



UNIVERSITY OF TORONTO ST. GEORGE CAMPUS

DRAFT
URBAN DESIGN
GUIDELINES

2022

City of Toronto

University of Toronto St. George Campus Urban Design Guidelines

University of Toronto St. George Campus Urban Design Guidelines online:

www.toronto.ca/planning/UofTSecondaryPlan

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1.0 Introduction

1.1 How and Where the Guidelines Apply

1.1 HOW AND WHERE THE GUIDELINES APPLY

These University of Toronto St. George Campus Urban Design Guidelines are a companion document to the University of Toronto St. George Campus Secondary Plan (the “Plan”) and apply to Secondary Plan Area (the “Area”) shown on Figure 1.0. The policies of the City of Toronto Official Plan, the Downtown Plan, Site and Area Specific Policies as well as city-wide urban design guidelines also apply to the Area and should continue to help guide future development and change. The Implementation section of the Secondary Plan provides further guidance on how to apply the applicable policies and guidelines within the Area.

As part of the planning framework for the Area, these Urban Design Guidelines will inform and direct the evolution of the public realm, provide additional direction for new development and ensure that the Secondary Plan Area will continue to grow in a way that conforms with the Official Plan and positively contributes to the character-defining elements of the area, including its function as an institutional district, its collection of cultural heritage resources and the expansive and connected public realm network. Sections 1.0 – 2.0 apply throughout the Secondary Plan Area and section 3.0 will consist of block-specific guidelines that will be developed for the Area in a future phase of work.

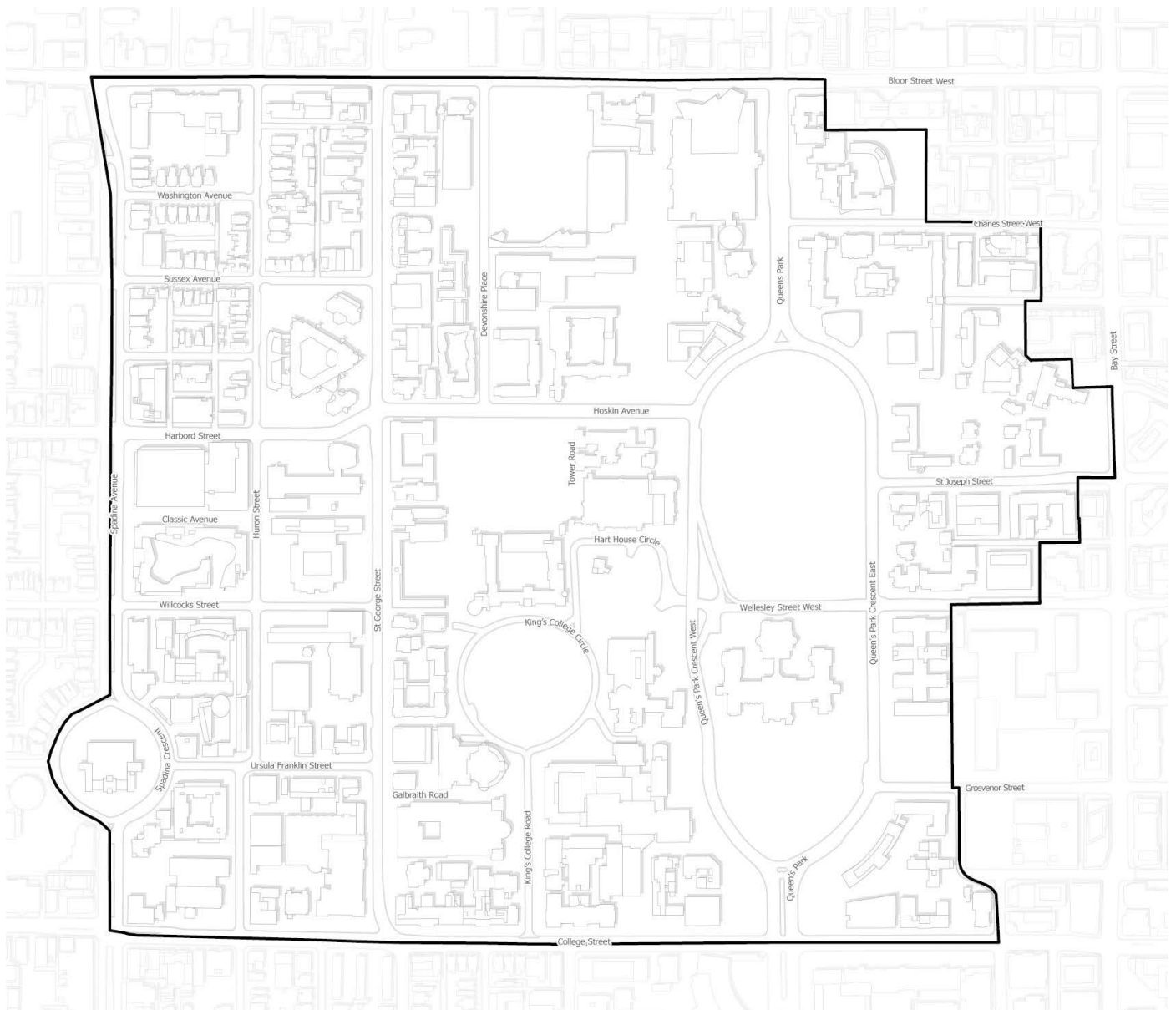
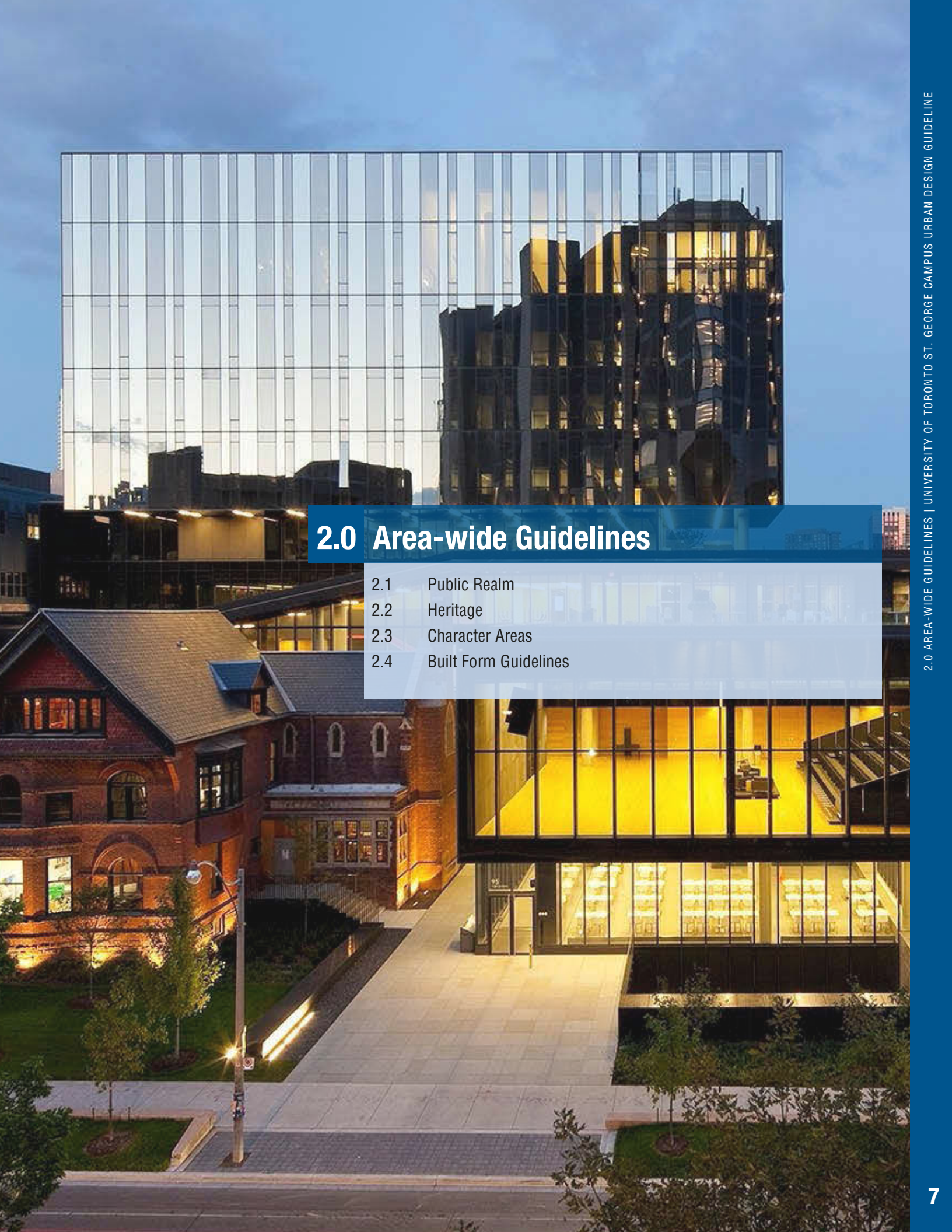


Figure 1.0

LEGEND

 Secondary Plan Area



2.0 Area-wide Guidelines

- 2.1 Public Realm
- 2.2 Heritage
- 2.3 Character Areas
- 2.4 Built Form Guidelines

While the Secondary Plan Area is easily distinguishable from the urban fabric that surrounds it, there is an incredible diversity within the Area, in terms of building form, streetscape design, open space features and configuration, connections and development patterns, all of which have an important role in defining the character of the Area. The guidelines in this section reinforce and enhance this diversity and contribute to creating a dynamic Area experience.

2.1 PUBLIC REALM

Discrete components of the public realm and the connections between the spaces that together form the public realm network are character-defining elements of the Secondary Plan Area. It is a network that includes the streets, sidewalks, laneways and mid-block connections, parks, open spaces, plazas and courtyards, and the public portions of civic buildings that stitch together the built fabric. As much as the individual design of any one element is important and adds to the distinctiveness of different parts of the Area, their interconnectivity as a fine-grained and layered system contributes to the overall quality of the Area and its sense of place within the city. This system will continue to define the experience of the Secondary Plan Area as it continues to evolve. Enhancements, expansions and improved connectivity in the public realm will:

- support a greener, more pedestrian friendly and resilient environment;
- create more and better spaces for informal learning, socializing, gathering, recreation and athletics;
- be designed to reinforce the Area's legible and distinct institutional identity and landscape character;
- highlight historic places, including those places of Indigenous presence previously unrecognized;
- identify opportunities for Indigenous placemaking and placekeeping initiatives;
- be animated through programming, public art and other means to create vitality and vibrancy in these spaces;
- support Indigenous cultural and ceremonial practices through the provision of programmable spaces;

- support access to land for food programming, including for growing and harvest, where appropriate;
- form a cohesive and connected network that is integrated with cycling and pedestrian networks in surrounding areas;
- be well-connected to adjacent neighbourhoods outside of the Area through porous linkages for all modes of transportation along with clear wayfinding and recognizable landmarks; and
- foster a more inclusive Area by improving connectivity, safety and accessibility for people of all ages, and abilities.

Additional direction for the components of the public realm shown on Figure 2.0 are outlined below. More detailed design direction may be provided in the block specific guidelines in section 3.0.

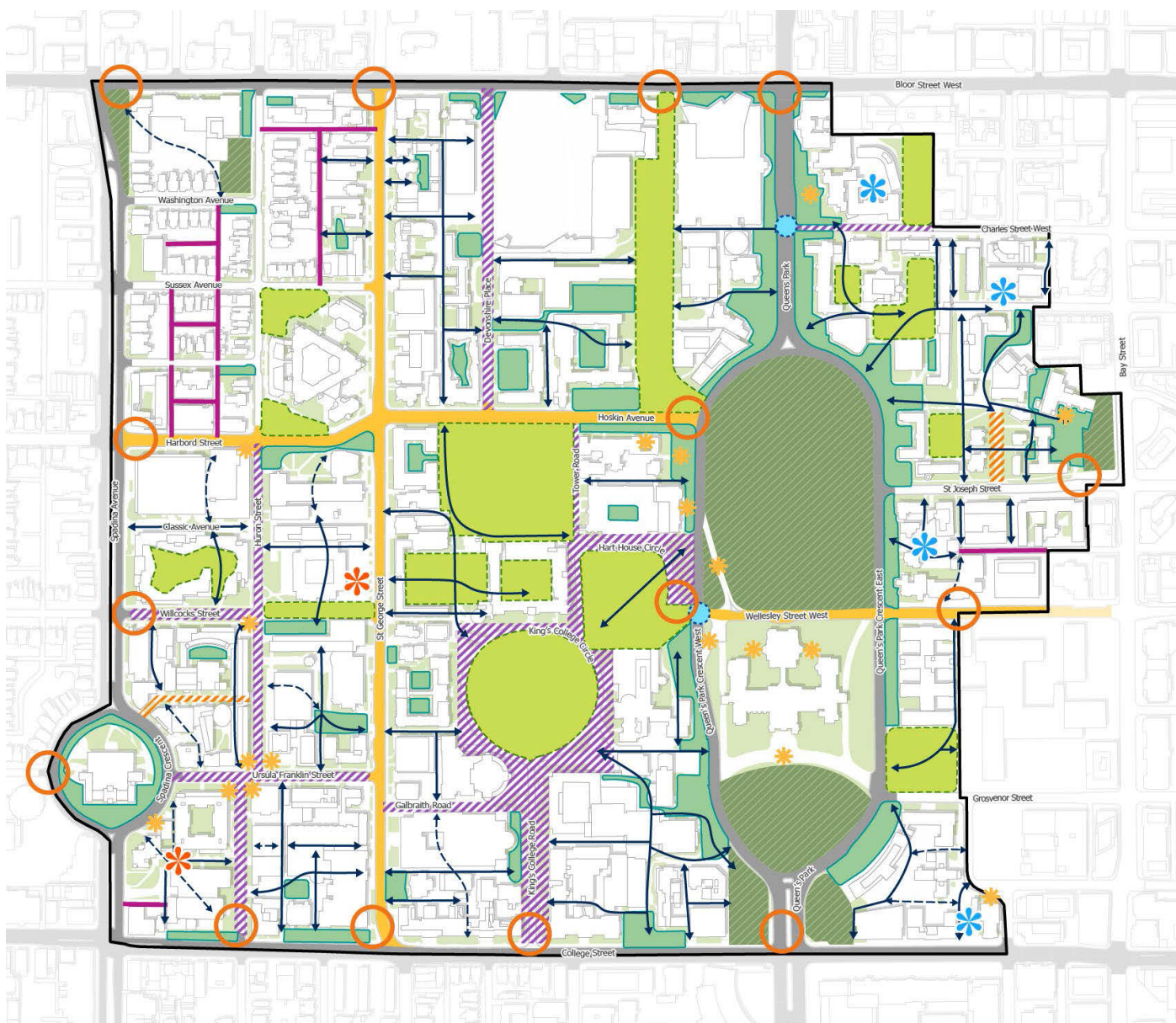


Figure 2.0

LEGEND

- Secondary Plan Area
- Great Streets
- Main Internal Streets
- Existing Shared Streets
- Potential Shared Streets
- Public Laneways
- Existing Mid-Block Connections
- Potential Mid-Block Connections
- Existing Institutional Major Open Spaces
- Existing Key Open Spaces
- Parks and Legislative Grounds
- Other Open Spaces (e.g. Courtyards, Lawns, Forecourts, Plazas and Fields)
- Potential Institutional Major Open Spaces
- Potential Key Open Spaces
- Gateways
- Potential At-Grade Pedestrian Crossings
- Potential Public Realm Improvement Areas

2.1.1 OPEN SPACES

The Secondary Plan Area's identity within Toronto is in large part created by the diverse network of open spaces that punctuate its urban fabric. Not all open spaces in the Area have the same level of individual significance, but they form part of the public realm network and help define the character of the Area. From the pastoral settings of Queen's Park and Front Campus to green mid-block linkages like the Nona MacDonald and Sir Daniel Wilson Walkways, and the playing fields of Back Campus, the Area's open spaces should be appropriately maintained, enhanced and expanded as growth occurs.

2.1.1.1. PARKS, LEGISLATIVE GROUNDS AND INSTITUTIONAL MAJOR OPEN SPACES

Parks have an intrinsic role in shaping the urban landscape, creating a healthy, connected city, and contributing to placemaking, liveability and resilience. The Area includes significant public parks that are foundational components of the Area's public realm network. The park space today known as Queen's Park was part of the original 19th century campus landscape, once connected to Front Campus, Hart House Circle and the Legislative Grounds. Today, its canopy of mature trees and pedestrian amenities make it a primary destination and a place of assembly and respite in the Area. Many residents and students travel across Queen's Park between parts of the Area and city beyond.

The Legislative Grounds are the landscaped setting for the Legislative Building. The formal front lawns provide a broad opening through which to view the Legislative Building, a front reception area and gathering place for civic events. The "shoulder" areas at the northeast and northwest corners of Queens Park Crescent and College Street further enhance the setting and views to the building, and provide additional public gathering spaces.

A prominent component of the Area's public realm is the legacy landscape of a range of expansive open spaces, which include Front Campus, Philosopher's Walk and Back Campus, as well as spaces within the affiliated colleges. These Institutional Major Open Spaces have evolved together with the University of Toronto and other Area institutions into the iconic places we know today. Newer open spaces include the lawns around Robarts Library and the New College Quad.

In addition to protecting and enhancing these well-loved spaces, the Plan identifies opportunities for new Institutional Major Open Spaces to expand the overall network.

The Parks, Legislative Grounds and Institutional Major Open Spaces are identified on Figure 2.1.





The following guidelines apply to the design of Parks, Legislative Grounds and Institutional Major Open Spaces:

- Integrate the parks and open spaces of Queen's Park, the Legislative Grounds, and the surrounding open spaces including Institutional Major Open Spaces, Key Open Spaces and setback areas.
- Queen's Park should be expanded through measures including consolidating and reducing vehicle lanes surrounding the park and creating an at-grade park entry at Queen's Park Crescent West and Wellesley Street West through potential removal of the bridge. This would improve safety and connectivity and create new accessible open spaces and parkland Downtown.
- Enhancements to Queen's Park and the Legislative Grounds should respect and highlight their cultural heritage value and heritage attributes, and should incorporate placemaking and placekeeping that acknowledge Indigenous cultures and histories in the design and maintenance of gathering places, landscape features and connections. Partnerships with Indigenous communities should be developed to ensure meaningful, appropriate placemaking and placekeeping.
- Enhancements to Institutional Major Open Spaces should be designed to augment the specific roles each open space plays. For example:
 - Enhancements to Back Campus should improve its use as an athletic space while providing public access through the space;
 - Enhancements to Philosopher's Walk should maintain the quiet, intimate nature of the space as a green linkage that recalls the original course of Taddle Creek; and
 - Enhancements to Front Campus should strengthen its historic context and prominence as a signature University of Toronto open space at the centre of the campus.



Figure 2.1

LEGEND

-  Secondary Plan Area
-  Existing Institutional Major Open Spaces
-  Parks and Legislative Grounds
-  Potential Institutional Major Open Spaces

- New Institutional Major Open Spaces will combine significant outdoor space, including at-grade open space, with complementary and contiguous accessible space above grade and publicly accessible indoor spaces.
 - A hub will be created within the West Campus and St. George Street Character Areas on the block north of Willcocks Common west of St. George Street. Together with a signature building, the new Institutional Major Open Space should act as a hub for activity that expands Willcocks Common, the Huron Street Shared Street design and the St. George Street streetscape to create a flexible and accessible gathering, recreation and event space.
 - Within the southwesterly block in the West Campus and College Street Character Areas, there is a further opportunity to balance the potential for intensification with the creation of a significant new landscaped open space that connects to surrounding streets and buildings, and expands the Huron Street Shared Street design.

2.1.1.2. KEY OPEN SPACES

Key Open Spaces extend across the Area and include park-like open spaces, lawns, plazas, courtyards, mid-block connections and setback areas. They are an integral part of the public realm and are significant in providing more intimate gathering places, facilitating views to cultural heritage resources and landmark buildings, allowing a sense of openness and spaciousness in the Area, connecting and expanding elements of the public realm, and framing buildings.

Key Open Spaces are identified on Figure 2.2.

The following guidelines apply to the design of Key Open Spaces:

- Key Open Spaces will provide a variety of open spaces with features and programming appropriate to their size, configuration, location and context.
- While the general location and size of Key Open Spaces should be maintained, opportunities to enhance the spaces, in part through shifting the location and configuration of spaces, may be considered if it is demonstrated to the City's satisfaction that the proposed modifications to existing spaces will make them more usable, improve upon their existing condition and generally maintain the size of the existing space.
- Important considerations for potential modifications to existing Key Open Spaces include the location of existing pathways and pedestrian desire lines, views, the preservation of existing mature trees, providing optimal growing conditions for trees and other planting, providing opportunities to better connect and enhance the public realm network, and connectivity to complementary indoor spaces or building entrances.

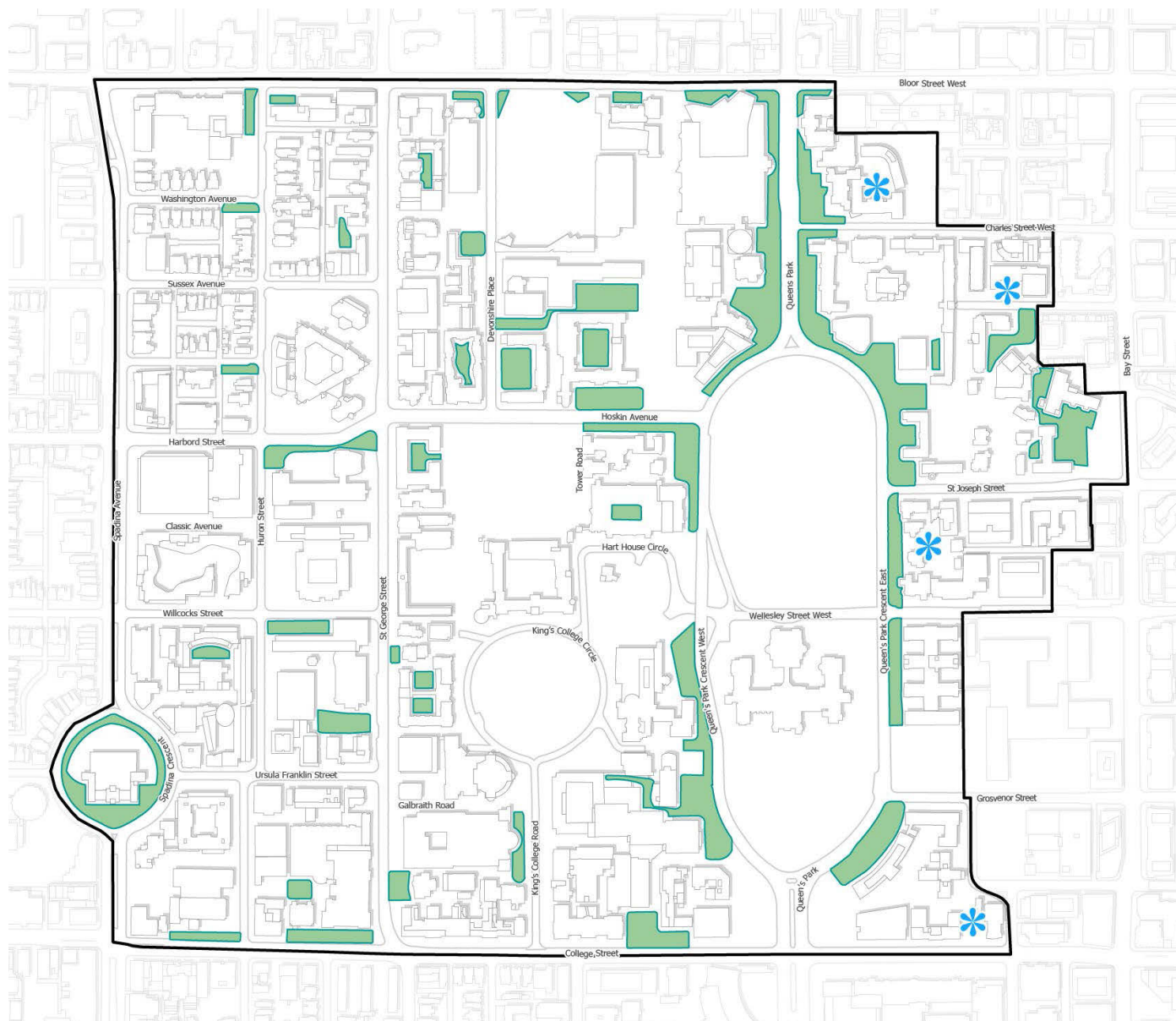





Figure 2.2

LEGEND

-  Secondary Plan Area
-  Key Open Spaces
-  Potential Key Open Spaces

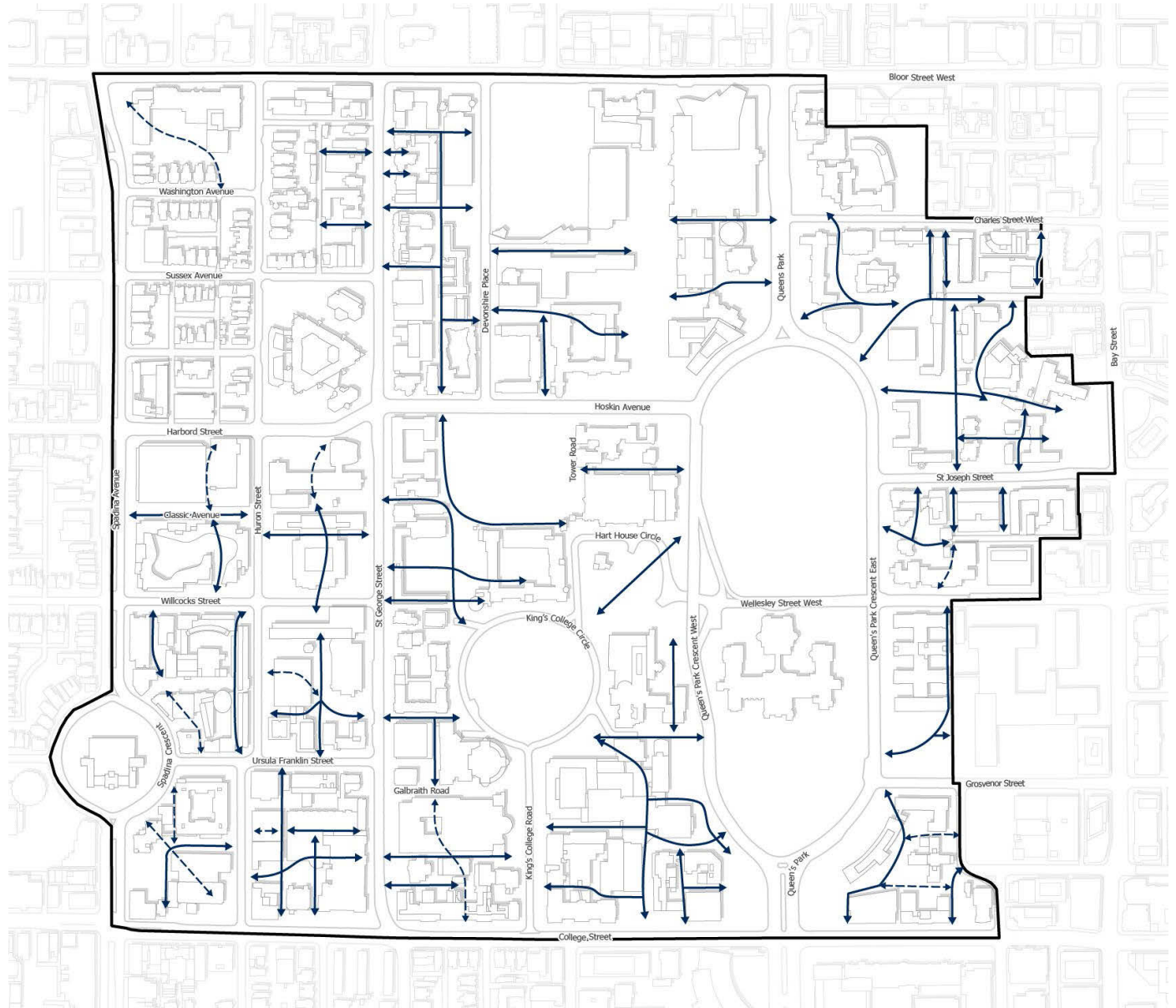





Figure 2.3

LEGEND

-  Secondary Plan Area
-  Existing Mid-Block Connections
-  Potential Mid-Block Connections

2.1.1.3. MID-BLOCK CONNECTIONS

The experience of pedestrians and cyclists in the Area is shaped in part by a range of well-connected off-street navigation and circulation options. This system of mid-block connections within and between complexes of buildings, open spaces, streets and laneways increases the permeability of the Area and creates opportunities for walking, cycling and pausing in spaces that are protected from vehicle movement.

Mid-block connections are identified on Figure 2.3.

The following guidelines apply to the design of mid-block connections:

- Mid-block connections should be provided on every block in the Area.
- Mid-block connections should be treated as more than just passageways, but as places and destinations in themselves where people can sit, pause and watch.
- Mid-block connections are encouraged to be located adjacent to cultural heritage resources to ensure that they may be appreciated as three-dimensional forms, have civic prominence and clear views from the public realm.
- Mid-block connections are encouraged to connect to higher-order transit stations.
- Exterior mid-block connections should be recognizable as part of the pedestrian network, including through the use of signage, wayfinding, planting, lighting, seating and other pedestrian amenities, and enhanced paving materials. Continuous pedestrian paving treatments are encouraged across streets where the connection continues on the other side of the street.
- Exterior mid-block connections should be lined with transparent facades and active uses, such as collaborative spaces, workshops, study spaces, retail or restaurant uses, to enhance safety and create visual interest.
- Interior mid-block connections should be clearly marked with signage, architectural or proximate exterior landscape features to indicate the continuity of the route through buildings from outdoors.



Figure 2.4

LEGEND

-  Secondary Plan Area
-  Other Open Spaces
(e.g. Courtyards, Lawns, Forecourts, Plazas and Fields)

2.1.1.4. OPEN SPACES WITHIN BLOCKS

The Area's public realm includes those open space elements described above and shown on Figures 2.1-2.3, as well as a wide range of other open spaces, such as courtyards, quadrangles, plazas, fields, lawns, forecourts and setback areas shown in Figure 2.4 below. These spaces are multi-functional, provide opportunities for recreation and socializing, they are critical to quality of life and they provide ecological functions. As the Area continues to grow and evolve, opportunities should be pursued to expand and enhance the public realm network through a combination of existing, new, expanded, consolidated and relocated other open spaces appropriate to the context and block conditions.

The following guidelines apply to the design of other open spaces within blocks:

- Open spaces should be varied in their configuration, materiality, planting and use depending on their context and intended function.
- Open spaces should be integrated with adjacent buildings to maximize their utility and frame them with complementary public uses and direct entrances.
- Opportunities to provide additional outdoor open spaces and consolidate smaller underused spaces into more functional and higher quality spaces will be encouraged as development occurs.
- The gateways and potential public realm improvement areas shown on Figures 2.5 and 2.6 below provide opportunities for enhanced, expanded and new open spaces and other interventions at strategic locations in the Area.
- Additional open spaces can be provided through changes to the function of setback areas and adjacent public rights-of-way. For example, removing the dedicated vehicle turning lane at Grenville Street and Dr. Emily Stowe Way will enhance pedestrian safety and expand the adjacent public realm for improved public use, and replacing lawns along sidewalks with a range of planting including trees, green infrastructure, seating, lighting and other pedestrian amenities will enhance biodiversity, sustainability, mobility and opportunities for social interaction.

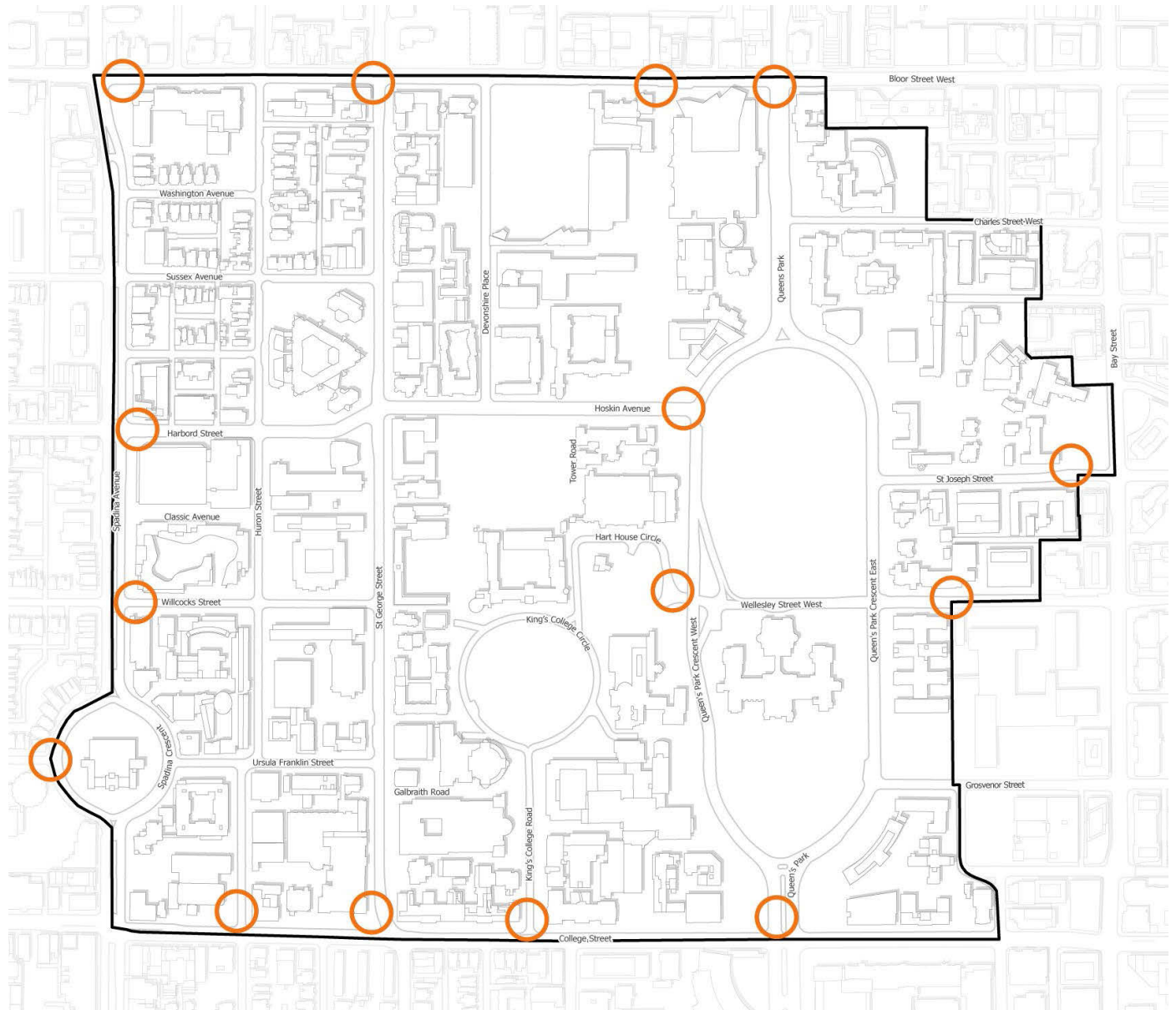




Figure 2.5

LEGEND

-  Secondary Plan Area
-  Gateways

2.1.2. GATEWAYS

Particular locations throughout the Area act as significant public entrances and transitions from the surrounding city fabric to the Secondary Plan Area or from one part of Area to another. Gateways will be reinforced and developed through landscape treatment, conservation of cultural heritage resources and architectural excellence.

Gateways are identified on Figure 2.5.



The following guidelines apply to the design of gateways:

- Gateways are important locations for wayfinding elements and landmarks such as signage, maps, public art, distinctive planting, landscape and architectural features, special paving treatments and pedestrian lighting, depending on the location, site conditions and context.
- Additional building setbacks and open spaces such as forecourts or plazas can be used to denote a gateway location.
- The design of gateways should consider the existing and planned context. For example, the King's College Road/ College Street and Philosopher's Walk gateways have a historic character, while the Huron Street/College Street and Spadina Avenue/Bloor Street West gateways should be more urban in character.
- Landmark architectural designs and façade treatments can be used to denote a gateway location, while ensuring that the built form complies with the intent of the planning framework for the area. Where a gateway is also identified as an appropriate location for a taller institutional element, the design of the building should consider its contribution to the skyline and the role of the building in defining the unique institutional presence of the Area.



Figure 2.6

LEGEND

-  Secondary Plan Area
-  Potential Public Realm Improvement Areas

2.1.3. POTENTIAL PUBLIC REALM IMPROVEMENT AREAS

While opportunities for enhancement of the public realm across the Area will be pursued over time, Figure 2.6 identifies potential areas for public realm improvements at prime locations within existing parks, open spaces, public rights-of-way, at intersections and other areas where opportunities to enhance existing conditions can improve the safety, accessibility, usability and attractiveness of the public realm. These opportunities can be achieved through a variety of measures based on their location, context and relationship to adjacent properties, including providing enhanced connections, gathering places, landscaping and pedestrian amenities through removing or reducing surface parking areas and associated driveways, narrowing and consolidating vehicle lanes and segments of streets, screening, integrating and/or relocating existing open servicing areas and hydro facilities, providing additional space and design features at prominent intersections where significant development is anticipated, and other interventions.

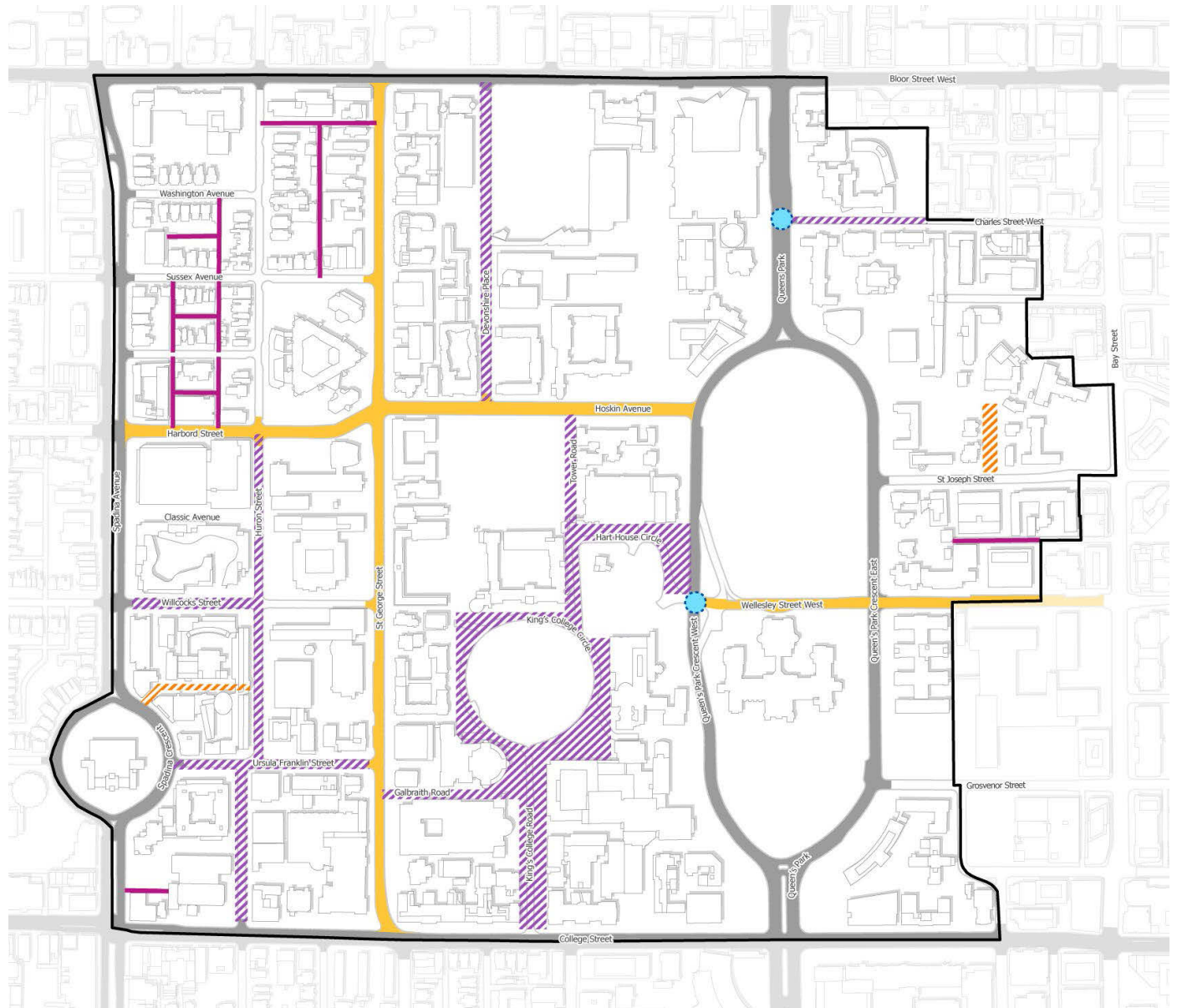









Figure 2.7

LEGEND

-  Secondary Plan Area
-  Great Streets
-  Main Internal Streets
-  Existing Shared Streets
-  Potential Shared Streets
-  Public Laneways
-  Potential At-Grade Pedestrian Crossings

2.1.4. STREETS

Streets facilitate the movement of people and goods, but are also important public spaces where people meet, socialize and share experiences, as shown on Figure 2.7. Opportunities to improve the quality of streets as part of the public realm include streetscape improvements and conversion of certain streets to shared streets to offer greater levels of priority for pedestrians and cyclists through increased safety, accessibility and comfort.

The following guidelines apply to all streets in the Area:

- Streets will evolve to equitably share the public rights-of-way among all users, reclaiming street space for the pedestrians and cyclists who use them most and whose needs will be prioritized.
- Re-allocating space within the rights-of-way will be informed by the design guidelines for Complete Streets and the Vision Zero Road Safety Plan.
- Streets will be safe, accessible, beautiful and animated for people of all ages and abilities, with redesigned cross sections, wider sidewalks, streetscape improvements, a high standard of design and materials, trees and other planting, enhanced paving, pedestrian lighting, public art and street furniture.
- Setback areas adjacent to rights-of-way should be designed as an extension of the streetscape.
- Buildings should include active uses and glazing along streets to allow views to and enhanced activity along streets in the Area, where appropriate.
- Street enhancements will incorporate green infrastructure and low-impact development measures to support the growth of a healthy tree canopy and a mix of other planting, and to absorb and retain stormwater runoff.
- New street trees should be native species and will include sufficient soil volume and planting conditions to ensure their long-term health and viability, in accordance with City standards.
- A spectrum of safe bicycle infrastructure, including dedicated space, separation and signal design, bike parking, bike share stations and end-of-trip bicycle amenities, will be provided, appropriate to the street function, and will be encouraged at important destinations including higher-order transit stations, civic buildings, parks and open spaces, and athletic venues.

2.1.4.1. GREAT STREETS

Bloor Street West, College Street, Spadina Avenue and Queen's Park/Queen's Park Crescent East and West are Great Streets in the Area. These are part of the larger network of 12 Great Streets identified in the Downtown Plan and associated Infrastructure Strategies. These act as major connections to and through the Area. They have city-wide and civic importance, with diverse characteristics that contribute to the city's larger public image and set the stage for festivals, parades and civic life. These streets hold cultural and historical significance and are destinations in themselves, lined with landmark buildings, historic fabric and important public spaces. Improvements to the streets will contribute to a unified streetscape across the larger network of Great Streets across Downtown while reinforcing the identity, distinct characteristics and heritage value and attributes of the institutional segments through the Area.

The following guidelines apply to Great Streets in the Area:

Bloor Street West

- Create a unified streetscape and street tree planting design that is compatible with the current character and quality of the street segment to the east of the Area while reinforcing the distinct institutional character and concentration of significant cultural and recreational facilities along the segment of Bloor Street West through the Area.
- Support the economic vitality of this Priority Retail Street, and the culture sector and creative artistic activity of this Cultural Corridor, where appropriate.
- Maintain and enhance the continuous protected cycling experience.
- Provide a generous and enhanced pedestrian realm, with sufficient space for walking, transit stops, social gathering, public outdoor seating, café seating and landscaping along the street.
- Setback areas along Bloor Street West should generally be urban in their form and aesthetic and seamlessly connect the streetscape through consistent landscaping.

College Street

- Enhance the role of College Street through the Secondary Plan Area as a grand promenade that supports civic life, institutions and public spaces.

- Provide a generous and enhanced pedestrian realm, with sufficient space for walking, transit stops, social gathering, public outdoor seating, café seating and landscaping along the street.
- Reinforce and enhance the existing deep landscaped setback areas that define the streetscape and contribute to the distinct institutional character of the street while acknowledging the role of streetscape design to help unify the larger corridor, where appropriate.
- Improve the setback areas with pedestrian amenities such as seating, lighting and forecourts, and additional trees and other planting.
- Improve the cycling experience through enhanced safety measures and separation from vehicles, where feasible.
- Improve connections between the street edge and significant parks and open spaces along the corridor including Queen's Park, the Legislative Grounds and Front Campus.

Spadina Avenue

- Enhancements to the Spadina Avenue public realm should reflect the diversity of the places and neighbourhoods along the larger street and the distinct institutional identity of this segment of the street.
- Spadina Avenue's streetscape should be improved through built form that provides sufficient space for trees and other planting, and that addresses and activates the street edge. Building frontages should be animated through active uses at grade, where appropriate.
- Engaging streetscaping that invites pedestrian activity should be added to improve underused space through measures including public art, seating and planting.

Queen's Park Crescent

- Queen's Park/Queen's Park Crescent East and West connects to University Avenue south of the Area. The Downtown Plan envisions significant changes to the function and capacity of this street over the long term to enhance the civic function of the street, provide better pedestrian and cycling connections, expand the pedestrian realm as a park-like setting and connect the Queen's Park Precinct in the Area with the Civic Precinct to the south.
- Changes to the street will maintain and enhance the generous landscaped setback areas that surround Queen's Park at the street edge.
- Enhance and expand the pedestrian realm within a park setting by integrating and connecting Queen's Park and the Legislative Grounds with open spaces adjacent to the street, including the Institutional Major Open Spaces, Key Open Spaces, setback areas and mid-block connections.

- Use trees and other planting to enhance the identity of the street in all seasons and maintain and improve the mature tree canopy.
- The speed at which vehicles travel should be reduced to enhance pedestrian and cycling safety and experience along the street. Enhancements to the design of the street should contribute to speed reductions through measures such as new street trees and other planting, seating, pedestrian crossings, and consolidation and removal of vehicle lanes.
- The existing bridge at Queen's Park Crescent West and Wellesley Street West and the vehicle ramps to Queen's Park Crescent West should be removed and the crossing normalized with an at-grade intersection with pedestrian crossing signal to improve safety, connectivity and accessibility, enhance the public realm and expand open spaces and Queen's Park.
- Re-imagine Queen's Park Crescent West over the longer term as a park street that prioritizes pedestrians and cyclists, improves safety and enhances connectivity to the surrounding open space network through the removal of segment(s) of the street, and narrowing and removing vehicle lanes.
- A Queen's Park South Public Realm Plan and Technical Feasibility Assessment and a technical study to design options for the Queen's Park Crescent West and Hoskin-Wellesley intersections are required to advance this vision.

2.1.4.2. MAIN INTERNAL STREETS

St. George Street, Harbord Street, Hoskin Avenue and Wellesley Street West are the Main Internal Streets, which bisect the Secondary Plan Area and are significant routes to and across the Area for all modes of transportation.

The following guidelines apply to Main Internal Streets in the Area:

- Main Internal Streets should be designed to prioritize pedestrian and cycling comfort and amenity while continuing to include space for vehicles.
- Bike routes should be enhanced to provide greater separation from vehicles, where feasible.
- Intersections where two Main Internal Streets meet are significant public spaces and should be designed to enhance the character of both streets and to support high pedestrian volumes and public life.