increasing the animation of the streetscape
- Sidewalks are level and continuous, and defined against the road edge
- A high degree of pedestrian, vehicular, and bicycle traffic along the Yonge Street corridor

Parks and Urban Squares

The east side of Yonge Street includes a linear park system (George Hislop, Norman Jewison, and James Canning Gardens) that stretches from Charles Street to Dundonald Street. This linear park provides a significant pedestrian connection and the largest public park in the general area.

Figure 18. Views and Visual Terminus Sites analysis

- Designated Heritage Properties
- Listed Heritage Properties
- View Terminus



Built on lands expropriated for the construction of the Yonge Street Subway, the park is an important pedestrian route, while also providing views north and south. The linear park also has historic associative value because it owes its genesis to the development of the Yonge-University subway (Line 1).

Another important open space feature in the study area includes Town Hall Square located next to 18 Yorkville Avenue, which is a recently developed open space on the site of a former parking lot. Town Hall Square is framed by the Yorkville Public Library and a recent high-rise residential development.

Views and View Termini

By virtue of the urban nature of the study area the significant views within it are almost exclusively of historic buildings and their settings. Thus, the listed and designated buildings within the study area are provided in figure 18.

View termini exist at the end of discontinuous streets which define the urban fabric and landscape of the study area. As discussed above, the linear park also provides an important view corridor.

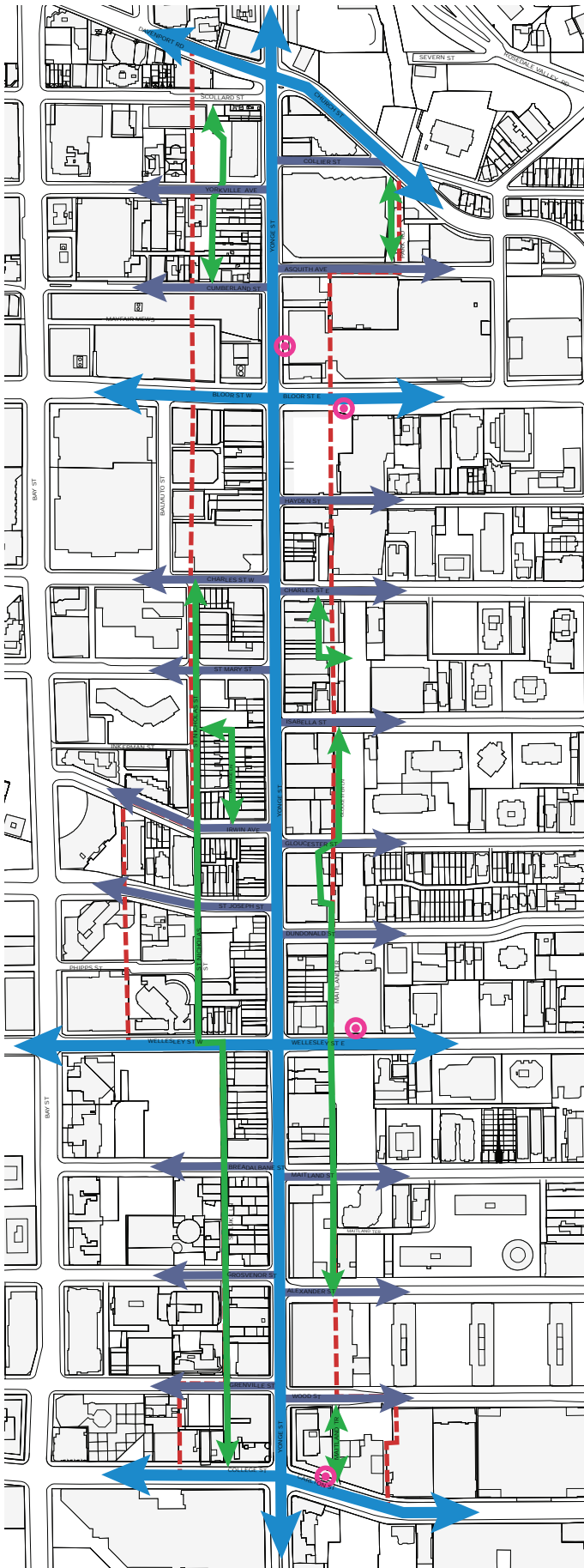






Figure 19: Circulation Routes analysis

-  Primary Circulation Route
-  Secondary Circulation Route
-  Laneway Circulation Route
-  Subway Access

Circulation Analysis




Yonge Street is an important transportation corridor within Toronto, especially within the study area. This is a role that Yonge Street has historically fulfilled and continues to fulfill today.

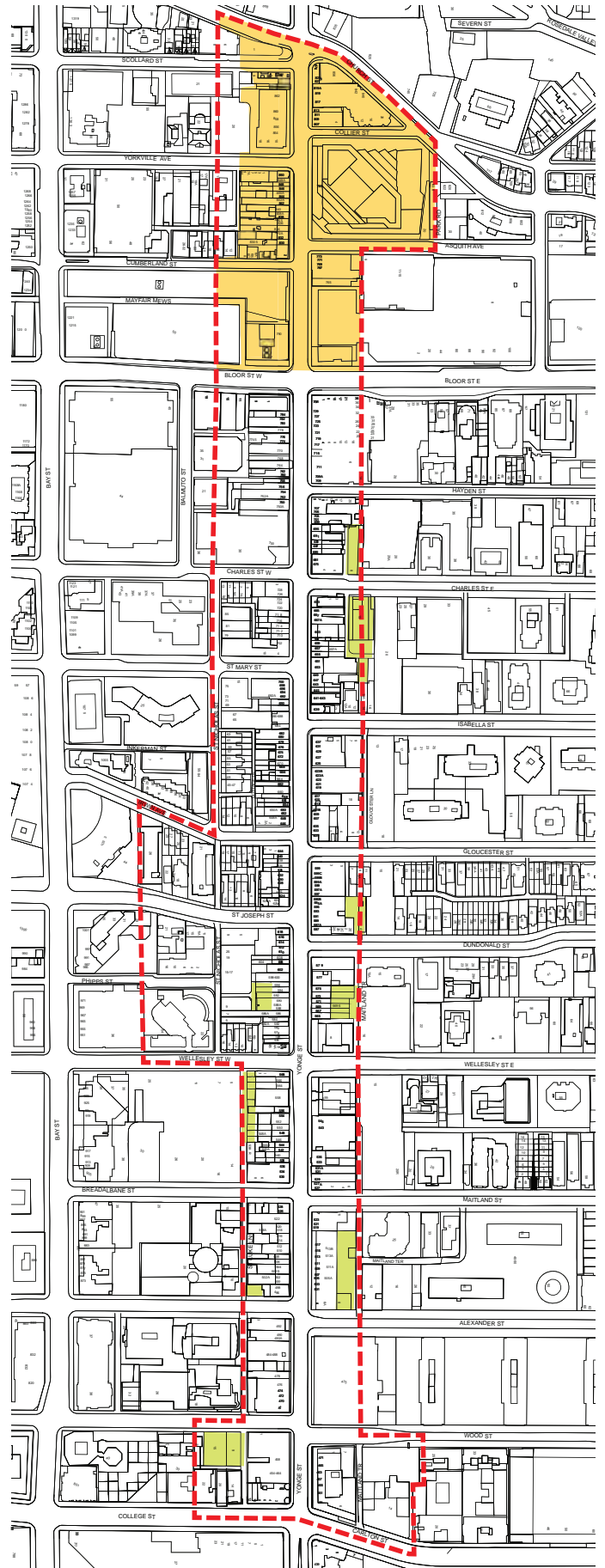
For the purposes of this HCD Study, the circulation routes have been broken into a simple hierarchy of primary and secondary routes. Primary routes handle the highest volume of pedestrian, vehicular, and bicycle traffic, while secondary routes handle less traffic and can be broadly categorized as neighbourhood streets. Also included in the spatial analysis are laneways connections.

Laneway connections are a defining feature of the study area. They historically were designed for use as service laneways to supply the numerous retail and commercial operations that line Yonge Street, and they continue to fulfill this purpose today. As several attendees at the HCD Study public meetings attested, these laneways are also popular pedestrian routes.

The Yonge-University Line (Line 1) of Toronto's subway network also runs through the study area. In total there are three subway stations that can be accessed from within the study area. The subway station at Yonge Street and Bloor Street also intersects with the Bloor Line (Line 2) of the subway network. Pedestrian traffic can be especially high nearby the subway stations.

Figure 20. Extract from the City of Toronto Archaeological Management Plan - Identification of Areas of Archaeological Potential

-  Study Area Boundary
-  Yorkville Settlement Centre Potential Zone as identified in the City of Toronto Archaeological Management Plan
-  Garrison-Humber Study Area/Yonge Corridor Review Potential Zone as identified in the City of Toronto Archaeological Management Plan



Archaeological Potential

While usually invisible, archaeological sites can be important contributors to the heritage character of any HCD. The buried artifacts and features that make up archaeological sites reveal much about the past lives and experiences that helped shape our surroundings.

There are nineteenth-century accounts of two First Nations sites located in the study area. The Taddle Creek site, on Clover Hill, which is now part of St. Michael's College University, is thought to have been the location of a village occupied sometime around A.D. 1200-1400. The Sandhill site is reportedly a cemetery located near the southwest corner of the intersection of Yonge Street and Bloor Street. The date of the cemetery is unknown, but it is also said that a Mississauga warrior, killed during the Battle of York in 1813, was buried there.

The City of Toronto has developed an Archaeological Management Plan to identify general areas of potential for the presence and survival of archaeological sites and specific areas of known archaeological deposits referred to as "Archaeologically Sensitive Areas" (ASAs). The intent of the Management Plan is to ensure that archaeological sites are adequately considered and studied prior to any form of development or land use change that may affect them. An HCD Study provides complementary opportunities to achieve this objective.



Figure 21. Yonge Street looking north towards Bloor Street at the intersection of Charles street. 1924

The study area falls within the Garrison-Humber Bay and Yorkville settlement centres as defined by the Archaeological Management Plan. While there are no ASAs within the study area there are numerous areas identified as being of archaeological potential. These have been identified on the basis of a variety of criteria related to the historical development of the area (figure 20).

In general, the lands that demonstrate potential for the survival of archaeological deposits in the study area are characterized by nineteenth-century development followed by twentieth-century “abandonment.” Such areas typically function as parking lots today and while these open spaces are of practical value to those who live and work in the neighbourhood, or who visit it to take advantage of its amenities, they contribute little to the character of the area, even though it can be argued that they are a material legacy of a specific period of historical change that the area has experienced. Accordingly, these open spaces have been identified as archaeological potential areas in the Archaeological Management Plan. This process has been refined and updated for the HCD Study to create an overall map of the distribution of archaeological potential to complement the built heritage and landscape inventory and mapping.

When redevelopment is proposed for any lands that incorporate areas of identified archaeological potential it triggers an assessment and evaluation process, consistent with the Ontario Planning Act and/or the Ontario Environmental Assessment Act.

This process begins with a detailed reconstruction of the history of occupation and use of the property in order to identify specific features of potential archaeological interest or value and to predict the degree to which they are likely to have survived later development events.

Where it is determined that there is a probability that significant archaeological resources may be present, test excavations are required. If the results of the excavations are positive, it becomes necessary to develop a “mitigation” strategy to minimize or offset the negative effects of the proposed redevelopment to the archaeological resource. Such strategies may consist of planning and design measures to avoid the archaeological remains, archaeological monitoring during construction, or extensive archaeological excavation and recording of field work findings, or some combination of these approaches. Archaeological monitoring and excavation work on site is followed by comparative analyses of the archaeological data that have been recovered (“salvaged”) and the interpretation of those data. The future identification of the most appropriate form of Stage 4 mitigation would require close consultation between all parties and must be carried out in accordance with the City of Toronto Archaeological Management Plan and applicable provincial regulations.



Figure 22. (Above) Building wall being supported during an excavation as part of the Yonge subway line construction, photo taken in 1952.

Figure 23. (Below) Foundation excavation as part of a new development within the study area.





Figure 24. A photograph from 1915 of the intersection of Yonge Street and Isabella Street. This illustrates some of the differences, and historically intentional differences, between Yonge Street and the residential streets that intersect with it.

Architectural & Streetscape Typologies

Through the analysis of the study area it became clear that there are clusters of architectural styles, building forms, and streetscapes throughout the study area. The clusters correspond to key development periods in the history and evolution of the HCD study area. In total, four typology areas have been identified:

- Main Street Typology - Yonge Frontage
- Main Street Typology - Yonge and Bloor
- Main Street Typology - Yonge and College
- Residential Typology - St. Nicholas Village

Each of these areas has certain characteristics in common with each other, including: a high proportion of buildings built before 1930; a high proportion of buildings that exhibit high-quality design and construction; the use of brick and stone masonry, carved wood, and some metal and glass in their construction; and, of course, a physical and historical relationship to Yonge Street. Where these areas differ is in certain aspects of their streetscape and landscape—especially between the residential and main street typologies—and in the form and massing of some buildings. Despite some differences, the typology areas share significant characteristics in common, and, together, contribute to a unique character and sense of place within the study area.

Main Street Typology - Yonge Frontage

There are multiple architectural styles present in this typology area. The majority of buildings are historic buildings that range in height from 1-4 storeys with a few taller buildings. 72% of the buildings in this typology area are representative of Edwardian, Gothic, Mediterranean Revival, Georgian, Italianate, Renaissance Revival, Romanesque, or Second Empire architectural styles. 85% of the buildings in this area were built in or before 1930; and, 93% of the buildings in this area are less than or equal to 4 storeys in height.

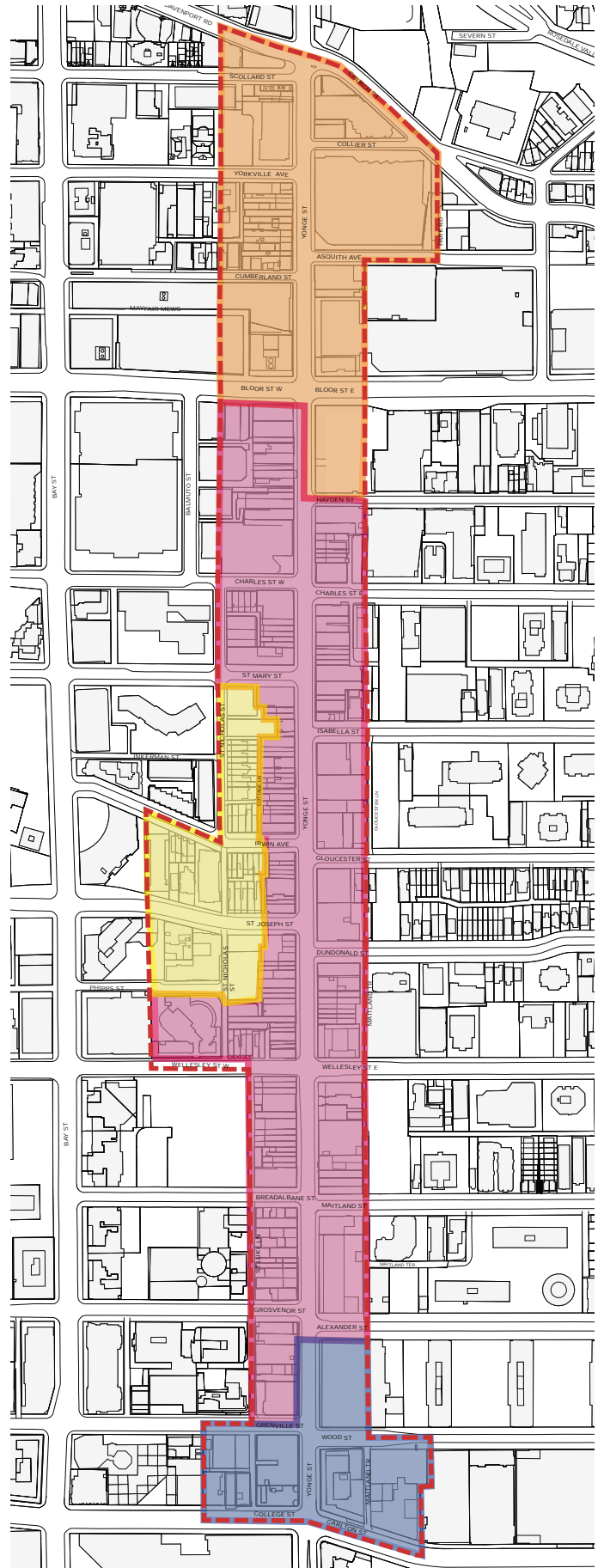
Almost all of the buildings in this typology area are mixed-use with retail at grade and residential or commercial uses above.

The streetscape in this typology area is defined by a consistent rhythm of narrow retail frontages. These frontages are primarily glass, which adds to the animation of street life as pedestrians can view what is happening inside a shop, and customers can see what is happening on the street. Buildings here are typically built to the lot line with no setbacks, although buildings at intersections will occasionally have side lot setbacks.

At several instances the commercial retail activity along Yonge Street has spilled over onto the side streets that intersect with it. The retail store has occasionally taken over a building that was originally designed for residential uses. Depending on the nature of the streetscape and the extent to which the residential building has been altered, these areas of retail spillover have been included in this typology area.

Figure 25. Architectural and Streetscape analysis

- Main Street Typology - Yonge Frontage**
- Main Street Typology - Yonge and College**
- Main Street Typology - Yonge and Bloor**
- Residential Typology - St. Nicholas Village**



Although sidewalk widths vary throughout the HCD study area they are widest within the main street typology areas (Yonge Frontage, Yonge and Bloor, and Yonge and College). This facilitates a high degree of pedestrian traffic throughout the study area.

Main Street Typology - Yonge and Bloor

This typology area has streetscape characteristics that are similar to the Yonge Frontage area. Both are characterized by their functions as mixed-use commercial areas and their relationship to major transportation routes. This area differs mainly in the scale and form of its built form, and to some extent in its architecture.

There are two high-rise buildings, located at the northwest and northeast corners of the Yonge Street and Bloor Street intersection. In addition there is a high-rise mixed-use building under construction at the southeast corner of the intersection. Together these buildings function as an area-wide and a city-wide gateway. They contribute to the main street function in similar ways to smaller scale buildings by virtue of their mix of uses with retail uses at grade.

There is an eclectic range of architectural styles in this area as well. 55% of the buildings in this area are representative of Art Deco, Georgian, Italianate, Romanesque or Second Empire architectural styles. 81% of the buildings in this area are less than or equal to 4 storeys in height; and, 61% of the buildings were built in or before 1930.



Figure 26. Aerial image from September 2009, illustrates changes in built form compared to figure 27. Study area (in red) is approximate.

Main Street Typology - Yonge and College

This typology area shares many of the same streetscape characteristics as the Yonge and Bloor, and Yonge Frontage typology areas. Where it differs is in specific aspects of its built form.

There is a distinct collection of historic commercial and institutional buildings in this area that have slightly larger floor plates and frontages than some of the buildings with narrow frontages along Yonge Street. Several of these buildings are also Art Deco in style, and thereby establish a unique relationship with the Art Deco style building (the former Eaton's store, now College Park) at the southwest corner of Yonge Street and College Street.

55% of the buildings in this area were built in or before 1931, and all of the buildings were built before 1960. Two of the taller buildings in the typology area are representative of Mid-Century Modern architectural styles. 55% of the buildings in this area are less than or equal to 4 storeys in height.

St. Nicholas Village

This typology area is defined by its distinct stock of residential buildings including single and semi-detached homes and apartment buildings. These buildings are distinct from the mixed-use and commercial buildings in the other typology areas. They do not, for example, have a high, or higher, proportion of glazing at their ground floors compared to their upper floors. The residential character of this area is reinforced by the small front-

Figure 27. Map of extant buildings, built before 1930 (in orange), overlaid a 1947 aerial photograph of the HCD study area.



yard setbacks of buildings from their lot line as defined by the sidewalk. Whereas buildings in the other typology areas generally have no setbacks, here they do.

78% of the buildings in this area are representative of Georgian, Gothic Revival, Queen Anne, Romanesque, or Second Empire architectural styles. 86% of the buildings in this area are less than or equal to 4 storeys in height. And 81% of the buildings in this area were built before 1930.

Summary

In conclusion, the built form, landscape, and streetscape character of the study area is an evolving and dynamic district. A number of architectural styles and periods are prevalent, with a defined main street, fine grain residential streets, and a generally consistent low-rise built form is characteristic of the study area. Some portions of the study area like Yonge and Bloor and Yonge and College have evolved from a low-rise main street built form to a high-rise format. However, as the area continues to grow and change its continued use and character as a mixed-use commercial street, and the adjacent low-rise residential areas and side streets maintains the study area's heritage character.

The Typology Areas discussed above provide a framework to identifying areas with similar features, land uses, building styles, and landscapes. They are an analytical tool useful for recognizing the unique characteristics of the study area.