
KING-SPADINA

Development in the King-Spadina area will be consistent with the following urban design guidelines. The guidelines correspond to the King-Spadina Secondary Plan in Section 16 of Chapter 6 of the Official Plan. The guidelines are to be read in conjunction with the urban design policies of the Official Plan.

LOCATION

The area bounded by Queen Street West, Bathurst Street, Front Street, John Street (South of King Street) and Simcoe Street (North of King Street).

GUIDELINES

AREAS OF SPECIAL IDENTITY

Clarence Square

Clarence Square is a City-owned park on the east side of Spadina Avenue where it intersects with Wellington Street West as shown on Map A.

Important Characteristics

Clarence Square was conceived in the early 19th century as a residential urban park framed by houses, on the English model. It is visually connected to Victoria Square by Wellington Street, which serves as an axis between the two parks. Despite the introduction of industrial uses to the areas, the Square's spatial pattern remains intact, and is unique in Toronto.

Clarence Terrace, a row of historic townhouses facing the square from the north, is the only remaining residential building element. It sets the urban design character for the square in terms of massing, height, setback and building character. A historic warehouse structure (the Steele Briggs Seeds Building) facing the Square from the south is important as a heritage building, but is not an urban design precedent for future development around the square.

Clarence Square contains the following heritage buildings:

Steele Briggs Seeds (1911), 2 Clarence Square

Clarence Terrace (1879-90), 5-15 and 6-16 Clarence Square

Design Guidelines

General Site Plan Issues:

Existing and new buildings will create a strong physical and spatial enclosure for Clarence Square, and new buildings will follow the precedent of Clarence Terrace in terms of building massing, height, setback, continuity, character and articulation, as shown on Map A & B.

Pedestrian Routes:

A new north-south publicly accessible pedestrian walkway will be created connecting the south-east corner of Clarence Square with Front Street.

Setback:

Building setbacks will be continuous and match those of Clarence Terrace on the north side of Clarence Square and the Steele Briggs Seeds building on the south side of the Square. On the east side of the Square, buildings will be built to the property line.

Open Space:

Development will be assessed for its impact on wind and sunlight conditions in Clarence Square.

Address and Grade Related Uses:

Main building facades will be oriented to the Square and have pedestrian entrances fronting onto the streets which surround the Square. Street-related uses will be located at the ground floor of non-residential buildings. Residential units at grade will have a ground floor level approximately 1 metre above grade level, incorporating urban landscaping between the public sidewalk and the building face.

Servicing:

Vehicular access for servicing and parking will not be taken from the Square, and servicing areas will not be visible from the Square.

Height and Massing:

The base building height for new developments around the Square will be consistent with the height of the existing Clarence Terrace houses. Above this base height, a horizontal setback is required. Patterns of vertical and horizontal

articulation on the facades of new buildings will be based on the articulation of the historic building facades. A minor tower element may be appropriate beyond the east side of Clarence Square on Wellington Street, on visual axis from Victoria Square.

Streetscape:

Public sidewalks and publicly accessible, privately-owned pedestrian walkways will include pedestrian scale lighting, street trees and decorative paving to City standards.

Wellington Street (between Clarence and Victoria Squares)

Wellington Street is an east-west street which axially and visually connects Clarence Square to Victoria Square as shown on Map B.

Important Characteristics

Originally called Wellington Place, this portion of Wellington Street West was designed as a stylish residential avenue with especially large landscaped setbacks. The original pattern of long, narrow building lots and tall, narrow building facades has survived on the north side of the street. On the south side of the street, the original building pattern has been mostly replaced by consolidated building parcels with wide frontages and large industrial buildings. The large setbacks have generally been paved over and used for surface parking.

Wellington Street contains the following heritage buildings:

Monarch Building (1914), 436 Wellington Street West

Houlding Knitwear (1916), 462 Wellington Street West

Granatstein and Sons Building (1907-16), 488 Wellington Street West

Copp Clark Publishing Building (1909-12-24), 517 Wellington Street West

Original houses located at 422-424 Wellington Street West

Design Guidelines

General Site Plan Issues:

Wellington Street will be defined by continuous built edges of building behind wide, landscaped setbacks as shown on Map A & B.

Pedestrian Routes:

In the course of new development on the north side of Wellington Street, a new, mid-block, publicly accessible pedestrian walkway will be created connecting Wellington Street to King Street.

Setback:

New buildings will be built to the existing line of setback.

Open Space:

On both sides of Wellington Street between Clarence and Victoria Squares, the major open spaces are the City-owned wide boulevards extending from property line to curb line. These boulevards permit a strong unobstructed visual relationship between Clarence and Victoria Squares. Temporary structures will not be permitted in these open spaces, and new parking will be discouraged. Wherever possible, existing parking areas will be removed and replaced by landscaped areas.

Servicing:

Service access will be taken from Wellington Street, with vehicles travelling through the spaces between buildings to the backs of the properties. Shared service access will be encouraged wherever possible.

Height and Massing:

The siting, massing and vertical articulation of new buildings will be based on the historic building and property patterns, which are still evident on the north side of the street. On wider sites, building facades will be broken into narrower elements, interrupted by additional setbacks.

Streetscape:

Boulevard areas will consist of soft landscaping. Public sidewalks and publicly accessible pedestrian walkways will include pedestrian scale lighting, street trees and decorative paving to City standards.

Victoria Square

Victoria Square is a City-owned park bounded by Wellington Street to the north, Portland Street to the east, and Niagara Street to the south, as shown on Maps A & B.

Important Characteristics

Victoria Square was originally the centre of a large Upper Canada military reserve and the site of the military cemetery, commemorated by the historic memorial at the centre of the Square. Together with Clarence Square and Wellington Street, it was part of a planned sequence of residential streets and spaces. Originally a larger square, it was reduced in size by the extension of Wellington Street along its northern side and the creation of building parcels on its westerly side. Most of the original buildings surrounding the square have disappeared. The historically listed Copp Clark Building faces the Square from the south-east and is important as an urban design precedent for future development around the Square.

Victoria Square contains the following heritage building:

Copp Clark Publishing Building (1909-12-24), 517 Wellington Street West

Design Guidelines

Setback:

New buildings on the Niagara Street and Portland Street frontages of the Square will be built to the property line. On the north side of Wellington Street facing the Square, buildings will be set back 3 metres from the property line to facilitate an adequate width for public sidewalks and streetscaping. Development along the west side of the Square will be set back 6 metres from the rear property line to facilitate the creation of a public lane.

Open Space:

Development around Victoria Square will be assessed for impact on wind and sunlight conditions in the Square, and in particular, any new development on the western edge of Victoria Square.

Address and Grade Related Uses:

The main facades of buildings and pedestrian entrances will face the streets around the Square. Street-related uses will be placed on ground floors on non-residential buildings. Residential units at grade will have a ground floor level approximately one metre above grade level, and will incorporate urban landscaping between the public sidewalk and the building face.

Servicing:

Vehicular access for servicing and parking will not be taken from the Square or front the Square. Wherever possible, vehicular access will be taken from Portland Street or Wellington or Niagara Streets before the Square. Shared service access will be encouraged wherever possible.

Height and Massing:

New buildings will be based on the built form precedent of the Copp Clark Building in terms of massing, height, setback, continuity, building character and articulation, to establish a strong physical and spatial enclosure for the Square.

Vertical and horizontal patterns of facade articulation and fenestration on new buildings will be based on historic precedents in the area. A minor tower element may be appropriate on the Wellington Street visual axis from Clarence Square along the westerly side of the block.

Draper Street

Draper Street is a north-south street running from Wellington Street West and Front Street West, located just east of Portland Street, as shown on Maps A & B.

Important Characteristics

Draper Street is a charming residential enclave which survived the industrialization of the King-Spadina area. It contains many original historic houses from the late 19th century, the majority of which are semi-detached Second Empire Cottages. The original spatial and building patterns of the street also remain largely intact.

Draper Street contains the following historic buildings:
Semi-Detached Houses (1880-1890) at 3-5, 4-6, 7-9, 8-10, 11-13, 12-14, 15-17, 16-18, 23-25, 26-28, 27-29, 30-32 Draper Street
Townhouses (1890), 20-24 Draper Street

Design Guidelines**General Site Plan Issues:**

The major urban design goal for this street is the preservation of the existing houses. New infill development on the street will respect the massing, height, setback and character of the existing houses.

Setback:

New building setbacks will match the prevailing residential setbacks on the street.

Open Space:

The open space pattern of this residential street consists of private front yards and back yards. This pattern must be maintained.

Streetscape:

Special pedestrian lighting and decorative sidewalks will be considered for the street.

St. Andrew's Playground

St. Andrew's Playground is a City-owned park on the southern portion of the block bounded by Richmond, Maud, Brant and Adelaide Streets, as shown on Maps A & B.

Important Characteristics

St. Andrew's Playground was originally a market square which occupied the whole block bounded by Richmond, Maud, Brant and Adelaide Streets. A City Water Works Building was built on the northern half of the block in 1931, and a parking lot was later established at the western end of the remaining open space, facing Maud Street. If the existing parking lot were eliminated and building redevelopment took place around the park, there would be great potential for restoring St. Andrew's original character as an urban square and in re-establishing its role as an important park space in the area. Although the Water Works Building is a heritage building, it is not an urban design precedent for future development around the park.

St. Andrew's Playground is adjacent to the following designated historic building:

Water Works Building (1931),
497 Richmond Street West

Design Guidelines

Setback:

New buildings will be built to the property line on Maud, Brant and Adelaide Streets. In the event of new development along the north side of the park, it will be set back at least 20 metres to create an unobstructed view east along Camden Street through the expanded park to Maud Street.

Open Space:

Development surrounding St. Andrew's Playground will be assessed for its impact upon wind and sunlight conditions in the open space.

Address and Grade Related Uses:

New buildings surrounding St. Andrew's Playground will be oriented to the open space, with entrances fronting onto the streets abutting the open space. Street-related uses will be located at the ground floor of non-residential buildings.

Servicing:

Vehicular access for servicing and parking will not be located in the building facades facing the park, and servicing areas will not be visible from or adjacent to the park.

Streetscape:

On streets around St. Andrew's Playground, a combination of pedestrian-scale lighting, street trees and decorative paving to City standards will be provided. The proposed setback zone along the north side of the park area will contain a combination of hard and soft landscaping, including pedestrian-scale lighting, decorative paving and street trees.

Special Streets

East side of Bathurst Street (Queen to Front Streets West)

South of Queen Street, Bathurst Street consists of a mixture of house-form buildings and street-related multi-storey industrial buildings along its east side. Preservation and enhancement of many of the industrial buildings are important goals. New development will generally follow the built-form characteristics of the existing industrial buildings.

Spadina Avenue (Queen to Front Streets West)

Spadina Avenue is comprised of a number of distinct areas along its length. South of Queen Street, it has a distinct pattern of street-related multi-storey industrial buildings, most of which were built in the early 20th century. Many of these buildings are historically designated. The preservation and enhancement of industrial buildings on Spadina Avenue is extremely important from both a heritage and urban design perspective. Spadina Avenue is characterized by an extremely wide street right-of-way, which has been rebuilt to incorporate the Light Rapid Transit (LRT) line from Bloor Street to the Waterfront.

John, Peter and Duncan Streets

Historically, John Street was significant as the north-south street which visually connected the Grange (1827) and Grange Park (just north of Queen Street) on axis south to the City's waterfront. Today, both John and Peter Streets visually terminate at SkyDome, and John Street is the only pedestrian street to the waterfront between York Street and Spadina Avenue.

John, Peter and Duncan Streets are heavily used by pedestrians en route to theatrical events on King Street and to events at SkyDome and the Convention Centre. In addition, these streets are destinations in their own right for the restaurant and entertainment facilities located in the former industrial buildings.

King Street West (West of John Street)

The south side of King Street West (from John to Charlotte Streets) is characterized by a relatively continuous frontage of 3 and 4 storey masonry commercial buildings from the late 19th century. These buildings are built to the street line, have narrow frontages and party walls, retail uses at grade, and generally contain commercial uses above. Several of these buildings are now designated pursuant to the Ontario Heritage Act. In comparison, the north side is characterized by a lack of a coherent or consistent built form, and consists of vacant sites, a few low-scale industrial-type buildings and a high-rise hotel with a poor at-grade relationship to the street and no relationship to the historic building pattern. New infill development on both sides of the street will respect and reinforce the built form character established by the historic commercial frontages on the south side in terms of general building type, height and character along the street frontage, vertical and horizontal articulation and use.

From Charlotte to Bathurst Street, both sides of King Street West are characterized by relatively continuous frontages comprised of individual industrial buildings constructed around the turn of the century. Many of these buildings have also been historically designated. In general, these buildings are of masonry, have wider frontages, are built to the street line, and have stepped entries at grade due to a high basement level. There are a variety of building heights. These historic buildings are important as urban design precedents for future development along this portion of the street.

Front Street West (Between John and Bathurst Streets)

Front Street West is the southern boundary of the King-Spadina area. Until the mid-19th century, Front Street ran along the shore of Toronto Bay. By the late 19th century, successive landfill projects pushed the harbour line south to its present location, and Front Street was turned into an industrial service street. In the 1970's, most of the rail uses north of Front Street were eliminated, enabling large-scale, large site commercial and institutional buildings to develop generally east of Peter Street. From an urban design perspective, new development along the street will demonstrate an overall coherence as befits an increasingly prominent street in the city. The individual buildings along this frontage will have a massing and topological compatibility with the areas directly to the north.

General Site Plan Issues:

New development along these streets will respect the massing, height, setback, orientation and character of industrial buildings prevalent on these streets, and in the area generally, as shown on Map A.

Setback:

Generally, in-fill and new buildings will be built to the existing line of setback.

Along John, Peter and Duncan Streets, new buildings and additions will generally match the existing building setback line, but need not be continuous, so as to permit locations for outdoor restaurant areas at the street level.

Along Front Street West, buildings will be set back a minimum of 3 metres from the property line. A further setback may be required to accommodate the improvements required at the Bathurst Street-Front Street intersection in conjunction with the future westerly extension of Front Street West.

Open Space:

Given the prominent role of John, Peter and Duncan Streets as pedestrian routes and as a locations for outdoor cafes and restaurants, the building massing on these streets will permit a 3 hour sunlight standard at mid-day between March and September.

New development fronting Spadina Avenue adjacent to Clarence Square will also be assessed for impacts on Clarence Square.

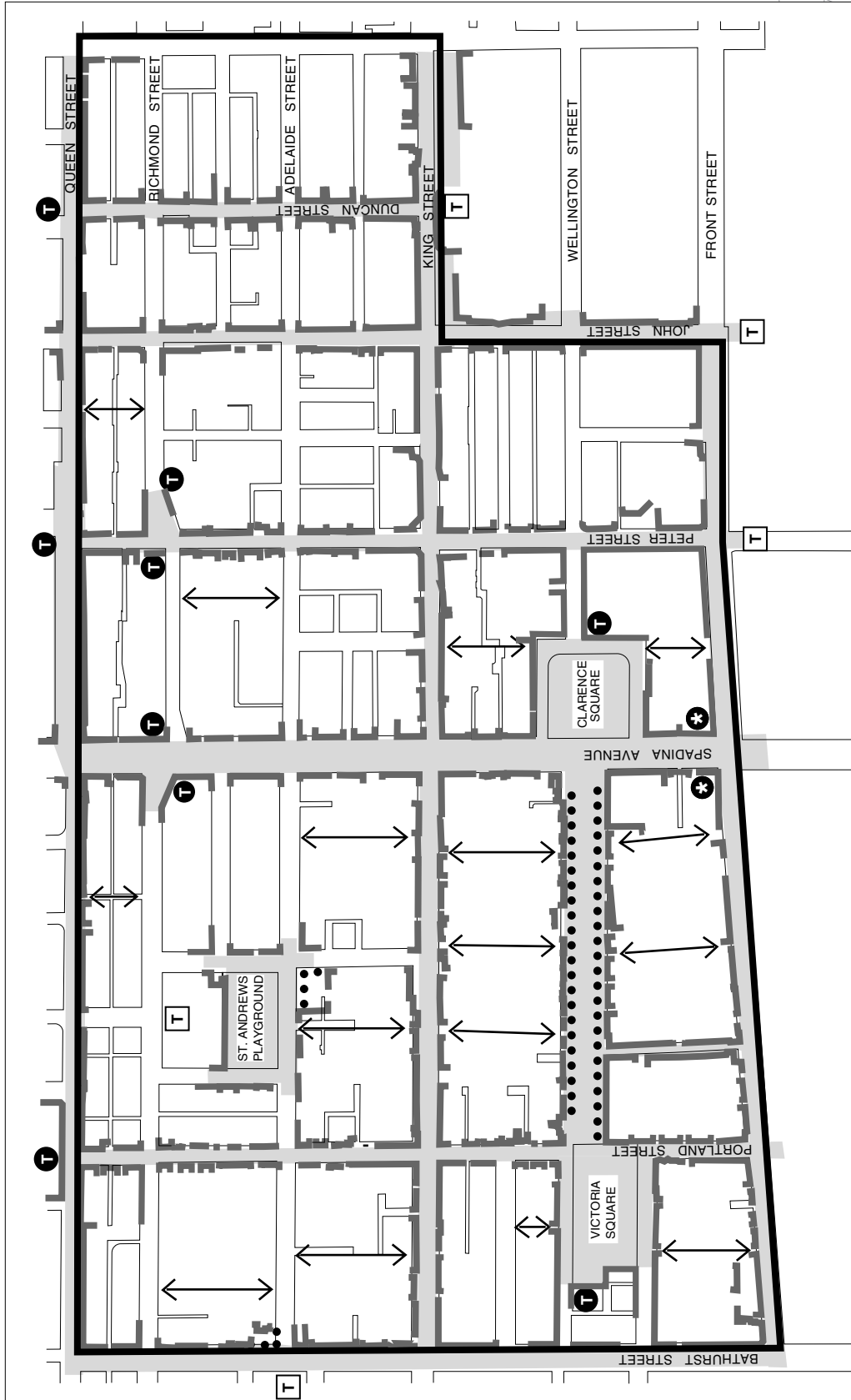
Grade Related Uses:

Street-related retail, business or community uses will be located on the ground floor of buildings.

Continuous weather protection is to be encouraged at grade along Front Street West.


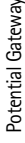







Height and Massing:

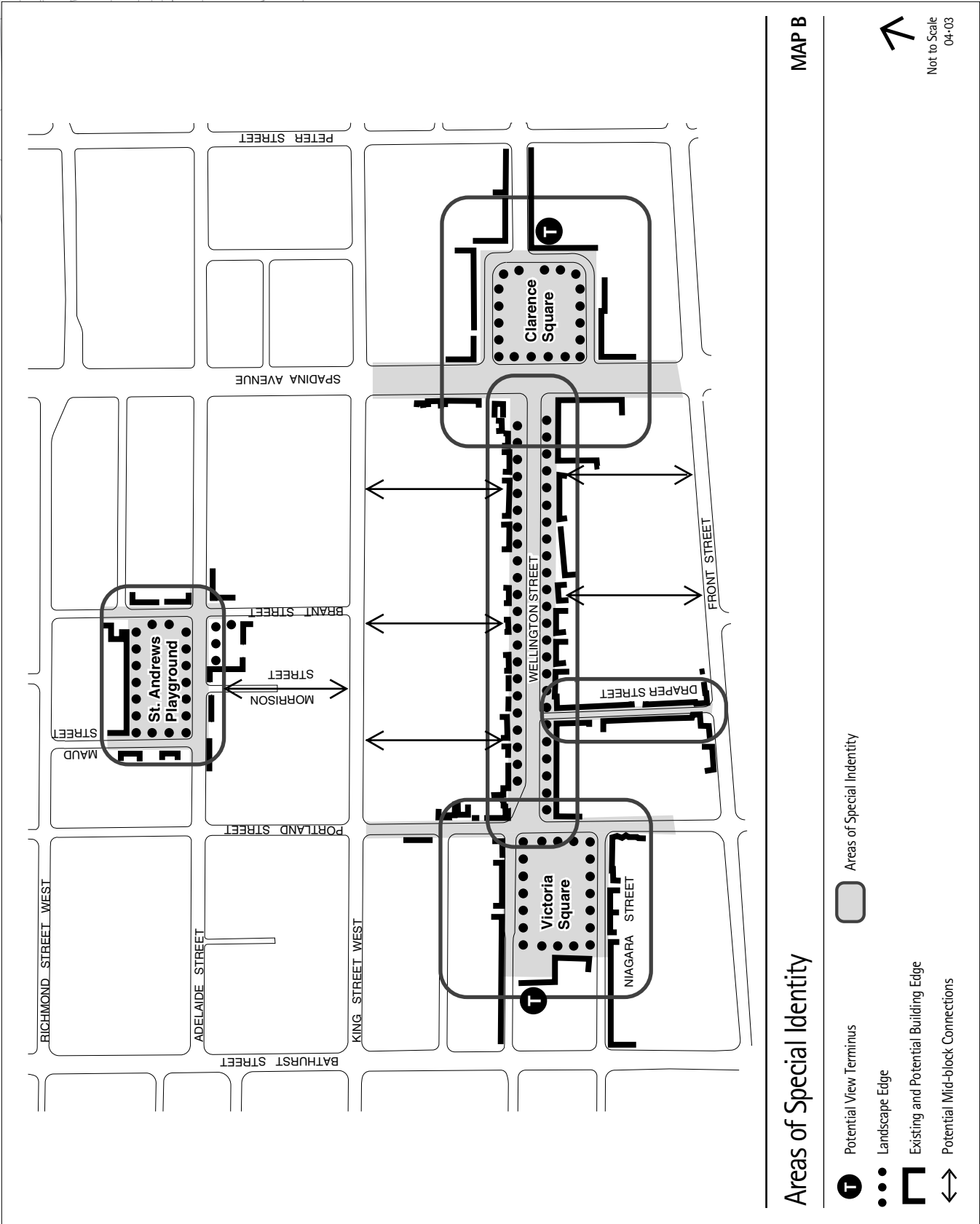
The height and massing of new buildings will be based on building types prevalent in the area. Patterns of vertical and horizontal articulation and fenestration on the facades of new buildings will also be based on the articulation of the historic building facades.



MAP A

Urban Structure Plan

-  Boundary
 -  Potential Gateway
 -  Potential View Terminus
 -  Existing View Terminus
 -  Existing and Potential Building Edge
 -  Potential Mid-block Connections
 -  Significant Street & Open Space
 -  Landscape Edge
-  Not to Scale
04-03



Areas of Special Identity

- Potential View Terminus
- Areas of Special Identity
- Landscape Edge
- Existing and Potential Building Edge
- Potential Mid-block Connections

MAP B



Not to Scale
04-03