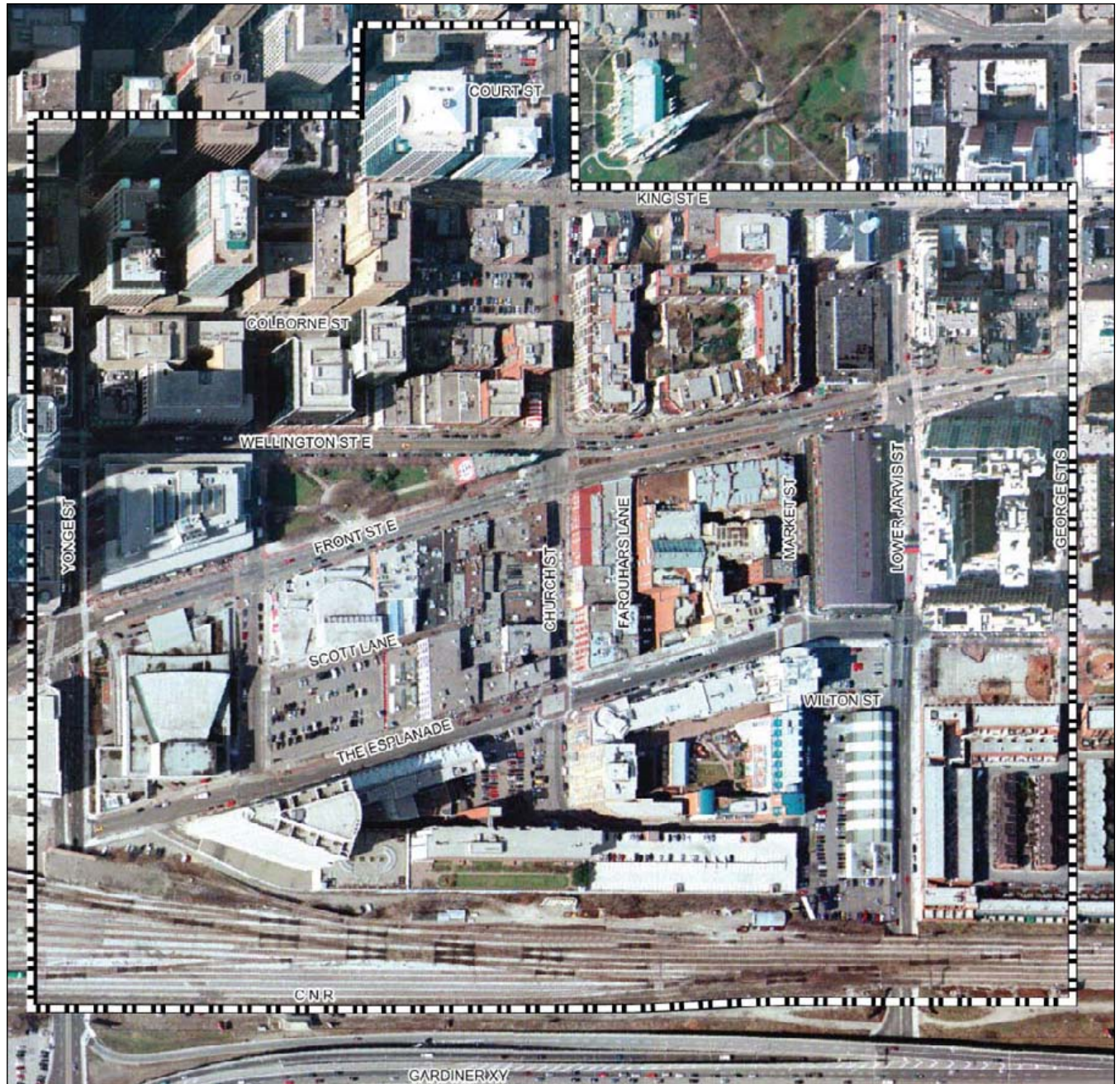


ST. LAWRENCE NEIGHBOURHOOD FOCUSED AREA URBAN DESIGN GUIDELINES



Aerial photo showing the study area for the St. Lawrence Neighbourhood Focused Area

ST. LAWRENCE NEIGHBOURHOOD FOCUSED AREA URBAN DESIGN GUIDELINES

TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	The Role of the St. Lawrence Focused Area Guidelines	1
1.2	Old Town	2
2.0	CONTEXT	3
2.1	The Study Area	3
2.2	City of Toronto Planning Direction	4
2.3	Guiding Principles	4
2.4	Objectives	5
3.0	STRUCTURE PLAN	7
3.1	Areas of Special Identity	7
3.2	The Precincts and Corridors	8
3.2.1	The Yonge Street Corridor	9
3.2.2	Esplanade Corridor	10
3.2.3	Berczy Park Precinct	12
3.2.4	King Street Corridor	13
3.2.5	Church Street Corridor	14
3.2.6	Front Street Precinct	16
3.2.7	The Market Precinct	16
3.2.8	Jarvis Street Corridor	18
3.3	Gateway Treatment	20
3.4	Heritage	22
3.5	Views and Key Sites	25
3.6	Open Space Network – The Walks and Gardens Trust	27
3.7	Sustainable Design	29
3.8	Public Art Program	30
3.9	Street Character Types	32

4.0	BUILT FORM GUIDELINES	35
4.1	Pedestrian Scale Design Considerations	37
4.1.1	Weather Protection	38
4.1.2	Parking and Loading	39
4.1.3	Mid-block Connections and Courtyards	39
4.1.4	Crime Prevention Through Environmental Design	40
4.2	Street Wall Scale Design Considerations	41
4.2.1	Street Wall	41
4.3	Urban Scale Design Considerations	43
4.3.1	Building Heights	43
4.3.2	Shadows	46
4.3.3	Sky View and Ambient Light	46
4.3.4	Angular Plane and Step-backs	47
4.4	Design and Architectural Quality	50
APPENDIX	52
Existing Zoning Map	52
Existing Height Map	53
ACKNOWLEDGEMENTS	54

The City of Toronto uses guidelines to clarify the urban design objectives of the Official Plan and zoning by-laws. They assist in the translation of policies and performance standards into a variety of three-dimensional options, for consideration by the municipality during the development approval process.

The City of Toronto Official Plan states that urban design guidelines are an important part of its implementation strategy. The focused area-specific St. Lawrence Design Guidelines outline the diversity of the various precincts in the area and create a template for sensitive development which is responsive to the unique historic character of the focused area of the St. Lawrence Neighbourhood.

These guidelines are an indication of Council's broader planning and urban design aspirations for the St. Lawrence Focused Area. They follow the Official Plan and area specific secondary plans in outlining a broader picture for the future growth and development within the St. Lawrence and King-Parliament Neighbourhoods.

1.0 INTRODUCTION

The St. Lawrence Neighbourhood community is one of Toronto's most vital and celebrated districts that defines the historic roots of the city and contributes to its distinct image. It is located in the downtown area along the former lakefront. For Toronto residents, St. Lawrence provides a year-round destination of citywide significance for shopping, dining and cultural attractions in a highly urbane, pedestrian oriented setting. The area also has a healthy mix of office, residential and commercial uses. This mix is essential in defining the Focused Area as a vibrant part of the city, which is alive with activity throughout most of the day, seven days a week. These amenities, mix of uses and location also make the Focused Area of St. Lawrence a desirable place to work and live. Because of these interests, the neighbourhood continues to experience growth and development. These urban design guidelines will help to outline the direction in which this community may develop in the future.

The goal of these guidelines is to improve the quality of the environment in the Focused Area of the St. Lawrence Neighbourhood and to ensure that the elements that contribute to the special character of the diverse parts of the area are retained and enhanced. The main planning and urban design objectives for achieving this goal include the enhancement of the areas of special character, enhancement of historic buildings and how they are viewed, and improvements and expansion of public realm areas such as parks, plazas and sidewalks.

These objectives can be achieved by:

- Providing a clear vision of the desired urban structure for the area including areas of special character, the public and private realms which will provide a framework for development.
- Providing a framework for appropriate relationships between buildings and the public realm, including open spaces, streets and public buildings.
- Identifying new and redevelopment opportunities and provide appropriate built form guidance addressing matters such as height, massing, setbacks and step-backs as well as quality of design.
- Identifying key opportunities to enhance, improve or add to the public realm including new public

spaces, landmarks, streetscapes, gateways and view terminus.

- Providing a tool that can be used as a guide to assess development proposals.
- Continuing to promote a mix of uses which contribute to the vitality of the area.

1.1 THE ROLE OF THE ST. LAWRENCE FOCUSED AREA GUIDELINES

Urban Design Guidelines are fundamental to areas of special identity such as the St. Lawrence Neighbourhood Focused Area. The 2002 Official Plan is explicit in its reliance on the preparation of design guidelines to interpret and implement its broad policies on a more localized basis. Nowhere is this more important than in areas of distinct character that define the image of Toronto.

The central purpose of design guidelines is not to inhibit development or change it. On the contrary, it anticipates the area's transformation and puts in place the guidelines to shape development so as to ensure it enhances rather than diminishes the quality of the public realm. It goes without saying that protecting distinct and treasured areas, improving streetscapes, ensuring comfortable pedestrian conditions and providing animated sunlit public spaces are qualities that improve the viability of new development as much as benefiting the population that already lives, works and plays there. After all, it is often these very qualities that attract development in the first place.

The urban design guidelines are intended to serve the following central functions:

1) **Development Review:** In the context of redevelopment of the area, the Urban Design Guidelines provide the tools for a coordinated and consistent response related to the City's development review process for specific development applications. These also suggest public realm improvements as they relate to Section 37 benefits.

2) **Guidance to Developers:** The St. Lawrence Neighbourhood Focused Area Urban Design Guidelines is a public document that is available to the development community. The Guidelines are

intended to give clear guidance to the development industry, or their consultants in the preparation of a development concept in accordance with the criteria and impacts as set out in these Guidelines.

3) Guidance to the Municipality: The guidelines will help direct the City and prioritize public realm enhancements, streetscape improvements and the creation of new parks and open spaces.

4) Community Improvement Plan: The guidelines are intended to assist in the preparation of the St. Lawrence Neighbourhood Community Improvement Plan. Council gave direction to prepare the Plan in October 2000. The study area for the plan is included on Figure 2: Key Plan Map. The Community Improvement Plan will identify strategies for improving the quality of life in the St. Lawrence Neighbourhood Focused Area by highlighting various issues to be identified, e.g., facade improvement, street closures, new streets and pedestrian crosswalks, heritage preservation and interpretation, new parkland, railway underpass improvements, tree planting, environmental sustainability, street lighting, public realm enhancements and sidewalk widenings.

5) Heritage Conservation District: The St. Lawrence Neighbourhood Focused Area contains one of the largest concentrations of historic structures in the City of Toronto, including St. Lawrence Hall, the King Edward Hotel, and the Gooderham Flat Iron building. In addition to buildings of outstanding architectural merit, there are a number of solid groupings of historic structures which provide the area with an identifiable heritage character. Given these attributes, it is foreseeable that the neighbourhood could be designated as a Heritage Conservation District under Part V of the Ontario Heritage Act. If this were the case, these urban design guidelines could also be used as a reference document for the Heritage Conservation District study process.

1.2 OLD TOWN

These Urban Design Guidelines make several references to the character of the area. This character is defined primarily by the architectural quality and built form scale as derived from the original historic fabric that remains intact. As demonstrated by many existing contemporary buildings, new developments that respect the historic quality and scale of the area can reinforce and enhance the distinct character of the St. Lawrence Focused Area.



Figure 1 – Map of Toronto, 1858, showing the Walks and Gardens Trust lands

Some of the original buildings within the city are found in Old Town Toronto. The following text is largely taken from The Old Town Toronto Action Plan with the permission of SEDERI (South East Downtown Economic Revitalization Initiative). Old Town Toronto is a community of distinct yet connected neighbourhoods which have a remarkable history. The area is bounded by Yonge Street to the west, Queen and Shuter Streets to the north, the Don River to the east and the railway embankment to the south. The Focused Area for these guidelines occupies the western section of Old Town Toronto.

The lands that encompass the Old Town Toronto have one of the largest concentrations of 19th Century buildings in Ontario. These lands include the original site of the Town of York, and are a tremendous heritage resource. The area's historic buildings and landscapes have the potential to serve as a unique framework for cultural and economic revitalization.

The original Old Town was on the shoreline at Front Street. Old Town Toronto's original street grid, established in 1793, has been expanded to all corners of the modern city, and still serves to connect the urban areas of the waterfront. Jarvis, Yonge, Church, Sherbourne, Parliament and Cherry Streets provide north-south linkages within and throughout the community, while the major east-west streets are Queen, Richmond, Adelaide, King, Front and The Esplanade.

The Old Town also holds many significant cultural and entertainment attractions and historical points of interest. These significant landmarks are interspersed between multi-unit residential buildings, office buildings, established commercial areas along King Street, and the restaurant and entertainment district on Front Street and The Esplanade.

Old Town Toronto is also a major tourism destination, a place where residents, workers, and visitors congregate to celebrate arts, culture and heritage. The area has significant potential to be a first-class example of a vibrant and sociable downtown live/work community.

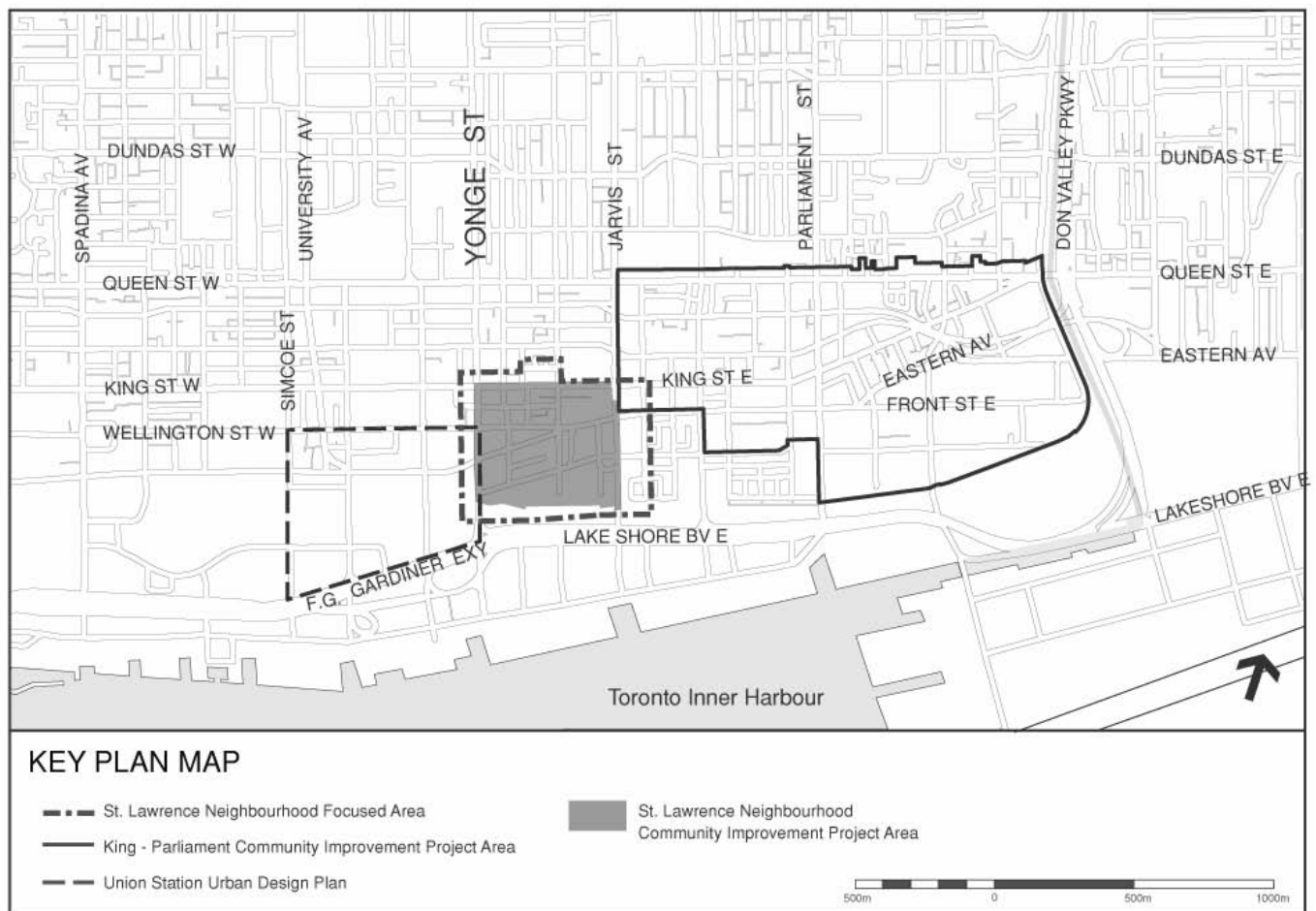
These guidelines discuss further the history of the area and the important role that heritage plays in Section 3.4.

2.0 CONTEXT

2.1 THE STUDY AREA

For the purposes of this study, the St. Lawrence Neighbourhood Focused Area extends from Yonge Street to the west, King Street/Court Street to the north, George Street to the east and the rail corridor (inclusive) to the south.

Figure 2 - Key Plan Map



As mentioned earlier, the City Council adoption of the urban design guidelines will be followed by the development of a Community Improvement Plan. The City of Toronto will also continue to develop urban design guidelines for important districts in the city. One area which may warrant future guidelines is the neighbourhood immediately to the north of the St. Lawrence Neighbourhood Focused Area between King and Queen Streets.

2.2 CITY OF TORONTO PLANNING DIRECTION

The City of Toronto's new Official Plan, adopted by City Council in November of 2002, identifies St. Lawrence Neighbourhood Focused Area within the Downtown and Central Waterfront Area and the land use designation is primarily Mixed Use areas.

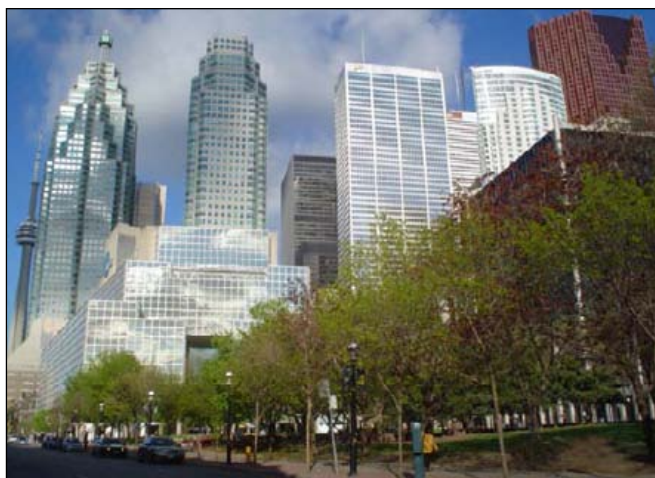


Photo 1 – Background buildings of the Financial District



Photo 2 – Consistent street wall on Front Street East

While the Downtown and Mixed Use areas are specifically identified for intensification, new development is subject to a number of standards and qualifications regarding appropriate locations, built forms, compatibility with surroundings, and contributing to the public realm. Policy 6 of Section 2.2.1 of the new Official Plan states specifically that guidelines will be developed specific to districts of historic or distinct character to ensure new development respects these contexts with respect to fit with existing streets, setbacks, heights and relationships to landmark buildings. For example, the Official Plan, Section 3.2.3 states: Built forms shall have “building massing and heights in context with, and respectful of, existing buildings and open spaces.”

2.3 GUIDING PRINCIPLES

The following principles should be adhered to:

- Preserve and highlight the unique heritage character of the area
- Encourage new and preserve existing high quality architecture appropriate to the area
- Support pedestrian amenities by maintaining a human scale to development
- Maintain the identity of the St. Lawrence Neighbourhood Focused Area as a unique area of the city with a distinctive character
- Expand and improve a high quality public realm including open space, parks and streetscape treatments.



Photo 3 – Consistent scale and high quality architecture blends new and old buildings on King Street East

- Encourage the redevelopment or revitalization of under utilized sites to enhance the public realm
- Encourage a mix of uses which includes office, retail, commercial and residential
- Maintain a transition in scale from the higher height areas along Yonge Street to the pedestrian scaled environment of St. Lawrence Neighbourhood Focused Area
- Maintain the predominant pedestrian scale and building height that characterizes the area

2.4 OBJECTIVES

The following objectives have shaped the development of the Urban Design Guidelines:

1. The promotion of consistent around-the-clock and year-round active use of the Focused Area of St. Lawrence Neighbourhood. Courtyards, parks and pedestrian walkways should be the first consideration in determining an appropriate massing for development.
2. In areas where low-rise (less than 6 storeys) is predominant and it is the desired and defining built form character, new development will respect the existing scale.
3. In areas where high-rise buildings exist (such as the Yonge Street Corridor), above grade setbacks should be provided to create an appropriate street wall height to maintain a human scale at the sidewalk and to ensure the physical and

visual comfort of the pedestrian with adequate sunlight, skyview and wind conditions.

4. Higher densities and building heights within the study area should be directed towards specific corridors and areas along major arterial roads such as Yonge Street and parts of King Street East.
5. A balance of vehicular, cycling and pedestrian traffic should be maintained in the St. Lawrence Focused Area. The neighbourhood should be considered an area of “pedestrian priority” and in many instances the pedestrian realm should be enhanced. However, continued accessibility by automobile, transit and bicycle is recognized as essential to the economic viability of the area.



Photo 5 – Outdoor cafe on Front Street



Photo 4 – Consistent street wall on The Esplanade

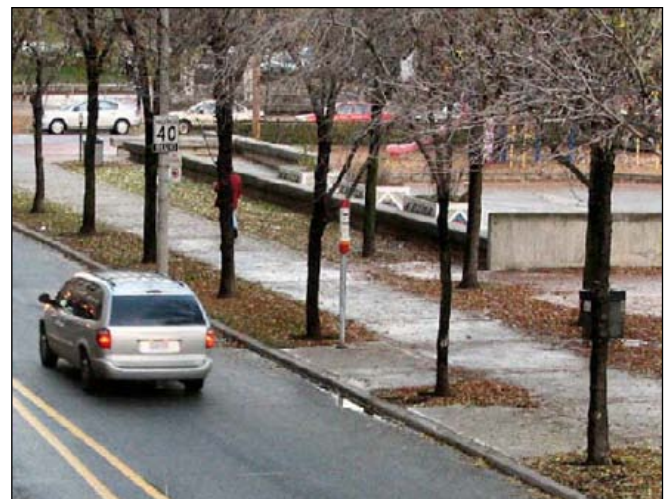


Photo 6 – Landscaped promenade on The Esplanade



Photo 7 – Existing commercial buildings on Colborne Street



Photo 8 – View terminus of St. James Cathedral

6. Providing crosswalks or boulevards where pedestrian traffic is heavy will enhance safety and pedestrian movement. Priority areas for pedestrian crossing considerations are unsignalized intersections with existing or potentially heavy pedestrian traffic such as Front Street East, Wellington Street East and King Street East at the intersections of Scott Street and Victoria Street.
7. Require the preservation and adaptive reuse of heritage and character buildings.
8. New development should respect the current use of existing older buildings that contribute to the character area.
9. The ‘greening’ of streets and open spaces should be expanded to all parts of the study area.
10. A network of publicly accessible through-block pedestrian ways, forecourts, courtyards and open spaces should be integrated throughout the area.
11. Excellence in architectural, landscape, signage, lighting and civic design should be promoted.
12. Encourage the integration of public art, including opportunities to convey aspects of the local culture throughout the area.
13. Implement environmentally sustainable designs including the use of green rooftops for new developments and redevelopment of existing structures.
14. Active at grade uses should be provided in new developments to promote a dynamic, interesting and safe street life.
15. Portions of new residential development that do not provide retail or active uses at grade should incorporate residential units with direct street access to the greatest extent possible.
16. Weather protection elements, such as glass canopies should be provided adjacent to sidewalks and other pedestrian areas where possible and desirable.
17. Sites that terminate view corridors or serve as gateways should incorporate landmark design and signature art or architectural treatments.
18. Incorporate appropriate forms of signage to complement specific character areas such as “Old Town”.
19. The facade of parking structures should incorporate lighting, signage, artist installations, vines, trellises, and other architectural elements.
20. Location of parking and service access for new development should, wherever possible, minimize through-traffic and street presence. Access should not generally be located at a terminus or gateway location.
21. Design innovation and excellence should be promoted.
22. Above-grade parking in the St. Lawrence Neighbourhood Focused Area is discouraged.

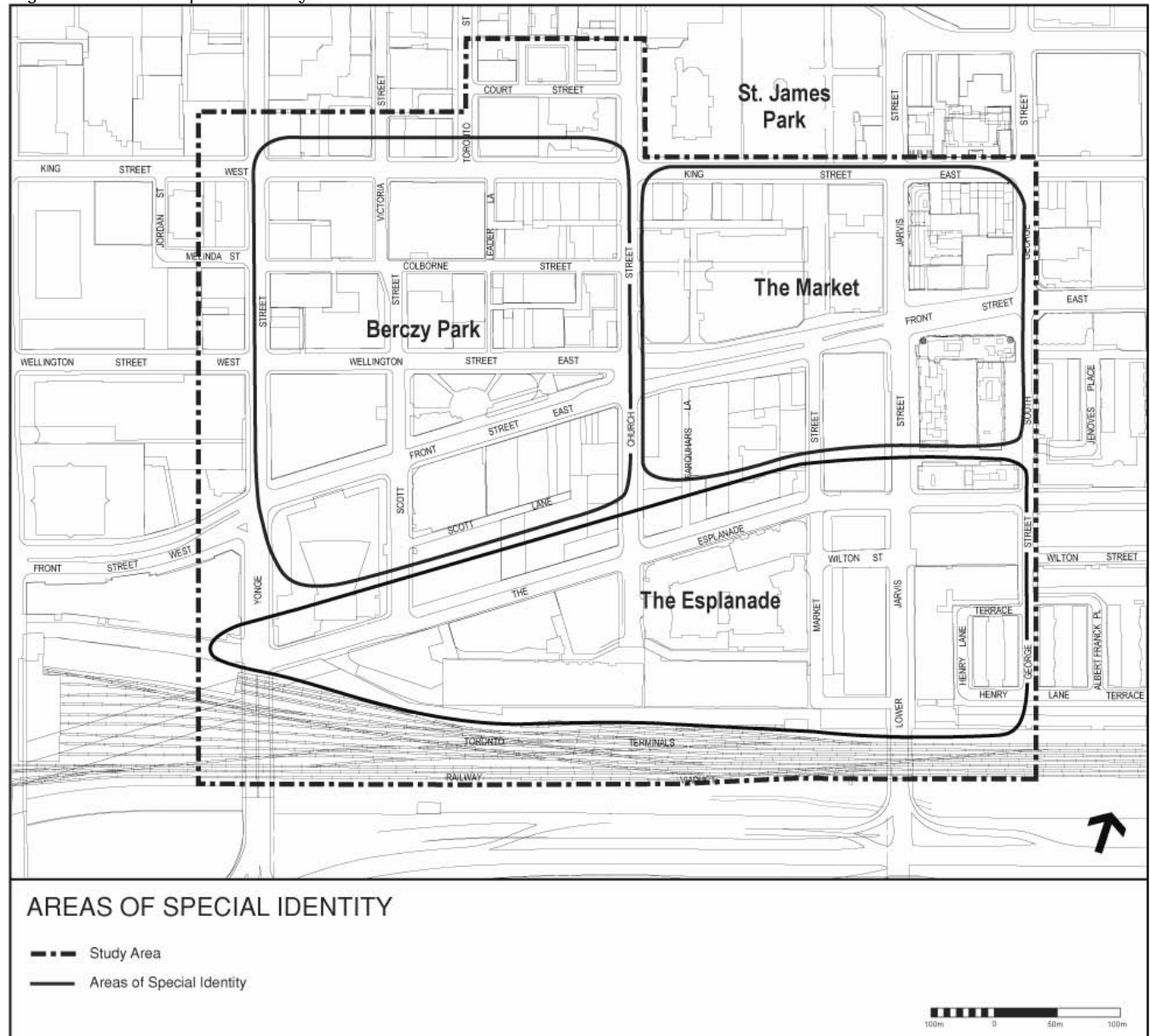
3.0 STRUCTURE PLAN

The primary components that make up the St. Lawrence Neighbourhood Focused Area, including streets, parks and open spaces, help to establish a structure for the urban design guidelines and a guide for future development in the area. This section provides a description of the key organizing elements that inform the public realm and built form.

3.1 AREAS OF SPECIAL IDENTITY

Many of the City of Toronto's Part II Plans make reference to areas of special identity. These areas are distinctly legible parts of the urban fabric which have unique qualities. Within the study area we have identified three sub-areas which we attribute have these qualities. The Berczy Park area is an urban park which is framed by a collection of some very significant heritage buildings. The Esplanade is a

Figure 3 - Areas of Special Identity



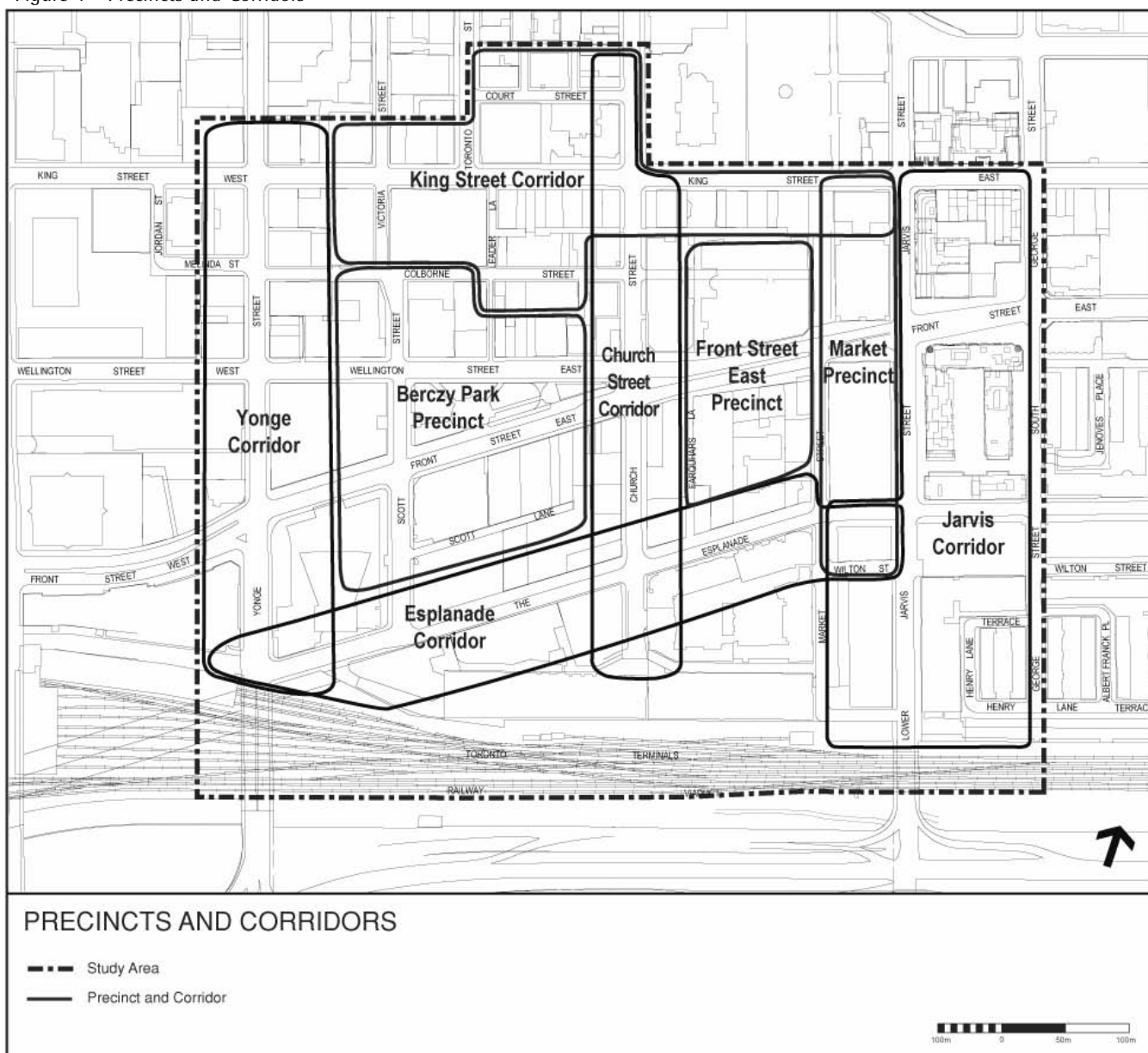
distinct and recognizable mixed-use street which has wide sidewalks, linear parks and grand promenades. The Market area has the distinction of being Toronto's 'piazza' for shopping.

In order to understand in more detail these special areas, the guidelines have subdivided them up into precincts and corridors.

3.2 THE PRECINCTS AND CORRIDORS

The St. Lawrence Neighbourhood Focused Area is comprised of a variety of sub-areas of distinct characteristics. These Urban Design Guidelines have selected various precincts and corridors, each defined by its attributes in terms of built form, function and identity. The organization of the St. Lawrence Focused Area into these more manageable sub-areas allows consideration of the specifics of each setting and ensures that development is appropriate to its location. Figure 4 depicts these precincts and corridors.

Figure 4 - Precincts and Corridors



3.2.1 THE YONGE STREET CORRIDOR

This Yonge Street Corridor is located between the south limit of the railway tracks and King Street and consists of sites on both sides of the street. The buildings along this corridor are generally the tallest buildings in the study area forming a height transition ridge at the western extent of the Focused Area. Yonge Street is a highly animated pedestrian street with shops, restaurants, entertainment venues and cafes lining the street.

Because of the high pedestrian activity in the area, particular consideration should be given to the design of the ground floor to ensure that the sidewalks are animated with appropriate uses such as shops and building entrances. Large storefront type display windows will help increase visibility into the retail areas. In order to further benefit the pedestrian, vehicular access points across sidewalks to parking and loading areas along Yonge Street should not be permitted.

One of the main vehicular entrances to downtown and to the St. Lawrence Neighbourhood Focused Area is from Yonge Street. Motorists traveling along the expressway or pedestrians coming from the waterfront enter downtown along Yonge Street from beneath the railway underpass. The underpass (Teamway) should undergo widening and significant improvements to lighting and paving as part of any redevelopment's in the area.

Emerging from the underpass gives motorists and pedestrians a sense of arrival. The northeast corner of Yonge Street and The Esplanade is one of the first corners one sees as they emerge from the underpass and is considered by these guidelines as a major gateway feature of city-wide significance. New development on this corner should capitalize on this significant site by creating a memorable architectural symbol that is transparent, welcoming and iconic.

In order to provide a more comfortable and convenient pedestrian environment, projects proposed along the west side of Yonge Street south of the federal building should incorporate mid-block pedestrian connections to Bay Street as discussed in the Union Station Master Plan. Safe and convenient pedestrian cross-over walkways normalized intersection with traffic lights should also be taken into consideration as part of any development on this important intersection.



Photo 9 – Buildings within the “transition ridge” on the edge of St. Lawrence Neighbourhood Focused Area



Photo 10 – Enhanced connections to Union Station are a priority



Photo 11 – Future development along Yonge Street to be pedestrian oriented

A number of existing buildings within the Yonge Street Corridor are commercial with a healthy office function. These uses add to the vitality and commercial viability of the area bringing people to the neighbourhood throughout the day.

New developments that are compatible with the existing form and use in this area are encouraged.

3.2.2 ESPLANADE CORRIDOR

This corridor extends along The Esplanade from Yonge Street in the west to Jarvis Street in the east. The Esplanade is centred on a grand mix-use street that is a destination in its own right. Although primarily residential in function, its vitality and distinction will be defined by its historically respectful architecture and pedestrian-scaled street wall, vibrant streets with cafes and restaurants, and its double tree-lined wide sidewalks. The Esplanade will provide an important pedestrian linkage between the Financial District and Union Station to the west and the Market, St. Lawrence Neighbourhood Focused Area and Crombie Park to the east. Redevelopment should be sympathetic to the area and improve the quality of the environment. Redevelopment sites located adjacent to historic buildings offer the opportunity for new development to enhance these structures and reinforce the character area.

As described with the Yonge Street Corridor, the northeast corner of Yonge Street and The Esplanade has a primary gateway site which should signify an entrance to downtown and the St. Lawrence Neighbourhood Focused Area. The Esplanade has the dual function of being a connector street from a vehicular point of view, as well as a primary pedestrian street, particularly on the north side. The north side of The Esplanade is currently highly animated with restaurants and outdoor cafes. The sidewalks on the north side of the street are 9 metres wide and have generous streetscapes and tree planting. New development sites should continue this sidewalk width and where possible continue the promenade (double row of trees) that exists along The Esplanade east of Church Street. Where sidewalk widths are narrow, such as the south side of the Hummingbird Centre, development plans should be studied in conjunction with a possible road narrowing from Yonge to Scott Street in favour of a wider boulevard and streetscape.

The scale of street wall along The Esplanade has a height which is fairly consistent (20-24 metres). The



Photo 12 – Glass clock and sidewalk cafes on The Esplanade



Photo 13 – Potential development site on The Esplanade at Church Street

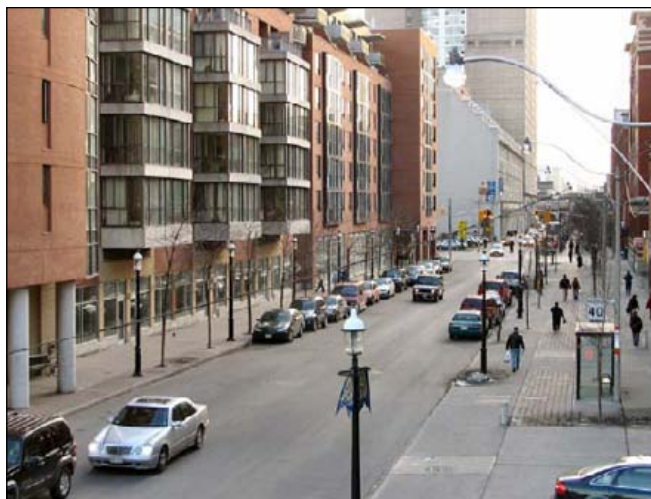


Photo 14 – Streetscape along The Esplanade, east of Church Street

existing stock of finely detailed brick clad buildings east of Scott Street begins to introduce what these guidelines refer to as the character area. The character area refers to those buildings which have a common scale, materiality and level of detail which establishes a common theme for the area. While most of these buildings tend to be from the late part of the 19th Century and from the pre-World War period of the 20th Century, there are several examples in the study area where new and modern development has been able to blend with and reinforce the character of the area.

New development along The Esplanade should maintain the scale and architectural character of the area and create street walls which are rich with detail and are clad in a material which is sympathetic to the context. Materials such as brick, granite, terracotta limestone and other natural stones are encouraged. Concrete cladding, precast panels and reflective glass on the majority of the facade are not in keeping with the character of the area and are therefore discouraged.

The south side of The Esplanade at Yonge Street currently has a small parking lot. Of primary importance for this site is the long term possibility for an above ground pedestrian connection which will eventually connect the St. Lawrence Neighbourhood Focused Area with Union Station.

At the recent St. Lawrence West charrette, a range of uses for this site were discussed – from a parkette to a parking structure. Any above-grade uses for this site should consider an animated frontage with retail or other uses as well as weather protection.

Beginning east of this site on the south side of the street there exists a continuous double height colonnade, which provides continuous weather protection. The colonnade continues for most of the length of The Esplanade to Church Street (Figure 17). East of Church Street only remnants of the colonnade remain as overhangs and projections above the main entrance to buildings at 85-115 The Esplanade. Most of the sidewalk remains without weather protection. It is recommended by these guidelines, that remaining sites along the south side of The Esplanade continue to have weather protection, either by extending the existing colonnade or by wide glazed canopies that project a minimum of 3 metres.

A number of existing buildings along the Esplanade are commercial with a healthy office function. These uses add to the vitality and commercial viability of the area bringing people to the neighbourhood throughout the day.

New developments that are compatible with the existing form and use in this area are encouraged.



Figure 5 - Urban design sketch for the southwest corner of Church Street and The Esplanade illustrating supportable built form concepts as discussed in these guidelines that fit within the current zoning bylaw and relate to the existing heritage buildings across the street.

3.2.3 BERCZY PARK PRECINCT

This precinct is centered on Berczy Park and on the buildings which frame it. The park is framed on the west by 33 Yonge Street, a 12-storey office building which is stepped-back at the 7th and 10th floors in order to allow afternoon sun to reach the park. To the north along Wellington Street East, Berczy Park is framed by a mixed use high-rise development as well as a number of low-rise buildings which are listed and have heritage significance. On the east side of Berczy Park is the Gooderham (Flat Iron) Building with its famous mural. To the south along Front Street East is the Hummingbird Centre and the St. Lawrence Centre, as well as a number of low-rise designated buildings which have heritage significance. These buildings with their low-rise scale, fine architectural and terracotta detailing contribute to the character of the area.

These guidelines consider Berczy Park and the buildings which frame them to be within a height sensitive area. The primary objective of creating this height sensitive area would be to maintain the scale and character of the park and to protect the park from the adverse affect of building shadows and loss of skyviews.

Figure 21 refers to Berczy Park as ‘sensitive to building shadows’. New development proposed in the vicinity of the Berczy Park should not create undue new shadows on the park between the months of March 21st to Sept 21st. A 44° angular plane which begins 20 metres above the lot line currently exists in Zoning Bylaw No. 438-86 along the south side of Front Street East. This angular plane is designed to maintain sunlight on the park. New development to the south of the park is to be within the prescribed angle.

The streets surrounding the park have a high level of pedestrian traffic. Restaurant and cafes surround the park on all four sides. Retail fronting on the park has large display windows to further animate the street. New development in this precinct should maintain a high level of transparency and animation at the street level.

A number of existing buildings within the Berczy Park Precinct along Front Street East are commercial with a healthy office function. These uses add to the vitality and commercial viability of the area bringing people to the neighbourhood throughout the day.

New developments that are compatible with the existing form and use in this area are encouraged.



Photo 15 – Fountain in Berczy Park



Photo 16 – Sunlit Berczy Park



Photo 17 – Heritage buildings on north side of Berczy Park

3.2.4 KING STREET CORRIDOR

This precinct is generally located on both the north and south sides of King Street from Yonge Street in the west to beyond Jarvis Street in the east. On the west side of this corridor the building at 1 King Street West at 51 storeys is within the height peak of the Financial District. Building heights east of Yonge Street are within the existing Yonge Street height peak and then gradually decrease in height east of Le Royal Meridien King Edward Hotel.

Structures on King Street East are predominantly a mixture of high-rise office and commercial-residential buildings as well as a hotel and several fine restaurants. Le Royal Meridien King Edward Hotel, and those buildings east of it, are within the character area as defined by these guidelines. These buildings on the south side of the street have a consistent scale, materiality and are of heritage significance. New development on the street should recognize the scale and materiality of the street wall. A row of listed heritage buildings along the south side of Colborne Street are also within the boundaries of this corridor. These buildings are within the character area, any proposed development on the block on the north side of Colborne Street must maintain the scale and materiality of the existing street wall.

East of Church Street the buildings continue to maintain a desired scale and character. The north side of the street is the St. James Cathedral which terminates the view corridor from Front Street East. This landmark building sits within the park-like setting of St. James Park. St. James Park is located along the northern boundary of the study area in the King Street Corridor. The park is identified as a 'public open space' and is a shadow-sensitive area. The park is one of the largest open spaces in this part of downtown and is an important amenity for the people who live and work in the neighbourhood.

The park is framed by consistently scaled buildings which vary in height from 3 to 8 storeys. Higher buildings such as the Quality Hotel or the King George condominiums are visible from the park but are set back from the park's street wall.

For the most part, the design of these buildings are stone and brick and contribute to the character of the area. When in the park, the views to the west are the St. James Cathedral and the back drop of the Financial District and skyline. Looking towards the



Photo 18 – Landmark building on King Street, Le Royal Meridien King Edward Hotel



Photo 19 – Sculpture Garden on King Street East

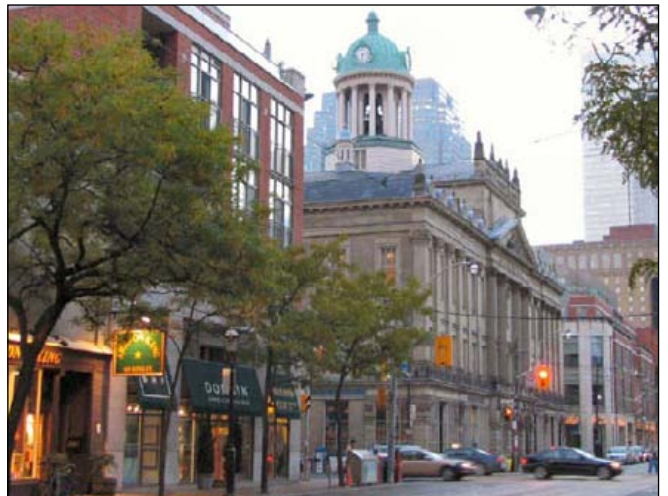


Photo 20 – Consistent street wall east of Le Royal Meridien King Edward Hotel

north, east and south allows for a greater amount of sky view and access to natural light.

New buildings fronting King Street East include the Saatchi & Saatchi building as well as the King George Condominium. The Saatchi & Saatchi building maintains the scale of the street and references window proportions of the nearby St. Lawrence Hall. The signature treatment of the corner introduces Market Lane Park. The King George Condominium building maintains a large (10-metre) step-back above the street wall height so that the podium makes reference to the neighbouring designated historic buildings.

Buildings on the south side of King Street East, east of Jarvis Street are designated and have historic significance and should be maintained.

New projects and renovations of existing buildings along King Street East should use good quality materials with rich architectural detail, particularly at the pedestrian scale. New developments that are compatible with the existing form and use in this area are encouraged.

3.2.5 CHURCH STREET CORRIDOR

The Church Street Corridor extends from Court Street in the north to the large Toronto Parking Authority garage south of The Esplanade.

The parking garage is, in fact, the southern view terminus of the street. Future consideration is to be given to improving this vista by either adding retail and office uses, re-cladding the most visible portions of the garage, or by adding a public art feature.

Just to the north of the parking garage is an existing parking lot at the southwest corner of Church and The Esplanade. Future development plans for this site should take into consideration the street wall scale along The Esplanade and its impact on shadows of the existing outdoor cafes. The corner treatment at The Esplanade and Church Street should take into consideration the desire for signature treatment similar to the buildings on the other three corners. Weather protection should also be considered for all new developments along this corridor.

The buildings on the northwest (70 The Esplanade) and northeast (5 Church Street) corners of Church Street and The Esplanade create a gateway to the character area which is to the north. This character



Photo 21 – Undesirable view terminus at the foot of Church Street can be improved by public art or architectural treatments



Photo 22 – Looking south on Church Street from Front Street



Photo 23 – Church Street 'ambience'

area is defined by consistently scaled buildings which have a high level of architectural detail, common materiality and relate to the pedestrian scale. In new developments, particular attention will be paid to the heights of building podiums, step-backs and setbacks and design character in order to achieve compatibility with the existing buildings on the street.

Buildings identified as having heritage value will be protected and their scale and character respected in the scale and character of new development. The Gooderham (Flat Iron) building is the landmark heritage building within this area. New buildings along this corridor should be properly articulated so as to not obstruct views towards the cupola of the Gooderham building.

The north-south streets in the study area, including Church Street, offer the public art opportunity to thematically re-create the former City of Toronto shoreline which used to be located just south of Front Street. Public art, streetscape or commemorative plaques are all creative devices which may be used to note this important part of the city's history.

An angular plane of 44° beginning at 16 metres above the lot line currently exists in the City of Toronto Zoning Bylaw No. 438-86. The intent of this angular plane is to maintain the street wall scale of the predominant existing buildings and to allow natural light to penetrate onto the sidewalks.

There are some existing buildings within the study area which do not conform to the angular plane. Some of these buildings only marginally exceed the 16 metre height. Other buildings near the study area break the height drastically, although there remains at least 50 percent of the frontage along Church Street that does comply with the angular plane.

New developments within this precinct should have regard for the angular plane as mentioned above. The degree with which the height or angle is exceeded and the length of the site with which it is exceeded will be carefully studied for its compliance with the intent of the angular plane.



Photo 24 – Front Street Precinct looking west from Jarvis Street

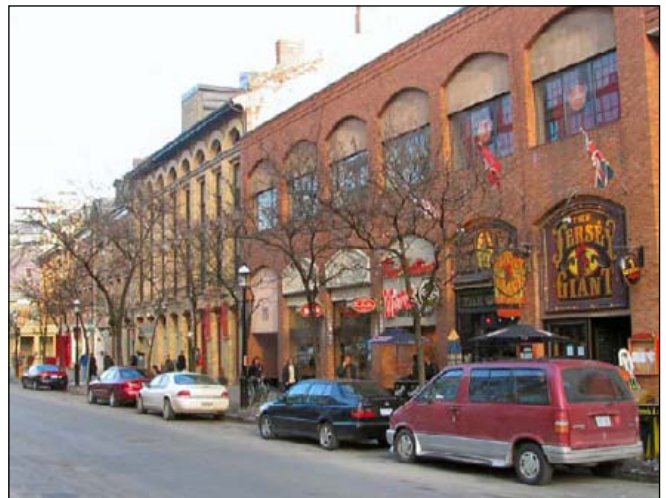


Photo 25 – New buildings conform to the existing angular plane



Photo 26 – North passageway on Front Street East

3.2.6 FRONT STREET PRECINCT

One of the most important precincts within the study area, the Front Street Precinct is located between Church Street and Market Street. Although located along a street, this area has more of the spatial characteristics of a precinct than a corridor. This precinct, with its boulevardised street, is the commercial 'piazza' of the Focused Area. This precinct is primarily recognized as a retail/pedestrian precinct and is framed by the view towards the Gooderham Building to the west and the St. Lawrence Market to the east.

This precinct, in its entirety, is within the character area. Large storefront windows and outdoor cafes are encouraged and help animate the streetscape. Mid-block pedestrian mews which have vistas which terminate at landmark structures also established the character of the area and create a European ambience. Farquhar Lane has the potential to be improved as a safe pedestrian connection to The Esplanade.

As with the Berczy Park Precinct, the 20-metre 44° angular plane which is in place in Zoning Bylaw No. 438-86 for the south side of Front Street East should be enforced to allow natural light to penetrate onto the streets and sidewalks for as much of the year as possible and as much of each day as possible.

Streetscape improvements would help to establish the special character of this precinct. Crosswalk enhancements by the BIA are forthcoming to help signify the importance of the '5 corners' intersection.



Photo 27 – Front Street East passageway



Photo 28 – St. Lawrence Market interior

3.2.7 THE MARKET PRECINCT

The focal point of the entire neighbourhood is the St. Lawrence Market. This building, along with the North Market, forms a major gateway to and from this special character area. The Market Precinct includes St. Lawrence Hall.

These landmarks as described above are significant enough to be seen by these guidelines as a distinct precinct. Urbanistically, these buildings form a continuation of the Front Street Precinct. These two precincts are congruent to each other with a seamless transition between them.

In the summer of 2004 Toronto City Council approved development parameters for the North building of St. Lawrence Market. These built form



Photo 29 – View of the former North St. Lawrence Market, built in 1904, which was demolished in 1967

and urban design guidelines were inspired by the original North Market building from 1904 which was an architectural replica of the existing South Market building.

The guidelines will create a building which respects the scale of the existing South Market building and St. Lawrence Hall, and has step-backs which conform to the existing Jarvis Street angular plane. The urban design guidelines for the North Market are created in such a way that the new building, when completed, will architecturally relate to the existing South Market building to create a major gateway of city-wide importance.

The program for the North Market building contemplates underground parking which is to be built below the North Market building. Design guidelines for Market Lane Park include new planting, paving and landscaping. The design guidelines also call for animated park frontages with large windows which can be opened up in summer months creating an inviting building on both its Jarvis Street and Market Lane facades.

At one time, the North and South Market buildings were connected by a grand glass archway. It is desired by these guidelines to have streetscape improvements and special paving to help visually connect the two buildings and symbolically make reference to the historic arch which was once in place.

South of the South Market there is an existing Toronto Parking Authority surface lot which is designated in the Official Plan and zoned for a park.

The land is owned by the City. It is desirable to create a new park on this property which would continue Crombie Park west of Jarvis Street and create a visual terminus landscape. Once a park is created on this lot, the south face of the South Market building will have more of a public front. Mitigating the impact of the existing loading of the South Market building on the park is desirable. This could be achieved either by internalizing the loading, by streetscape enhancements, or with the design of the park by creating a landscaped buffer on its northern edge. South-facing retail overlooking the new park is encouraged.

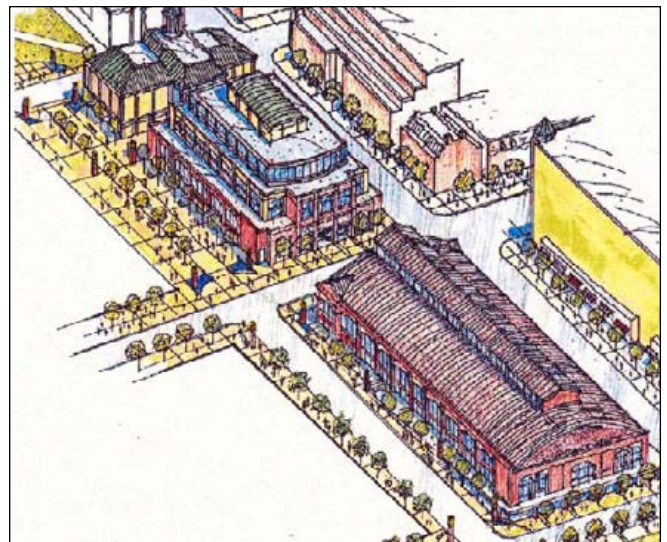


Figure 6 - North and South Market buildings are a significant gateway to the area



Figure 7 - Illustration sketch showing Council-approved Urban Design Guidelines for the North Market

3.2.8 JARVIS STREET CORRIDOR

The Jarvis Street Corridor runs along Jarvis Street from King Street East in the north, George Street in the east, Market Lane south of The Esplanade on the west, and the railway tracks to the south.

Pedestrians and motorists travelling north along Jarvis Street enter the precinct from the underpass below the railway corridor. This gateway feature creates a sense of arrival. Consideration should be given to the design of the block on the west side of Jarvis Street to acknowledge this gateway. Conversely, the railway corridor is the neighbourhood's visual terminus of Jarvis Street. Future improvements may include art features and other cosmetic upgrades which may improve the view terminus. At the same time, underpass (Teamway) widening or upgrades to paving, bird-proofing, painting, and lighting is desirable.

The site at 18 Jarvis Street is a potentially large site which would be suitable for redevelopment. Future built form massing on this site must have considerations for the proposed extension of Crombie Park to the north. Proper frontage to this park must include an appropriate scale to the park edge which minimizes shadow impact as well as having weather protection and an animated park frontage with shop fronts and cafes (Figure 8B). Improvements to the existing Crombie Park, east of Jarvis Street, by way of increased landscape and green areas are also encouraged.

A building which is highly regarded for conformance with the principles of these Urban Design Guidelines is the St. James Condominium at the southeast corner of Jarvis Street and King Street East. This building is a modern terraced building which contributes successfully to the character area. The building is scaled and treated to blend with the neighbouring historic buildings and conforms to the Jarvis Street angular plane. Retail at grade with large storefront windows adds to the animation of the streetscape and public realm. The vehicular entrance to this development also blend well within the built form to lessen the visual impact on the public realm.

An angular plane of 44° which begins 16 metres above the property line currently exists in the Zoning Bylaw No. 438-86 for both sides of Jarvis Street. The intent of this angular plane is to maintain the street wall scale of the existing buildings on the street as well as to allow natural light to penetrate



Photo 30 – New and old buildings blend together on Jarvis Street between Front Street East and Adelaide Street East



Photo 31 – Railway underpass on Jarvis Street south of Wilton Street



Photo 32 – Jarvis Street looking south from Front Street East

onto the sidewalks. New development along this corridor should take into consideration the intent of this angular plane. Street wall cladding in this area should exhibit a high quality of materials and detail, particularly at the pedestrian scale.

In order to provide weather protection, an improved pedestrian environment and a unifying element

along Jarvis Street, continuous glazed canopies, continuous colonnades, and other weather protection should be provided within new developments fronting along the west side of Jarvis Street, between the South Market and the railway underpass.



Figure 8A - Sketch showing the proposed Crombie Park extension looking south from The Esplanade

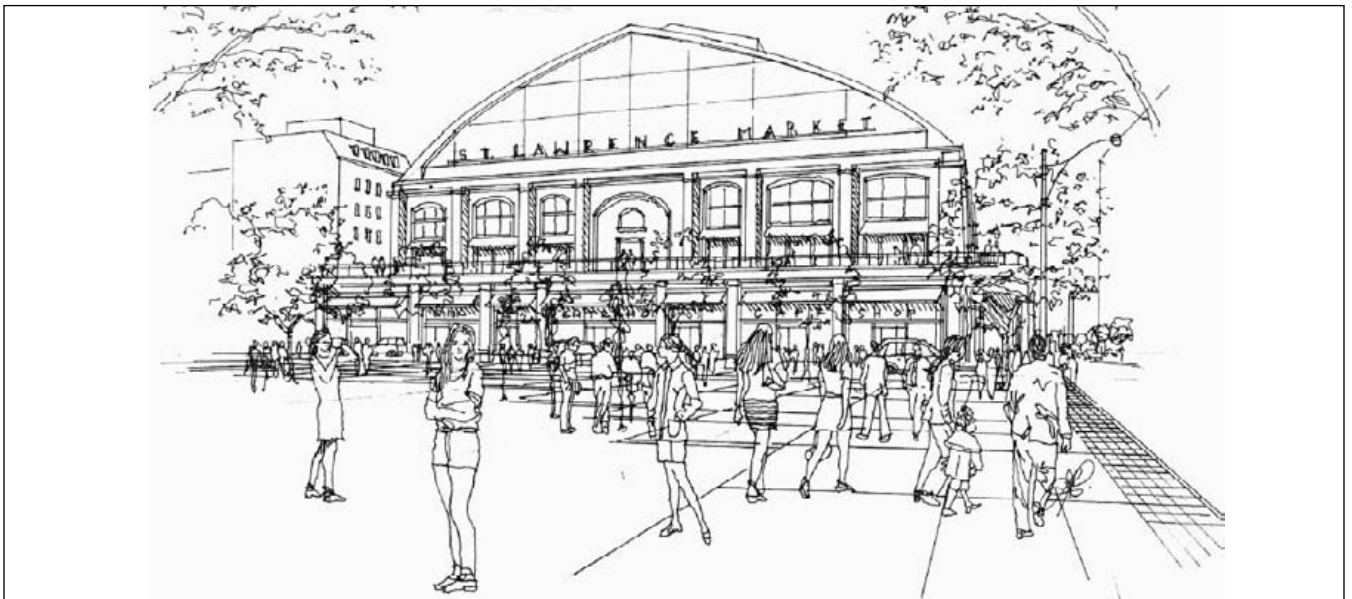


Figure 8B - Sketch showing the proposed Crombie Park extension looking north from Wilton Street

3.3 GATEWAY TREATMENT

The urban design guidelines identify potential and existing gateways, identified in Figure 9, which relate to each of the precincts.

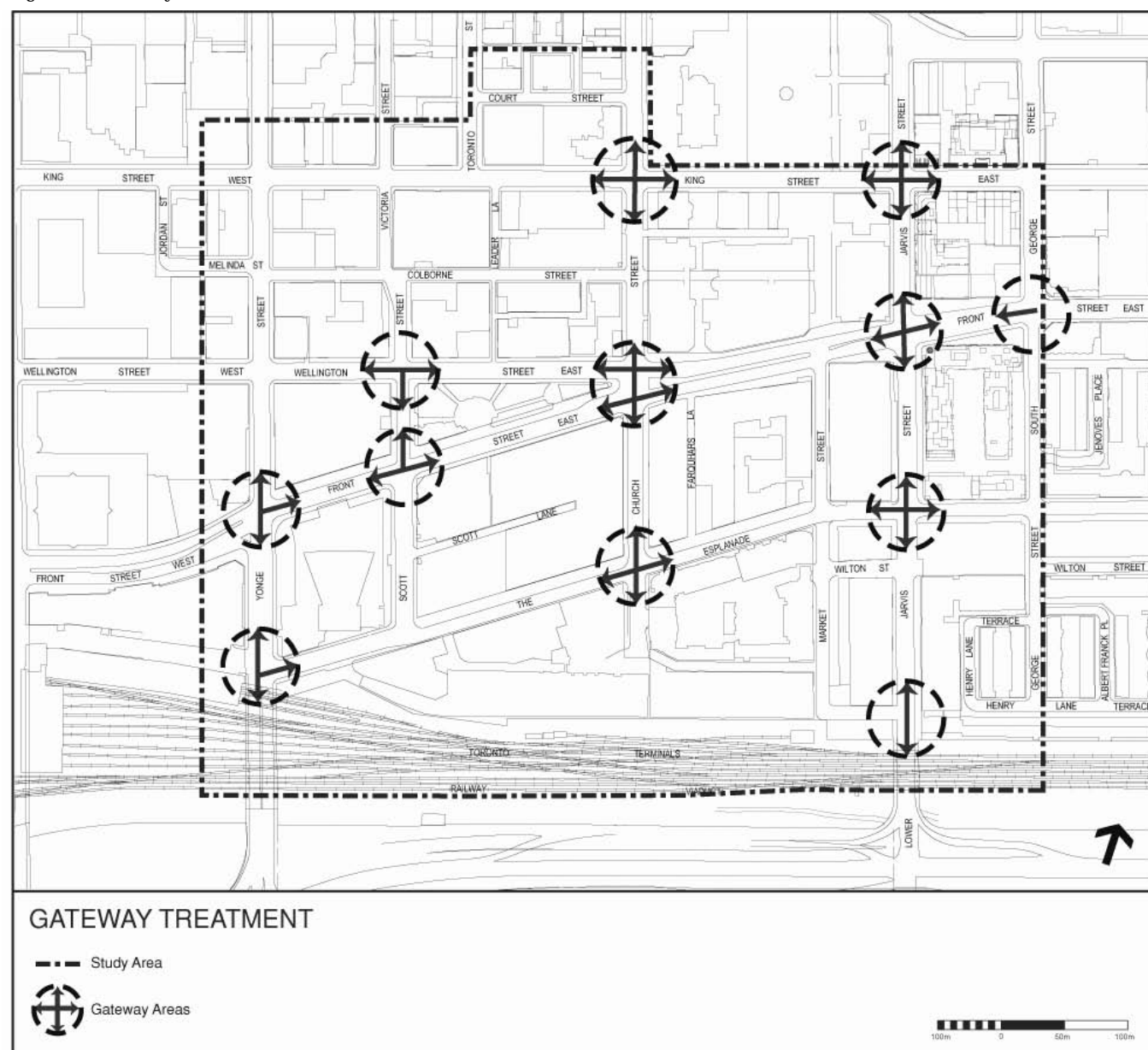
Gateways represent significant opportunities to mark entry into either the downtown Financial District or the St. Lawrence Neighbourhood Focused Area.

A gateway may be implemented by a streetscape element or reinforced by an appropriate architectural expression. Gateways and focal areas can be

expressed through a combination of landmarks, building mass, landscaping, signage, upgraded sidewalk treatments, special lighting, gathering area (where possible), seating, and public art. The scale of the 'gateway element' should be in keeping with the context of the area which it is introducing.

There are a number of sites in the Focused Area that have been identified as either existing gateway sites or potential gateway sites. Of those, there are four sites which are considered city-wide gateways. The northeast corner of Yonge Street and The Esplanade is significant as it is the first site which one encoun-

Figure 9 - Gateway Treatment



ters as one emerges from the railway underpass. As this corner may redevelop in the future it is important to understand its significance. The design of the corner element should be architecturally significant and be transparent and welcoming to convey to the passers-by the rich cultural venues found within. Other architectural elements and public art may have a role to play in creation of this gateway feature.

Similarly, the southeast corner of Yonge and Front Streets is a gateway of city-wide significance for its view of the canopy, entrance and facade of the Hummingbird Centre, and the role it plays in introducing the St. Lawrence Neighbourhood Focused Area. Streetscape improvements, upgraded landscape and public art may have a role to play in enhancing this gateway element in the future.

The Gooderham (Flat Iron) building is also identified as a major gateway of city-wide significance. A landmark building in this instance creates the gateway which introduces the Berczy Park Precinct or the Front Street Precinct depending on which direction one is travelling. This precinct may be

embellished by streetscape improvements, public art or landscape improvements. At the time of writing, some of these initiatives were already underway by the St. Lawrence Market BIA through their Streetscape Revitalization Initiative.

The St. Lawrence Market, as mentioned previously, is considered by these guidelines as the focal point for the neighbourhood. The South Market, along with the North Market building forms a major gateway to and from this special character area. Development parameters for the North Market building were approved by Toronto City Council in the summer of 2004. The North Market building will undergo redevelopment which will maintain the scale, materiality and architectural character of the South Market in order to create a major gateway. The development parameters referred to this gateway as identified by two civic building which architecturally relate to each other. Other significant gateway features have been identified in Figure 9. Each of these gateways are significant in reinforcing the existing character area and introducing the streets of each precinct.



Photo 33 - The Gooderham (Flat Iron) Building is a major gateway and landmark building



Photo 34 - Hummingbird Centre is the western gateway to the St. Lawrence Neighbourhood



Photo 35 - Major gateway location to be enhanced at the northeast corner of Front Street and The Esplanade

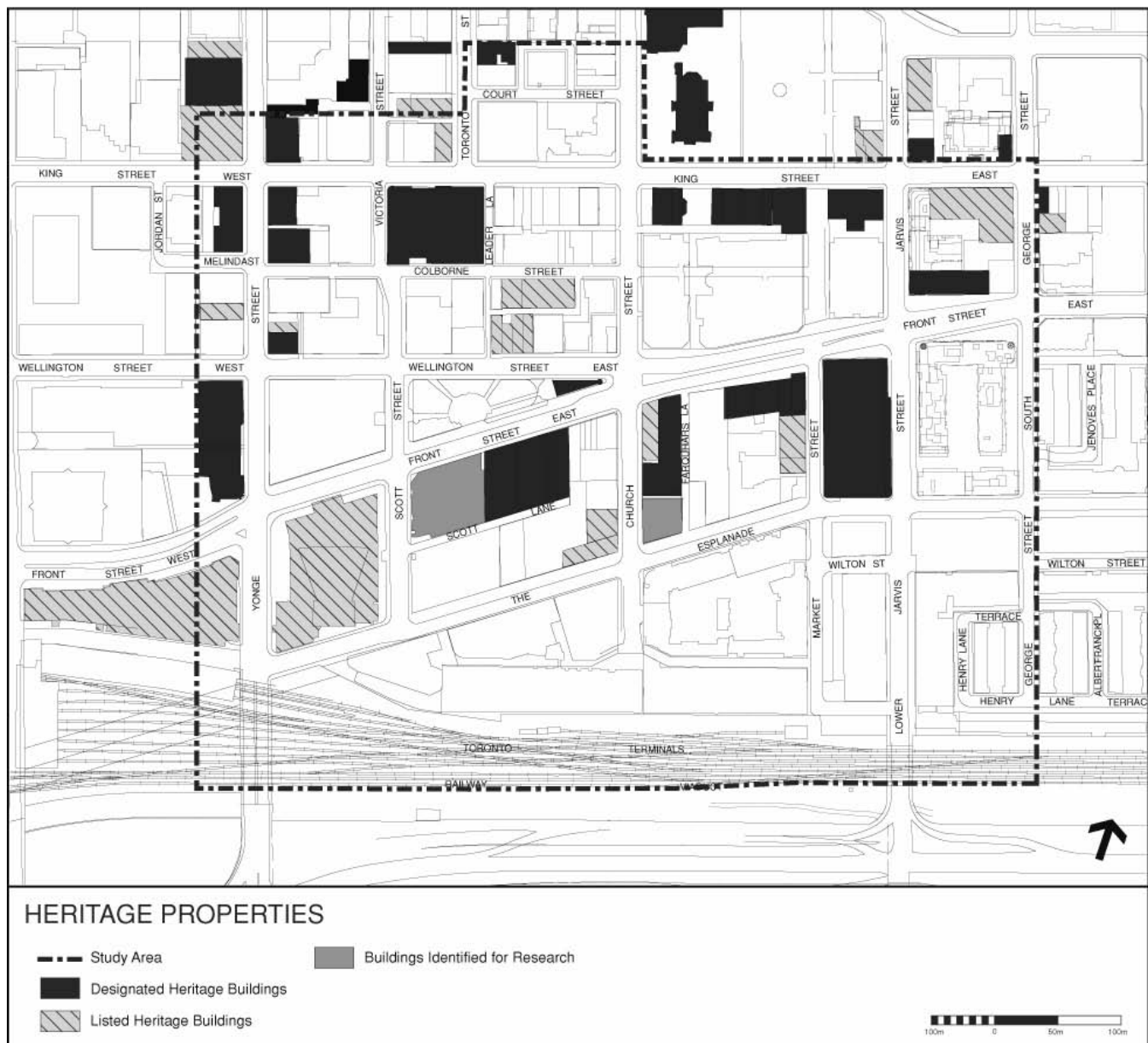
3.4 HERITAGE

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

Figure 10 - Heritage Properties



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



Photo 36 – St. Lawrence Neighbourhood circa 1940s



Photo 37 – Front Street East buildings with cast iron facades



Photo 38 – Rich architectural detail on buildings located on the south side of Colborne Street

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.

Character defining features of the area such as the traditional height of the street facade, setback of the facade from the front property line, and textural finish of materials are encouraged to be incorporated to enhance new and existing development. New buildings should be compatible with, and enhance adjacent heritage buildings and may be set back from existing buildings to enhance their potential and amenity value.

Figure 10 depicts designated and listed heritage buildings, as well as buildings identified for research. New buildings should be compatible with the existing heritage properties and character of the District.

Listed and designated heritage buildings in the area should be preserved in all cases. Buildings which may have heritage or architectural merit that contributes to the identity of the area or precinct, should be identified.



Photo 40 – Former glass gateway over Front Street connecting the Old North Market with the South Market



Photo 41 – Fine architectural detailing found in the character area



Photo 39 – St. Lawrence Hall

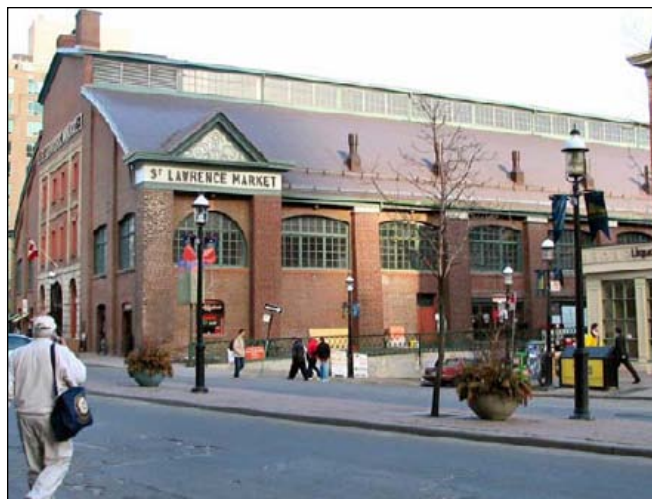


Photo 42 – St. Lawrence Market

3.5 VIEWS AND KEY SITES

An increased sense of orientation and greater legibility of the different precincts and corridors of the St. Lawrence Neighbourhood Focused Area can be supported by reinforcing key view corridors and by providing landmark features at highly visible locations. Views through and to significant sites, can assist in drawing greater pedestrian movement in all areas.

protected and reinforced. Of particular importance is the view towards the cupola of the Gooderham (Flat Iron) building which must be maintained from all approaching streets and vistas where it is currently visible.

Landscape elements as well as views and vistas of Berczy Park and Crombie Park should also be maintained and properly framed by buildings which will contribute to the character of the area.

Figure 11 identifies existing landmark buildings. Views towards them from all directions should be

Figure 11 - Views and Key Sites

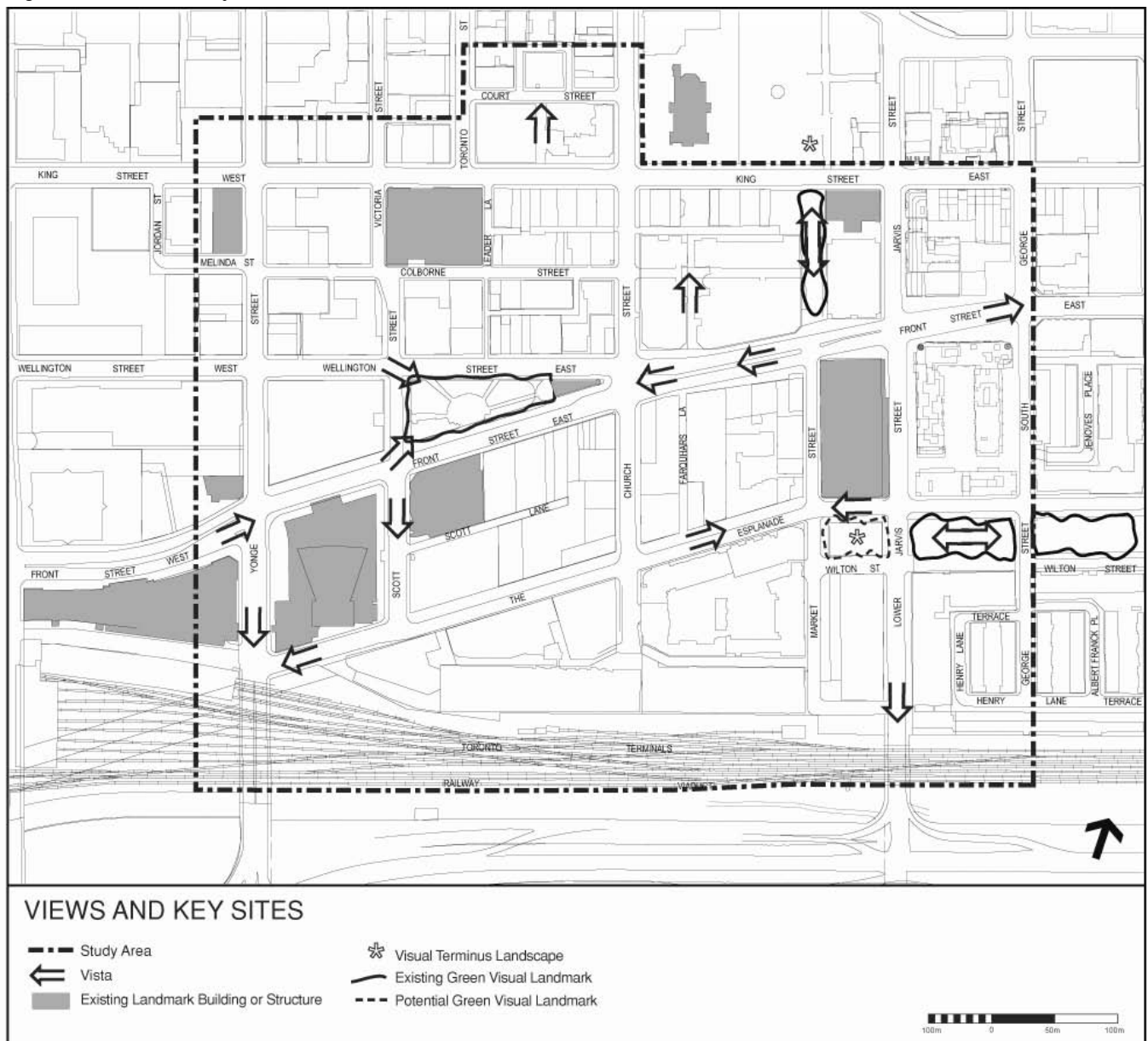




Photo 43 – Significant view of the Gooderham (Flat Iron) Building



Photo 46 – Waterfall at the Sculpture Garden



Photo 44 – Market Lane Park



Photo 47 – South Market as view terminus along Wellington Street East

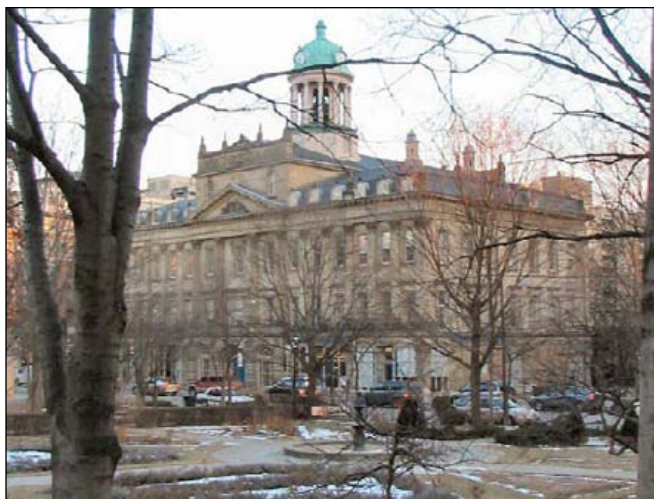


Photo 45 – St. Lawrence Hall



Photo 48 – South facade of the South Market may be enhanced to better address the future park

3.6 OPEN SPACE NETWORK – THE WALKS AND GARDENS TRUST

These Urban Design Guidelines identify a range of opportunities to improve and expand the public network of parks, open spaces, pedestrian linkages, forecourts, courtyards, and the quality of the pedestrian experience of the existing road network – in particular, the opportunity of creating a new park by extending Crombie Park west of Jarvis Street. Through these guidelines we have the opportunity to extend the promenade of Crombie Park westward creating a delightful pedestrian experience which

begins at Yonge Street and continues to the Gooderham and Worts historic district.

In order to understand the potential of these pedestrian linkages and connected park systems we reference the plan from the 1800s for the Walks and Gardens Trust.

In 1793 the Town of York was established by Lieutenant-Governor John Graves Simcoe as the capital of Upper Canada. The capital building was built in 1797 on a site at Front and Berkeley/Parliament Streets.

Figure 12 – Open Space Network Plan

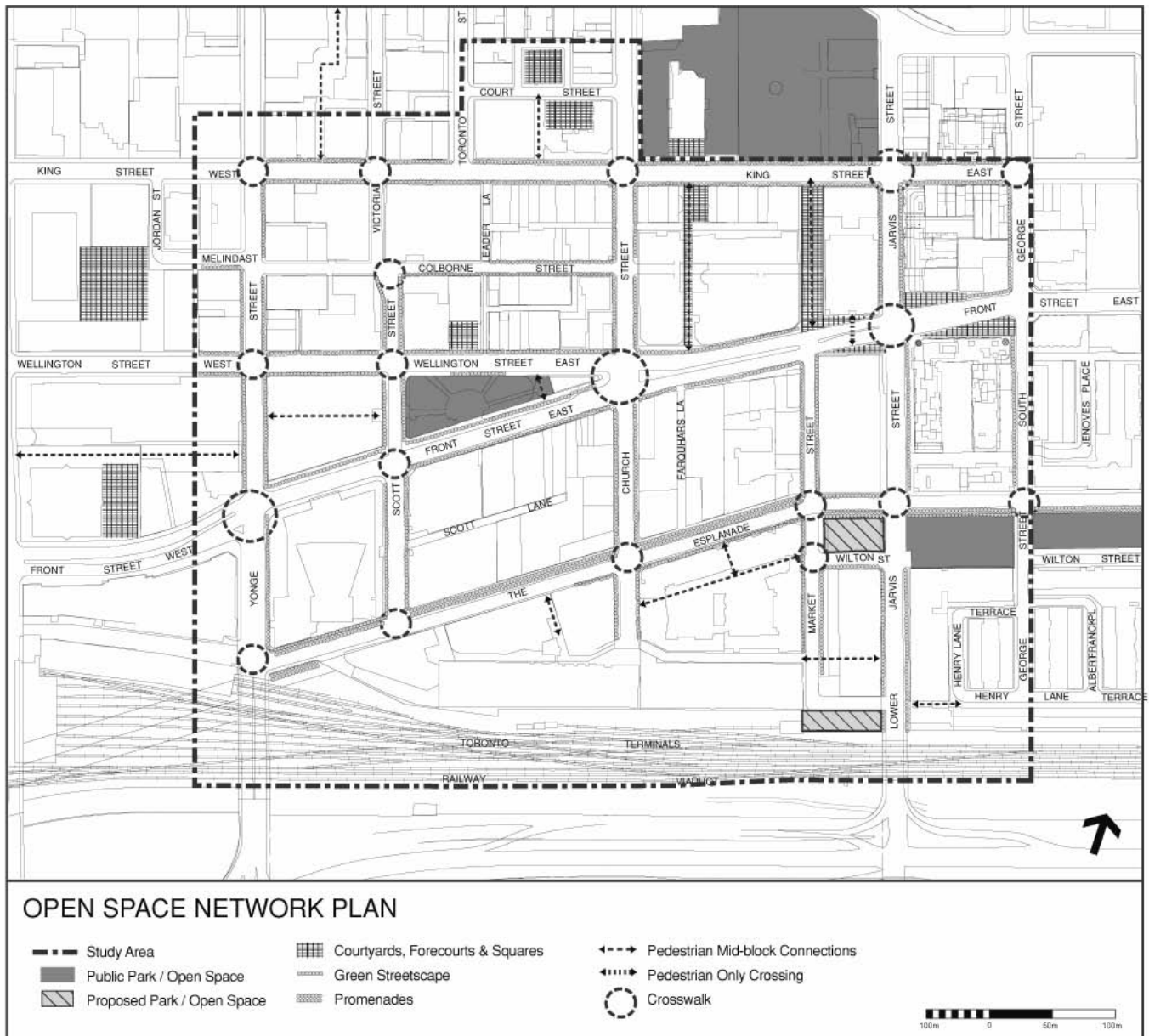




Photo 49 – Berczy Park looking west to the Financial District



Photo 52 – Outdoor cafes on Front Street East



Photo 50 – Intimate spaces like the Sculpture Garden are a unique characteristic of the neighbourhood



Photo 53 – Pedestrian view corridor to King Street East



Photo 51 – Wide sidewalks with trees enhance the public realm



Photo 54 – Promenade with double row of trees on The Esplanade in Crombie Park

The city began to grow rapidly in the early 1800s. In an effort to reserve lands for public benefit, a water-front strip of land in 1818 was placed in a special Walks and Gardens Trust. The Trust lands included everything south of Front Street to the lake, from Peter Street in the west to the Parliament Buildings (Berkeley Street) in the east. By 1840, the city began to sell water lots south of the Trust lands for development and by the mid-1850s the land was sold to the railways which built east and west of the city. The legislation that was put in place to sell the Trust lands also insured that the funds from the land sale be placed in a special fund for the purchase and improvement of other parkland.

By the early 1900s the Walks and Gardens Trust is all but forgotten from City ledgers. In the late 1990s the local community with the assistance of Councillor Pam McConnell researched the Trust to indicate that it was still in effect. This was followed by Council instructing in the year 2000 the formation of a working group to investigate the status of the trust, whether any money remains in it or is owed, as well as liability issues.

Today, the city still owns land included in the original Trust, including a portion of Union Station and the Hummingbird Centre.

Key initiatives included in these guidelines include:

- Create a new park south of the St. Lawrence Market
- Enhancing existing open spaces such as Berczy Park
- Create or improve existing pedestrian connections throughout the study area
- Providing additional mid-block pedestrian connections where possible
- Expanding the unique courtyard theme throughout the St. Lawrence community
- Enhancing streetscapes through tree planting, paving material, street furniture, and public art
- Incorporating forecourts and sidewalk widening for sidewalk/street activities such as sidewalk cafes and spill-out retailers
- Creating a promenade along the north side of The Esplanade from Yonge Street to Jarvis Street
- Historical interpretation of the former shoreline

with decorative paving, water features and public art

- Encouraging new developments to incorporate public squares and green spaces as part of their design
- Creating well designed open spaces which complement adjacent spaces
- Preserving the existing character areas by encouraging tree-lined streets

3.7 SUSTAINABLE DESIGN

These guidelines support and promote Sustainable Design, Green Building Technology such as LEED (Leadership in Energy and Environmental Design) Certification, the Better Buildings Program, and the sustainable design principles found in the 2002 Official Plan. This section is a very brief summary drawn from the Canada Green Building Council website which we are providing as an introduction to the topic of green buildings in Canada. More information can be found at the Canada Green Building Council and its published materials for authoritative information.

LEED Canada was officially launched in 2004. The Canadian LEED Green Building Rating System has been developed by the Canada Green Building Council, a national not-for-profit corporation. LEED Canada-NC 1.0 is specifically applicable to new designs and major renovations of new commercial buildings, institutional buildings and high-rise residential buildings. LEED aims to improve occupant well-being, environmental performance and economic returns of buildings using established and innovative practices, standards and technologies.

LEED Canada-NC 1.0 consists of an explicit set of environmental performance criteria, organized within five key performance categories: Sustainable Sites; Water Efficiency; Energy and Atmosphere; Materials and Resources; and Indoor Environmental Quality. A sixth category, Innovation and Design Process, rewards exceptional environmental performance or innovation over and above that explicitly covered in the basic LEED credits. Projects earn points towards certification by meeting or exceeding specified technical requirements. The points awarded add up to a final score to achieve a LEED Silver, Gold or Platinum level of certification. A few recently announced developments in the downtown have registered their projects for designation. This design-

nation indicates that the engineering and construction incorporate advanced energy and water use efficiency.

3.8 PUBLIC ART PROGRAM

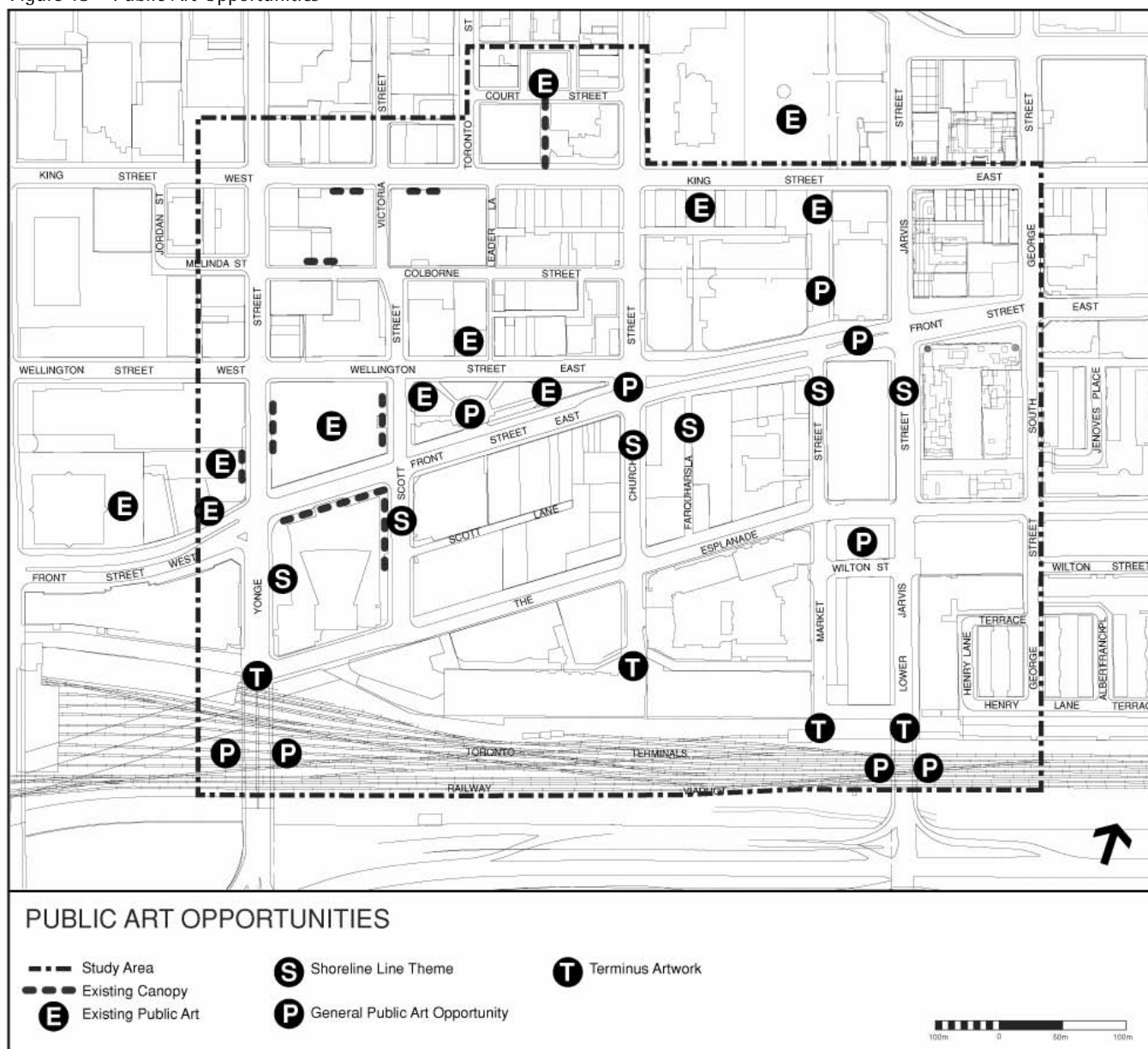
Public art will play a significant role in reinforcing the urban design guidelines for the public realm in the St. Lawrence Neighbourhood Focused Area.

Opportunities for public art can range from the integration of ideas into streetscape, open space and built form designs to the creation of independent

sculptures. Gateways and visual corridor terminations could become prominent public art sites. It is anticipated that the City's Private Developer Percent for Public Art Program will be a major contributor to the improvement of publicly accessible areas, both on private and public lands. Public Art policies and guidelines are referenced in the City's Urban Design Handbook.

Two potential public art opportunities, which were identified at the West St. Lawrence charrette, are the possibility of recalling or conveying through streetscape the old shoreline which was once located

Figure 13 - Public Art Opportunities



just south of Front Street. The second major opportunity exists at the foot of Church Street where the current view terminus is a large unsightly parking garage. Other themes may be developed which would have relevance to the study area, for example, a railway theme as well as a wharf theme.

Figure 13 locates existing public art in the area and defines potential public art opportunities.



Photo 57 – Trompe l’oeil mural on Gooderham Building facing Berczy Park by Derek Besant



Photo 55 – “Our Game” at the Hockey Hall of Fame by Edie Parker



Photo 58 – “Family Group” sculpture in Berczy Park by Almuth Lutkenhaus



Photo 56 – “U.V. Ceti” on Wellington Street East by Andrew Posa



Photo 59 – The “Griffen” located in an outdoor plaza on Front Street East created by sculptor Emanuel Hahn and carved by Louis Temporele

3.9 STREET CHARACTER TYPES

Existing or anticipated pedestrian and vehicular patterns of traffic define the Street Character Types depicted in Figure 14. Streets that have equally high levels of pedestrian and vehicular traffic are considered to be Primary Urban Streets.

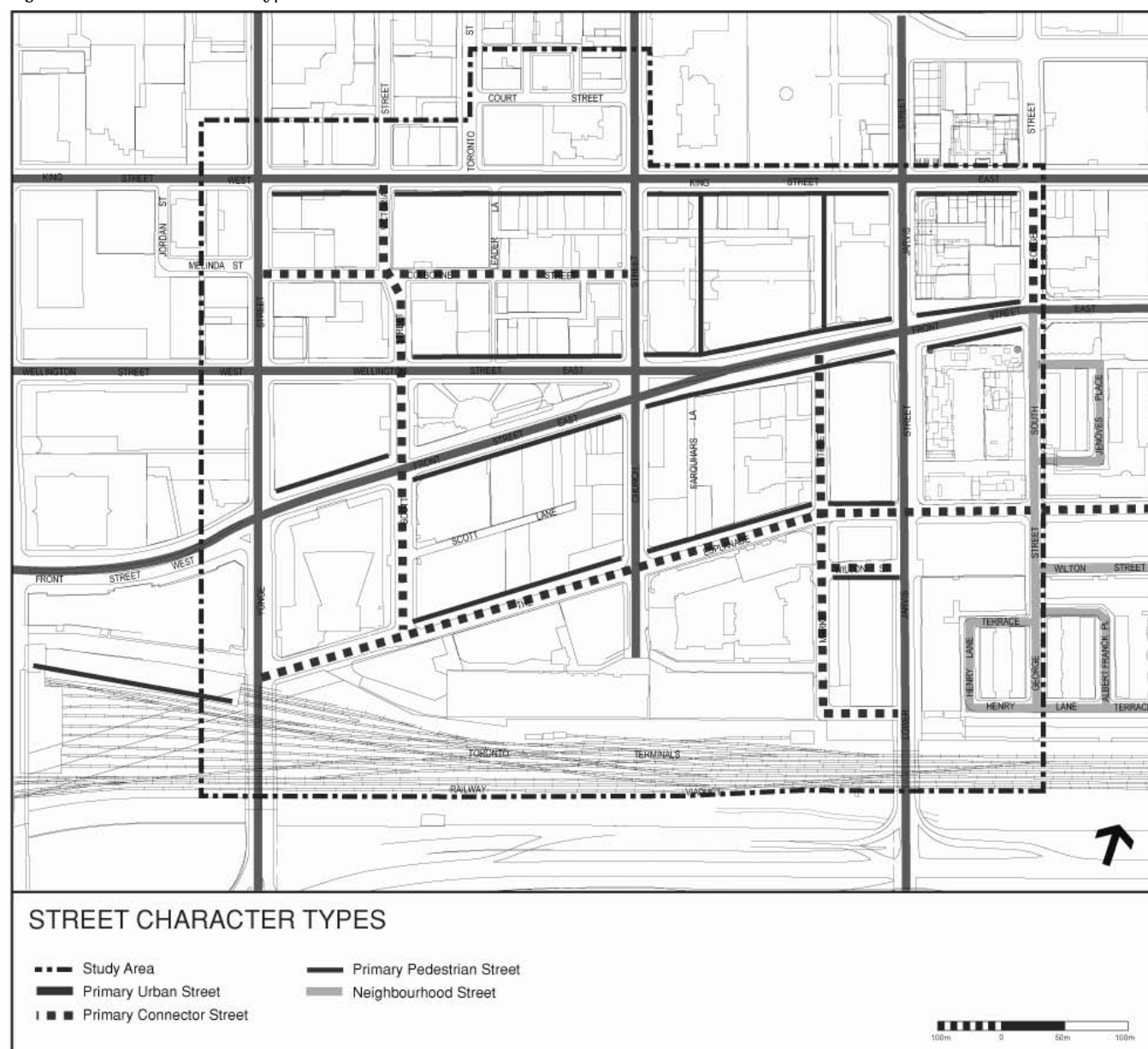
Streets that have mostly vehicular traffic are considered to be Primary Connector Streets. Streets dominated by pedestrian traffic are considered Primary Pedestrian Streets. Neighbourhood Streets are streets which support residential neighbourhoods

such as those south of Wilton Street. This classification is intended to define appropriate approaches for built form considerations, depending on the function of the street.

PRIMARY URBAN STREETS

Primary Urban Streets, generally have larger buildings that reflect the broad functional importance of the street. However, the manner in which the buildings interface with the street should be highly sensitive to the comfort and interest of the pedestrian.

Figure 14 - Street Character Types



Architectural treatments should be appropriately scaled to make an impression on people moving in cars as well as walking. Yonge Street, Church Street, Jarvis Street and Front Street East are primary urban streets.

On Primary Urban Streets, the built form should engage both the vehicular and the pedestrian traffic. The extension of display windows, transparency to the second floor level, and appropriately scaled signage, all respond well to the significant vehicular function of the street and support the pedestrian experience. If outdoor cafes are provided, they should be set back or bounded by landscaping treatment to mitigate noise and air quality from the high levels of vehicular traffic.

PRIMARY CONNECTOR STREETS

Primary Connector Streets have a wide reaching function for vehicular traffic and are less traveled by pedestrians. Connector streets are often used to provide vehicular access to Primary Urban Streets. Scott Street, Market Street are primary connector streets.

A positive pedestrian experience will rely on the effectiveness of the streetscaping treatment. The built form should incorporate landscaping treatment to enliven otherwise neutral building edges.

PRIMARY PEDESTRIAN STREETS

Primary Pedestrian Streets are like Primary Urban Streets in their need to insure the comfort and visual interest of the pedestrian. However, reinforcement of the human scale, a vibrant street life including sidewalk cafes and spill-out retail activities, and pedestrian priority are pre-eminent. Front Street East (between Church and Jarvis) with their wide sidewalks and cafes is a primary pedestrian street as is The Esplanade (between Scott Street and Church Street).

On Primary Pedestrian Streets that are predominantly commercial, transparency at the sidewalk, as well as awnings and canopies, provide comfort and interest for the pedestrian. Narrower retail frontages are desirable on these streets and signage should be appropriately scaled to the pedestrian. Outdoor cafes and opportunities for spill out retail should be accommodated within setbacks and close to the pedestrian traffic.

On Primary Pedestrian Streets that are predominantly residential, the animation of the sidewalk is accomplished through the provision for street access housing and landscaping. Street access housing refers to a pattern of buildings which places multiple entrances to individual units on the street level as opposed to one common entrance shared by multiple units. To ensure privacy, grade shifts and landscaping will assist to buffer and screen the interior spaces from the eye level of the pedestrian. Furthermore, stairs and porches will add another dimension of visual interest to the building frontage. Grade-related townhouse units such as those along Victoria Street south of King Street East are good examples of this type of streetscape animation.

NEIGHBOURHOOD STREETS

Neighbourhood Streets support stable residential neighbourhoods and should reinforce the residential scale of the street. In neighbourhoods like those south of Wilton Street, traffic calming measures may be implemented to control the speed of vehicles and hinder through traffic.

On Neighbourhood Streets, animation of the street is accomplished through the provision for street access housing with entrances and windows facing the street. Common front yard setbacks and landscaping can be used to separate the public and private realms. Driveways should be minimized, properly landscaped and restricted to one curb cut per residence. Many of the townhouses south of Wilton Street have separate garages off a lane creating a streetscape which is uninterrupted.



Photo 60 – St. Lawrence “Victorian” light fixture



Photo 63 – St. Lawrence streetscape detail



Photo 61 – Pedestrian-oriented cafes on The Esplanade



Photo 64 – St. Lawrence streetscape detail



Photo 62 – Unsightly newspaper boxes on The Esplanade



Photo 65 – Consolidated newspaper boxes in Chicago

4.0 BUILT FORM GUIDELINES

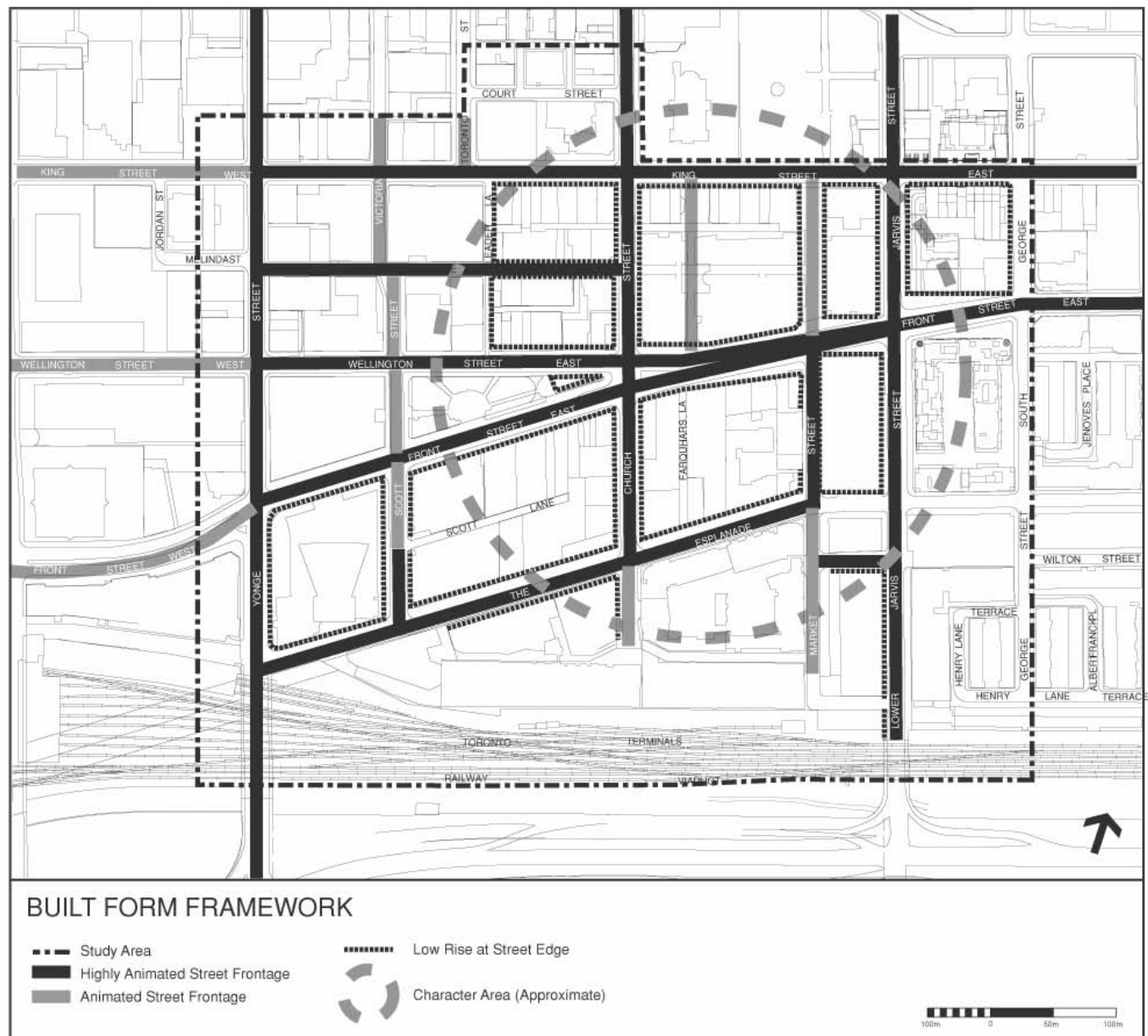
The identity of the St. Lawrence Neighbourhood Focused Area and specifically the Berczy, Front and Market Street Precincts, are closely linked to its human scale and pleasant walking environment in all seasons.

The in-place Official Plan of 1994 seeks to ensure “that the siting and massing of new buildings is appropriate in relationship to neighbouring develop-

ment” (Section 3.13). The new Official Plan of 2002 states that “new development will be massed to fit harmoniously into its surroundings and will respect and improve the local scale and character” (Section 3.1.2).

Urban design for the area should consider the comfort and convenience of the pedestrian as shaped by the streetscape and its interface with the

Figure 15 - Built Form Framework



built form. In this regard, built form elements such as height, mass, setbacks, step-backs, parking, servicing, access, sun penetration, and visual condition at the street are crucial to the pedestrian experience. The following guidelines propose a hierarchy of built form standards that corresponds to three scales: the scale of the pedestrian, the scale of the street wall and the urban scale.

The Built Form Framework, depicted in Figure 15, is tailored specifically to outline the key broad considerations for built form in the study area of St. Lawrence. This framework is derived from the following primary concerns:

- maintaining and enhancing the vitality of the pedestrian environment
- maintaining the human scale where it exists
- protecting areas where exceeding building heights will have a detrimental impact

Animated Street Frontages requires the built form to respond to pedestrian traffic in how it interfaces with the sidewalk, provides weather protection, and visual interest. A distinction is made for Highly Animated Streets where pedestrian traffic is greatest and the primary use at street level is retail/commercial.

Street Character Types (Figure 14) will determine the appropriate built form response on a given street.

Low Rise at Street Edge requires that the built form be constrained in its height at the street wall to maintain the existing predominant heights. Where higher storeys are considered, they should be stepped back in accordance with these guidelines.

Character Areas require new development to be compatible with the existing and unique built character found within the specified areas of the St. Lawrence Neighbourhood Focused Area. This area consists of a significant number of stone and brick clad buildings with a high degree of architectural detailing and a wide variety of other unique typologies and architecture. The common traits which define the built character in the study area are low-rise structures, generally less than 6 storeys at the street wall in some instances, and higher structures of 10-13 storeys toward the centre of the block. The massing of the buildings also express a strong and fine-grained vertical order and rhythm that generally



Photo 66 – King George Square is low-rise at the street edge



Photo 67 – Front Street East facades which conform to the existing angular planes



Photo 68 – Infill housing on Jarvis Street within the character area



Figure 16 - 3D model of the St. Lawrence Neighbourhood Focused Area and vicinity

mimics the original lot lines. The combination of narrow streets, pedestrian lanes and courtyards, narrow retail frontages, irregular setbacks and roof lines, and a consistent vernacular of building materials gives this area its unique and cherished “old town” charm.

High-rise buildings that exceed the predominant building height found in the study area do not currently exist within the character area. The current zoning, for the most part, allows for buildings up to 23 metres. High-rise buildings are considered by these guidelines to be inappropriate forms of development in the character area as they would be detrimental to the spirit and sense of place fundamentally derived from the low- and mid-rise scale characteristics of the existing buildings.

Developments such as the Saatchi & Saatchi building on King Street East, the St. James Condominium on Jarvis Street and the proposed 10-12 Market Street building are all good examples of new buildings which contribute to the character area. By contrast, developments such as 109 Front Street East at the southeast corner of Front Street East and Jarvis Street, is a 12-storey slab building with little or no step-backs and does not contribute to the character area.

4.1 PEDESTRIAN SCALE DESIGN CONSIDERATIONS

The pedestrian scale is primarily concerned with a building’s interface with the sidewalk, protection from the elements, creating visual interest, and pedestrian safety. These elements affect how the built form supports the comfort of the pedestrian and how it animates the public realm.

4.1.1 WEATHER PROTECTION

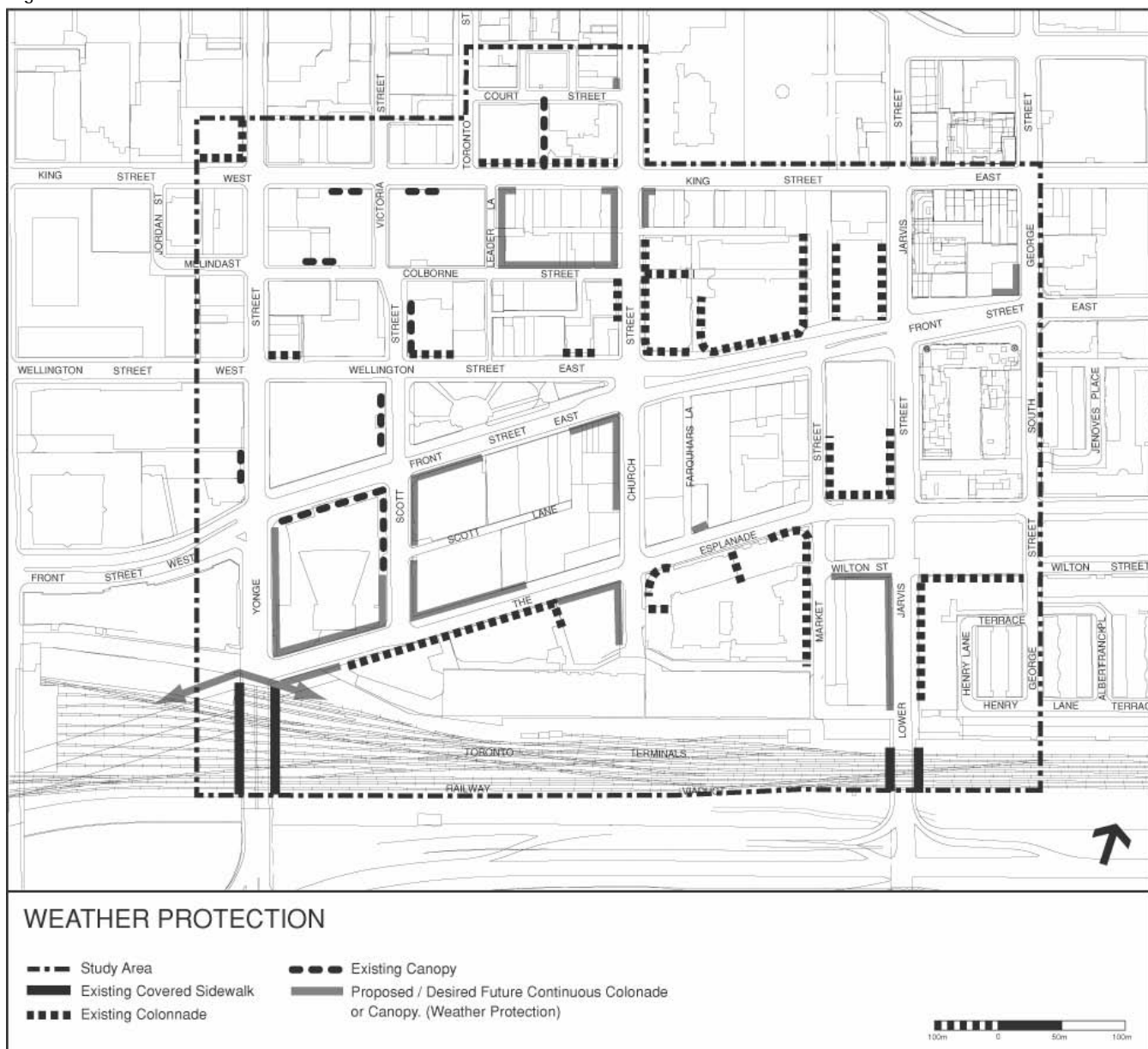
Primary Urban Streets, Primary Pedestrian Streets and exterior mid-block connections carry high volumes of pedestrian traffic either related to the services that line these routes or because they are the common paths used to move through the St. Lawrence Neighbourhood Focused Area. In a city with four seasons, protecting pedestrians from the elements should be an important consideration in new developments. Canopies can offer shade in the summer months and shelter pedestrians from rain, snow and even the wind. Figure 17 shows existing

covered sidewalks, colonnades and canopied streets as well as showing where weather protection is desired in the future.

When colonnades are proposed it is important that the proportion of the columns be slim and spaced far apart in order to maintain adequate visibility of the retail. A proportion of 9:1 or 9 units of opening to every 1 unit of structure/column should be the minimum.

When canopies are proposed they should be continuous and deep enough to provide for proper weather

Figure 17 - Weather Protection



protection and extend beyond the building face a minimum of 3 metres.

A wind study should be required for all applications which exceed the existing street wall height and proportions in order to understand the impacts on the public realm.

4.1.2 PARKING AND LOADING

Parking and loading areas should be placed below grade where possible. In general, loading and parking areas should be hidden from view, screened and located on roads with the least amount of pedestrian traffic. Access to parking and loading areas should not be located at gateway sites, or at the terminus of a view corridor unless they are incorporated into the design treatment of the building. The vehicular entry to the St. James Condominium located at the southeast corner of King Street and Jarvis Street, is a good example of how car access can be incorporated into the design of the street wall.

All air intake and exhaust vents should be properly designed, located or screened to minimize any negative affects on the public realm. Air intake grates at grade on private property should also take into consideration the above noted features as well as safety issues with respect to their location above walkable surfaces or at the very least textured surfaces to prevent slippage.

4.1.3 MID-BLOCK CONNECTIONS AND COURTYARDS

Mid-block connections and courtyards are one of the successful urban design elements found in the St. Lawrence Neighbourhood Focused Area. In some instances, these courtyards and passageways are evocative of the urban charm generally associated with European pedestrian-oriented commercial centers. This unique network of pedestrian paths and courtyards should be expanded upon when new developments in the area are proposed.

These courtyards, forecourts and squares, although privately owned, include rights-of-way or easements which allow for public access, and often incorporate public art, sitting areas and water features.

These private open space areas may, among other things:

- provide identity and a focus to an area

- provide visual and pedestrian linkages to distinct areas
- stimulate pedestrian activity and movement between buildings and distinct areas
- act as outdoor rooms, as is the case at 30 Wellington Street East
- allow secondary activity such as restaurant patios; music and art shows, cultural activities
- create a transition between differing architectural styles

Some examples in the St. Lawrence Focused Area include 30 Wellington Street East, which is owned and maintained by the adjacent condominium. This square includes a water feature, private art piece and small courtyard associated with a ground floor restaurant. The simple, brick courtyard surrounded by ample granite columns creates an “outdoor room” and complements the adjacent condominium and office building immediately to the west. In addition to an elegant entrance for the residence, the square provides a casual stop, and water feature sitting area for pedestrians to relax or eat lunch while walking between the Financial District and the historic area.

Thirty-five Church Street and 80 Front Street East, known as “Market Square”, represent two modern eight-storey buildings that complement the architectural features of the historic neighbourhood. A common element between two condominium buildings is a pedestrian link between the two buildings which extends north from Front Street East. The complete link, including the sculpture garden on the south side of King Street East, has been oriented to provide a maximum view of St. James Cathedral



Photo 69 – 30 Wellington Street East courtyard

from Front Street East. Several retail access points create the feeling of a small outdoor pedestrian area between the two condominium buildings.

In a more modest way, the entry courtyard of the King George Condominium provides a stately entrance to the residences and offices within the building. Fine architectural details and wrought iron gates complement this open space.

These Urban Design Guidelines have identified a number of potential extensions to the pedestrian network, without precluding additional or alternative locations for this to occur. To reinforce and enhance the vibrant pedestrian character throughout the St. Lawrence Neighbourhood Focused Area, the provision of publicly accessible, privately developed and owned open spaces is highly encouraged within new developments and adjacent to existing buildings where opportunities exist.

Certain blocks within the St. Lawrence Focused Area consist of a significant number of buildings that are of the commercial warehousing period of the turn of the Century. These structures often occupied their entire lot with little to no rear or side yard setbacks. Although appropriate for the use at that time, a greater mix of uses, including residential, has since been introduced into the area and on these sites.

With the continued introduction of residential uses, it is desirable to introduce side and rear yard setbacks where possible to accommodate greater variety and flexibility of uses. Side and rear yard setbacks permit for mid-block access and greater sun penetration which creates more desirable building relationships where access and fenestration can occur at the side and rear of properties.

Where an opportunity to provide a mid-block connection, forecourt and/or courtyard is considered within a new development, the following principles should be considered:

- Mid-block connections, forecourts and courtyards should where possible be located and aligned to wider urban design objectives such as linking adjacent pedestrian destinations or routes, reinforcing view corridors, or to enhance adjacent buildings of historical, landmark and/or architectural significance.
- Along the street frontage, forecourts and access to mid-block connections should in their siting and scale be respectful of the integrity of the streetwall and where possible incorporate design or architectural

features that reinforce the continuity of the street wall.

- In new developments where opportunities for mid-block connections have been identified, they shall be generally accommodated within appropriate setbacks from the side property lines while ensuring that the entrance to mid-block connections enhances the street wall and pedestrian experience.
- To ensure a safe, vibrant and comfortable pedestrian environment, mid-block connections and courtyards should:
 - lead to buildings entrances, other passageways and open spaces
 - provide high levels of transparency and active commercial frontages and should as much as possible, consist of a mix of uses
 - provide sufficient width to permit sun penetration and outdoor spill-out activity
 - be well lit and free of obstructions to continuous pedestrian flow
 - provide signage and other wayfinding tools to orient pedestrians
 - provide weather protection where possible
 - be designed and maintained to a very high standard
- Although these spaces will be privately owned, they should remain publicly accessible; however, limiting access at certain hours may be considered where security, privacy and noise are of concern.

4.1.4 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

The Official Plan requires that design measures which promote pedestrian safety and security be applied to streetscapes, parks, other public and private open spaces, and all new and renovated buildings. CPTED has as its basic premise that the proper design and effective use of the physical environment can lead to a reduction in the incidence and fear of crime, thereby improving the quality of life. There are three overlapping CPTED design strategies: 1) natural surveillance, 2) natural access control, and 3) territorial reinforcement. Development applications and City initiatives such as the Crombie Park extension west of Jarvis Street will be reviewed to implement these design strategies.

4.2 STREET WALL SCALE DESIGN CONSIDERATIONS

The street realm is the portion of the public realm that forms the street “room”, and impacts the pedestrian experience in a primarily visual sense.

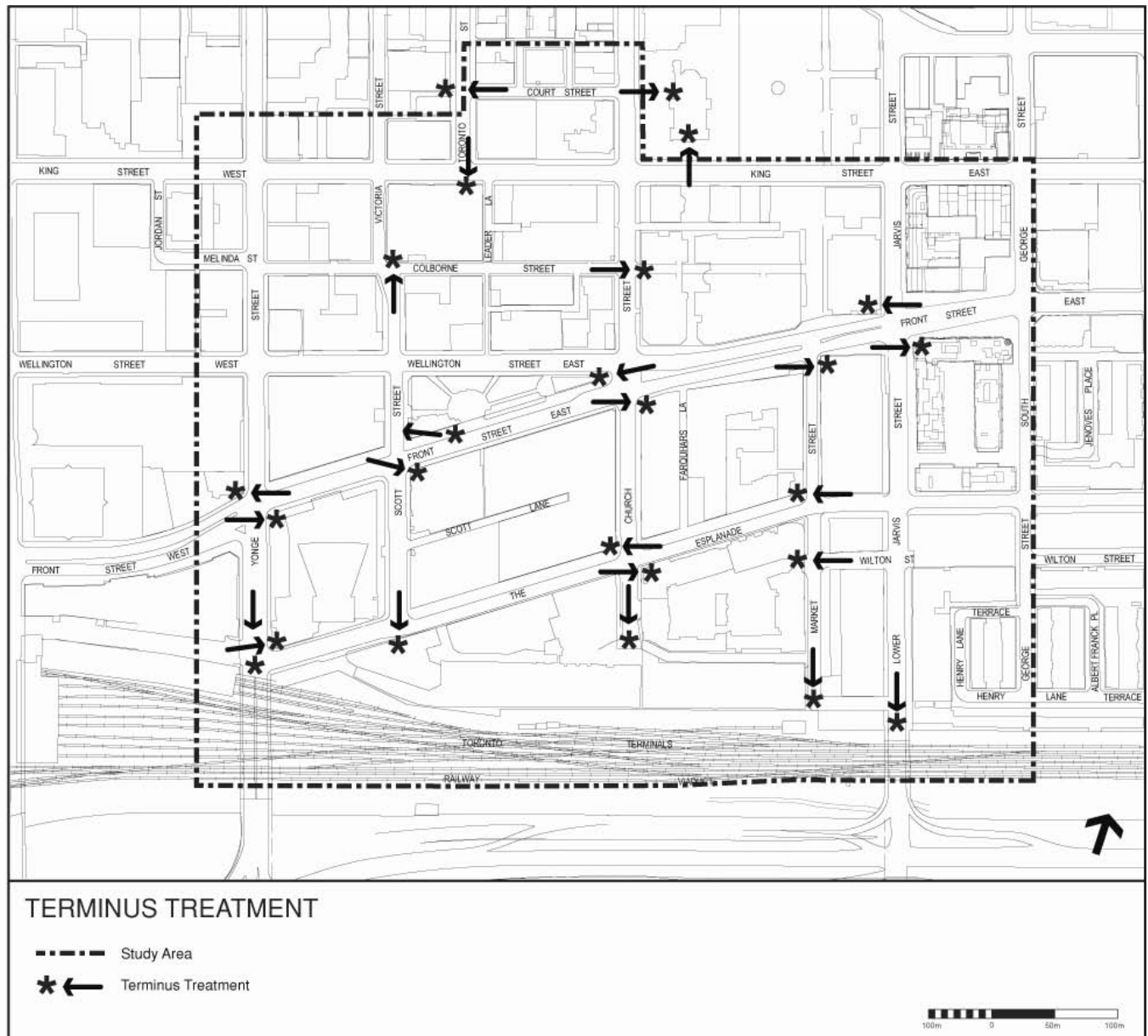
4.2.1 STREET WALL

The street wall is the portion of the building that fronts the street and which makes the greatest impact on the image of the street. It is critical that the street wall has the highest quality of architectural

design and materials, especially at the ground and second floors, as this portion of the building is the most visible and immediately accessible to pedestrians.

It is at the street wall that the quality of the public realm can be most enhanced. The street wall should be designed to ensure pedestrian comfort and adequate light penetration. Street wall heights in the study area should not exceed a 1:1 relation of height to street width (building wall to building wall). Therefore, on a typical 20 metre right-of-way street, the maximum street wall height would be 20 metres

Figure 18 - Terminus Treatment



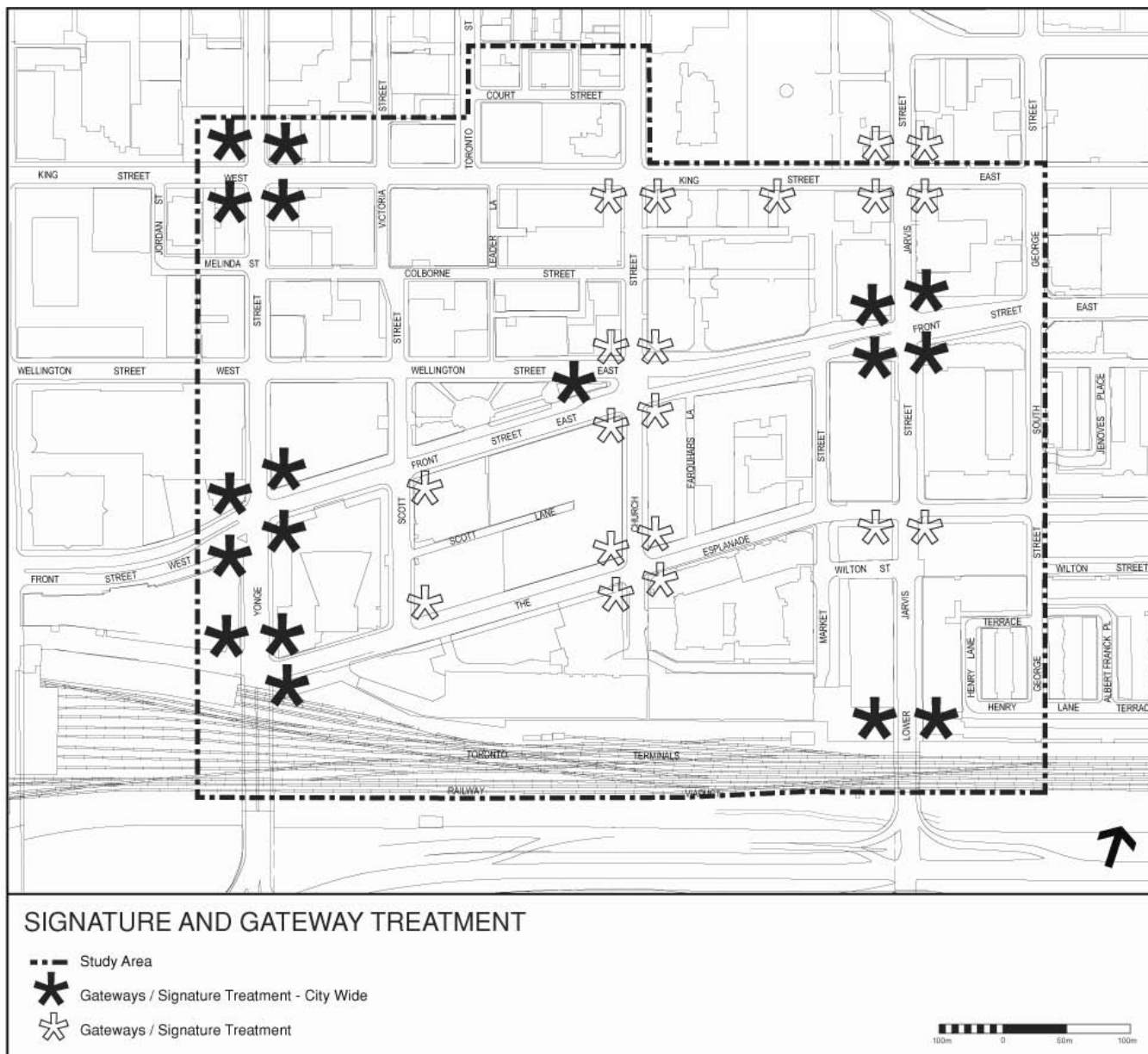
or 6 storeys. While materials and architecture can vary greatly between buildings, it is generally desirable that the street wall height be a consistent line. Above-grade setbacks are generally recommended to strengthen the quality of the pedestrian experience. On some sites the above-grade setbacks should be determined by the built form criteria outlined in the following section.

Gateway Treatment: As mentioned previously, Figure 8 identifies sites that offer an opportunity to provide a sense of entry into the St. Lawrence

Neighbourhood Focused Area and its related precincts.

Terminus Treatment: Figure 18 identifies sites that terminate a view corridor and have strategic locations for public or commercial uses. They also offer an opportunity for visual interest and can act as orienting devices. Treatments can include architectural elements, signage, advertising, monuments, and art installations. View terminus locations should not be considered in and of themselves to be a justification for a tall building. Sky views are an important component of a visual terminus. The most notable

Figure 19 - Signature Treatment



examples of view terminus in the study area is the view from Front Street towards the St. James Cathedral. In Toronto, both Old City Hall as well as the Ontario Parliament Buildings are excellent examples of buildings which create appropriate view terminus.

Signature Treatment: Figure 19 also identifies sites that are at highly visible intersections and/or occupy sites of significance. These sites offer an opportunity for landmark buildings that should be unique and immediately identifiable.

4.3 URBAN SCALE DESIGN CONSIDERATIONS

The urban realm defines the segments of buildings perceived from greater distances. Urban design considerations are primarily concerned with issues of massing and height. These issues affect how a building fits into its surroundings, how it is perceived from the street or on the skyline. The massing, profile and height of the upper portions of the building should satisfy the following design criteria.

4.3.1 BUILDING HEIGHTS

Existing or approved building heights in the Financial District and the St. Lawrence Neighbourhood Focused Area generally follow a logical pattern that has a “peak” around the King and Bay Street intersection and descending “transition ridges” along the main corridors along Yonge Street and King Street.

Established low-rise pockets are equally important built form patterns within the downtown areas that should be protected from the encroachment of high-rises which may have adverse impacts, such as overwhelming mass and height, shadowing and wind.

This existing pattern of building heights is desirable and effective in that there is a transition in the height of buildings down to low-rise areas. This lessens the impact of height on these areas both physically and perceptively. To maintain and reinforce this pattern, the heights of new buildings are subject to the following principles:

- **Height Peak:** This area borders the western boundary of the study area and generally corresponds to the Financial District which is centered on a pinnacle of building height at the intersection of the city’s principle business address at King and Bay streets. This cluster of landmark office towers in



Photo 70 – Image showing transition in height from the higher height areas of the Financial District



Photo 71 – Consistent street wall along King Street East



Photo 72 – Signature treatment building introduces Market Lane Park



Photo 73 – Signature art and architectural detail

concert with the CN Tower shapes the distinct skyline internationally identified with Toronto.

- **Transition Area:** This area mainly consists of office/commercial uses with some high-rise residential towers. Tall buildings in this area generally demonstrate a stepping down in height from the Height Peak area to the remaining areas to the east. This is a desirable pattern that provides a “transition ridge” to lower-rise areas while reinforcing the shape and character of Toronto’s skyline.

Proposed tall buildings in this area should step down in height from the Height Peak area and provide a meaningful transition in height to that of adjacent buildings in the Mixed-Use Height Sensitive Area.

- **Mixed-Use Height Sensitive Area:** This mixed-use area is comprised of range of building heights primarily from low-rise (up to 6 storeys) to mid-rise (6-12 storeys). The Focused Area’s most significant clustering of low-rise buildings is within the Character Area identified in Built Form Framework (Figure 15). The low-rise form is a fundamental aspect that defines this area as it reinforces the area’s historic built character and vibrant pedestrian environment. Where taller buildings have been introduced, careful siting and/or setbacks have ensured that the higher levels are not generally visible from the perspective of the pedestrian at the sidewalk.

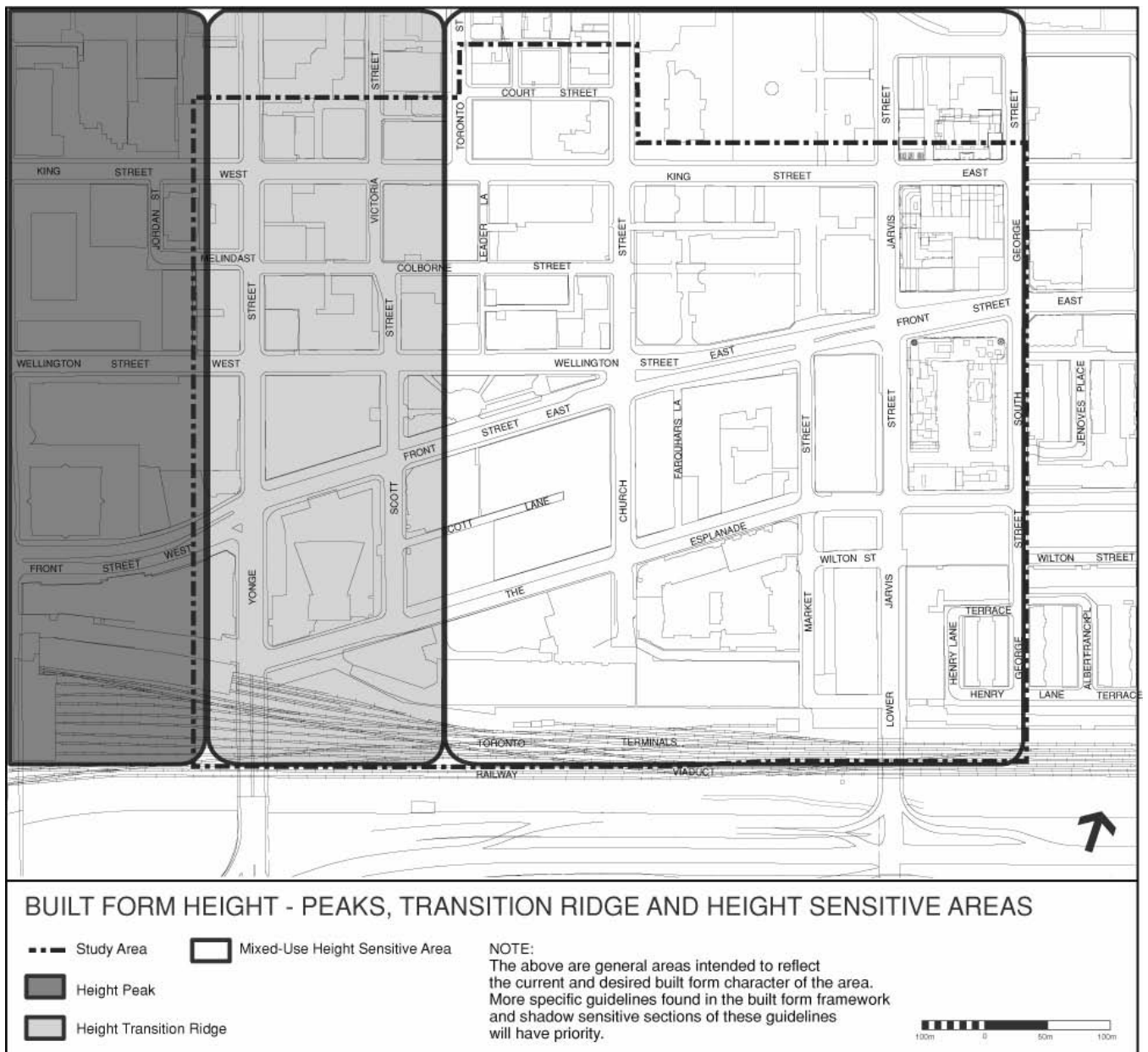
Proposed developments within the Mixed-Use Height Sensitive Area should be respectful of the predominant height of adjacent buildings and in particular taller buildings should provide for meaningful transition where adjacent to the Character Area. A proposed development within the Character Area that exceeds the predominant height should demonstrate minimal visual impact from the perspective of the pedestrian on the street. Guidelines for Angular Planes and Step-backs contained in Section 4.3.4 serve to ensure this objective is met.

High-rise towers (greater than the predominant height of existing buildings) are inappropriate forms within most of the Mixed-Use Height Sensitive Area as they may have significant adverse impacts and would pose a threat to the viability of the area remaining as low-rise.



Photo 74 – This aerial photo clearly shows the height peaks of the Financial District, transition area along Yonge Street and the lower-scaled mixed use height sensitive area.

Figure 20 – Built Form Heights – Peaks, Transition Ridge and Height Sensitive Areas



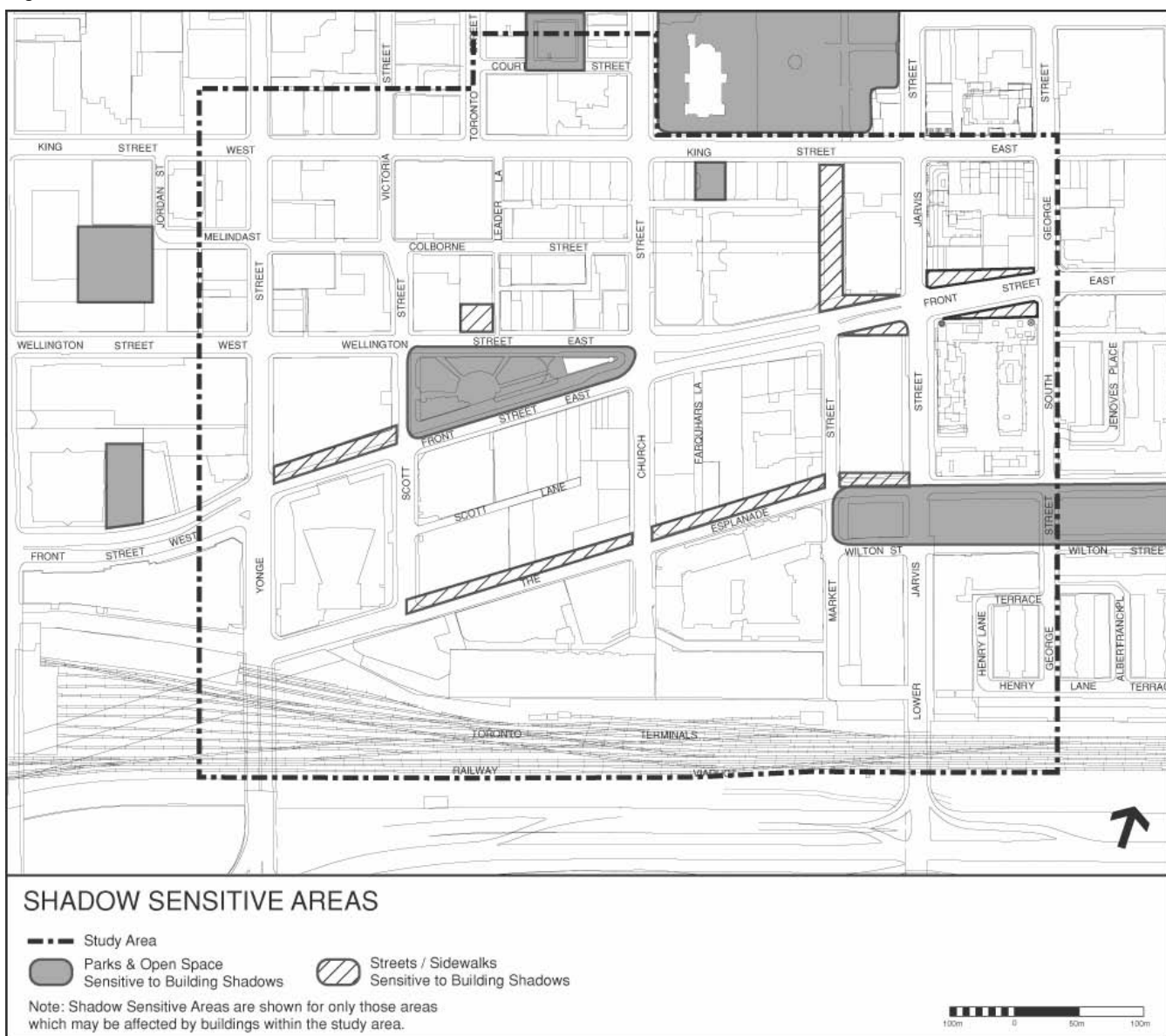
4.3.2 SHADOWS

Tall buildings will be subject to shadow studies. Shadow implications may impact building height and massing as well as tower placement. Buildings should be sensitive to casting shadows on a number of key areas throughout the study area, especially those that which are identified in Figure 21. These areas correspond to open spaces such as Berczy Park and pedestrian areas such as identified streetscapes which have outdoor cafes or streets where a high degree of sun penetration exists.

4.3.3 SKY VIEW AND AMBIENT LIGHT

An important characteristic of the St. Lawrence Neighbourhood Focused Area, particularly in the character area, is the scale of the buildings and the access to natural light. Moving east from the Financial District one notices that the scale of the buildings which frames the streets and open spaces is lower and that there is an increased access to sky view and natural light. This access to sky view and ambient light is an important characteristic of the St. Lawrence Neighbourhood Focused Area, particularly around the Berczy Park, Front Street and Market Precincts which are identified by these guidelines as

Figure 21 - Shadow Sensitive Areas



the focal points of the neighbourhood. The angular planes which are introduced in the next section are designed to preserve access to sky view and allow natural light to penetrate onto the streetscape.

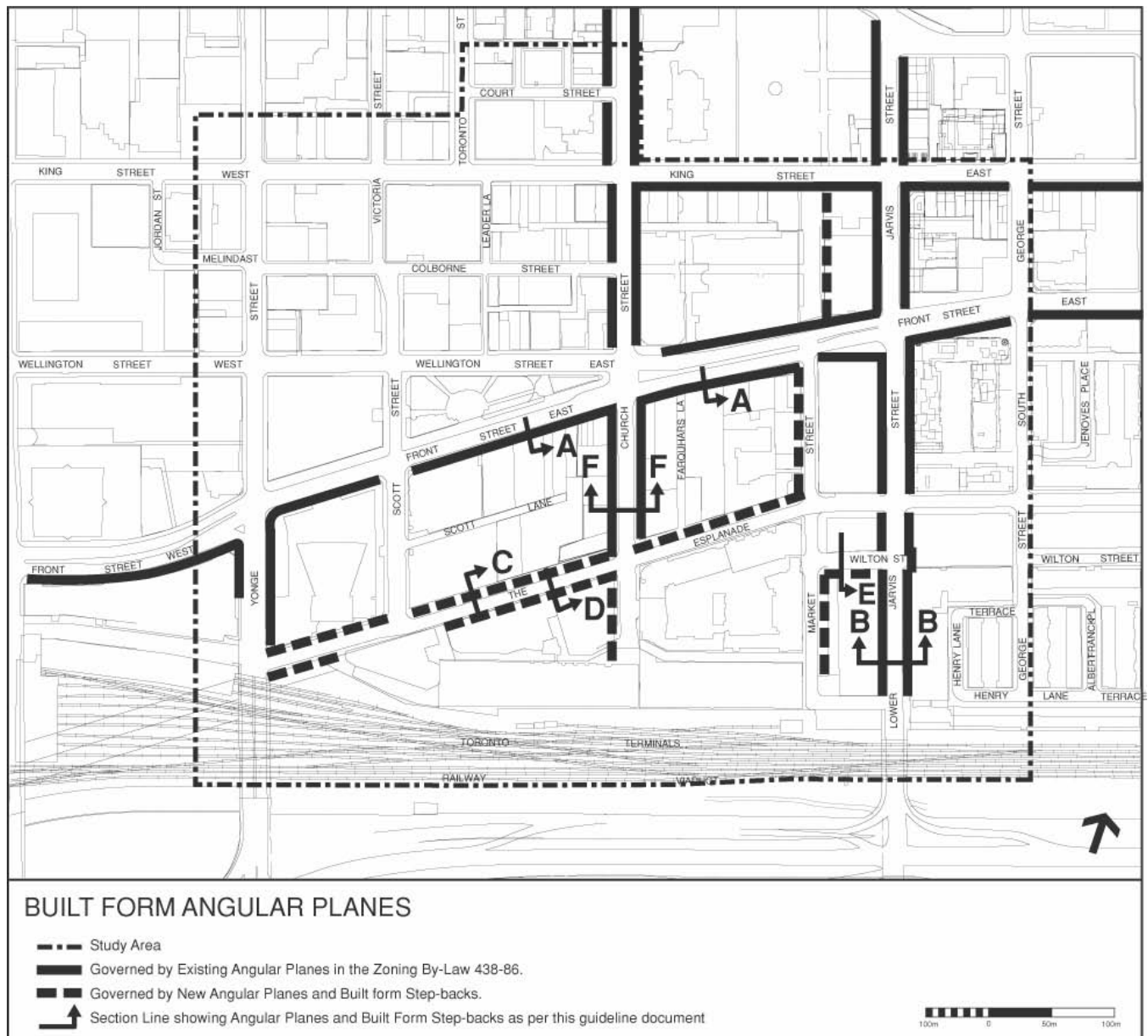
4.3.4 ANGULAR PLANE AND STEP-BACKS

Areas identified in the Built Form Framework, Figure 15, as 'Low-Rise at Street Edge', generally correspond to the Berczy Park and Front Street Precincts where the low-rise form is prevalent and is an essential characteristic of this area. The Front Street

angular plane which is currently in Zoning Bylaw No. 438-86, encourages buildings, with frontages identified in Figure 22, to step back 44° at a height which is 20 metres above the property line. This will ensure that the access to and quality of natural light that these spaces currently enjoy will be maintained. These guidelines strongly enforce the Front Street angular plane.

Angular planes also currently exist in the Zoning Bylaw No. 438-86 for other major streets within the St. Lawrence Neighbourhood Focused Area. The intent of these angular planes must be followed in

Figure 22 - Built Form Angular Planes



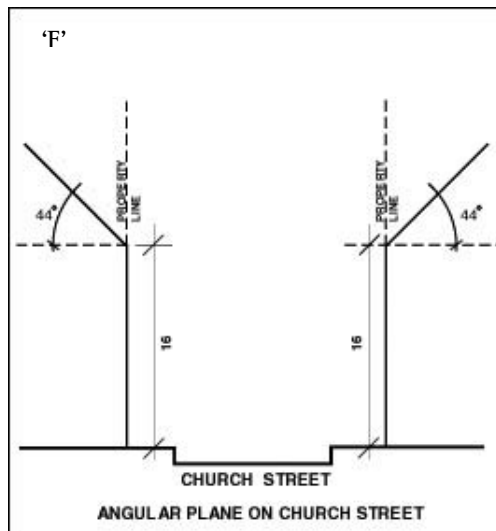
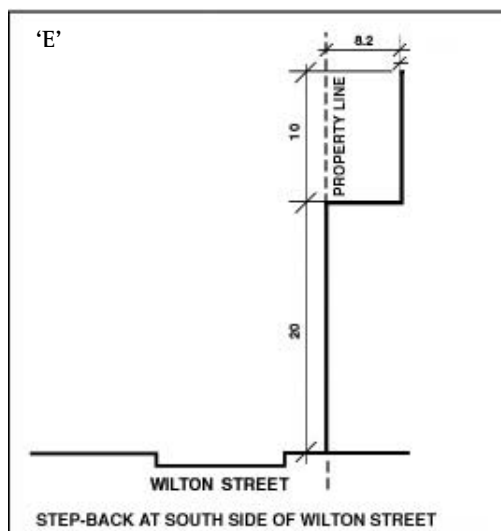
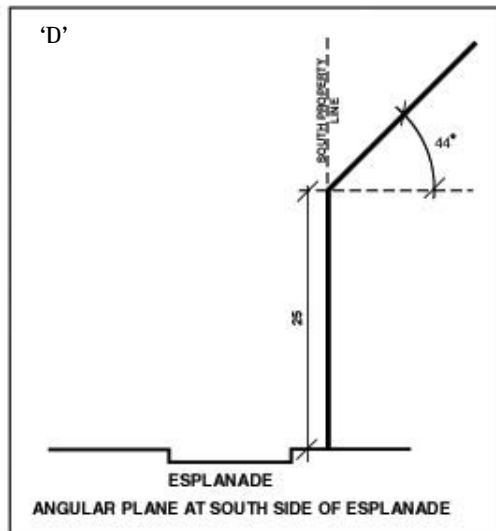
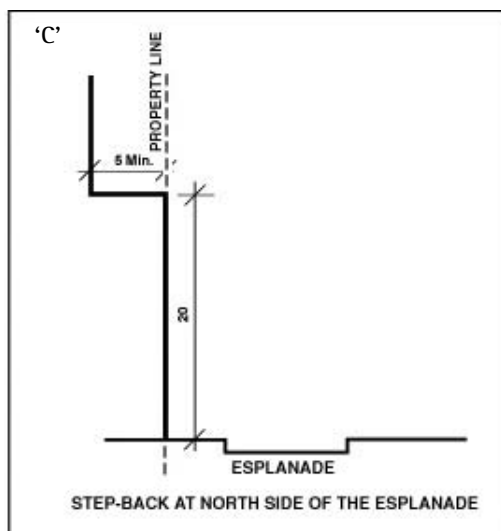
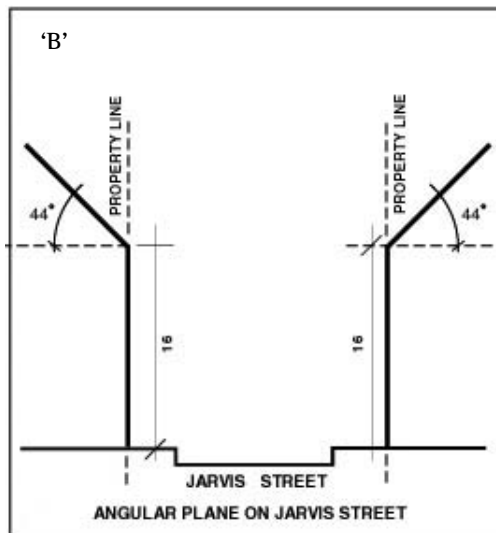
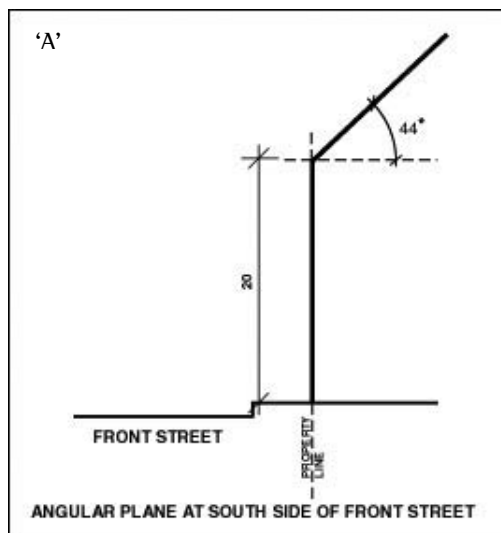


Figure 23 - Angular planes and step-backs

order to maintain the character of the area and to maximize sunlight exposure on the public realm. Buildings such as the St. James Condominium indicate how buildings which abide by the in-place angular planes contribute successfully to the character area and are compatible with the existing heritage scale of the neighbourhood. Proposed buildings such as 10-12 Market Street and the Council-approved development parameters for the North Market continue to demonstrate that the intent of the angular planes play an important role in shaping the neighbourhood and contributing to the character of the area.

Buildings which do not meet the intent of the angular planes, such as Times Square Condominium at the southeast corner of Front Street East and Jarvis Street, are not compatible with the existing character of the area. It is the degree with which this development encroaches into the angular plane, both in its uninterrupted height and its uninterrupted length which makes it incompatible.

Built form step-backs are also used by these guidelines to strengthen the existing street wall scale and to maintain a comfortable pedestrian experience. In these circumstances the guidelines establish a street wall height by looking at the predominant scale of the existing buildings on the street. Where buildings are permitted to be higher than the street wall height, a minimum step-back will be imposed so that the higher portion does not overwhelm the street wall and the pedestrian scale. The King George residential development at the northeast corner of Jarvis and King Streets, for example, has a podium with a height which aligns with neighbouring heritage properties. A higher tower is stepped back in order to be less visible from the adjacent sidewalk.

Depending on the site configuration and adjacency of historic buildings, step-backs in the range of 3 metres to 11 metres will be required.

These guidelines also introduce new angular planes and built form step-backs in accordance with Figure 22.



Figure 24 - Sketch looking east along Colborne Street indicating desired 3-metre setbacks, minimum 5-metre step-backs and building heights

4.4 DESIGN AND ARCHITECTURAL QUALITY

The St. Lawrence Neighbourhood Focused Area has a history of well-designed buildings from various eras of architectural history. New developments should be mindful of ensuring excellence in design and in the use of high-grade materials, which blend with the established character of the area. At the street level a further level of detail is required.

In order to enrich the pedestrian experience, 1:50 detailed elevations are typically requested at the time of Site Plan application submission for a portion of the building facades on major public streets in order to better understand and secure quality of materials and level of detail at the pedestrian scale.

IDENTITY

New developments should seek to achieve an architectural identity respectful of context. The ground floor of buildings should be designed to express a rhythm of the commercial or residential units through architectural expression and the inclusion of entrance doors and windows addressing the street.

EXPRESSIVE FORMS

New developments should clearly express a base at the street level, the main body of the building, and a roof form. This may be achieved through various means including setbacks, step-backs, extrusions, textures and materials. The King George building exemplifies these principles with its well-defined podium and adequate step-back of 10 metres.

BUILDING ENTRANCES

The sense of arrival to a building should be celebrated through the design and detailing of its entrance. Canopies extending towards the street providing weather protection should be provided at all principle entries to residential and commercial buildings, where possible. The building at the southeast corner of The Esplanade and Church Street has a signature corner feature which addresses the street and the primary entrance. Landscaping, lighting and artwork are used to embellish this signature treatment.

MECHANICAL PENTHOUSES

Vents, mechanical equipment rooms and elevator penthouses should be integrated with the architectural treatment of roofs and screened from view. To create greater interest in the skyline, higher buildings should introduce articulation in the upper



Photo 75 – Buildings that exemplify the character area



Photo 76 – Consistent street wall scale and materiality on The Esplanade



Photo 77 – Landmark buildings of architectural distinction

floors and this can be achieved through the use of terracing and/or architectural elements like projecting roof lines, or vertical elements. The King George Condominium exemplifies these design principles well with its rooftop step-backs and integrated mechanical penthouse, designed to appear as a residential floor.

COMPATIBILITY WITH HISTORICAL CONTEXTS

Fitting contemporary architectural styles within more historical contexts should be achieved through compatible building proportions, replicating rhythms of vertical and horizontal lines and through the use of similar materials and colourings. The Saatchi & Saatchi building on King Street East demonstrates how modern contemporary buildings can maintain the scale, rhythm and proportions of their heritage neighbours in order to achieve a continuous and attractive street wall.

SCALE

Street facades should reflect the traditional height of earlier buildings. Each part of the facade should express a unit of frontage similar to that established by the original survey for lots in the area. The setback of the facade from the front property line and additional setbacks in the upper storeys of new buildings will reflect the appearance achieved in the scale of original lots where this effect was traditionally accomplished.

MATERIALS

The use of a variety of traditional materials historically used in the area will identify the building fabric with its location providing a “sense of place” within the area. Brick masonry with stonework features, have been traditionally used in the St. Lawrence context. Other materials such as limestone, granite and clear or tinted glass have also been used successfully. The use of precast concrete as a predominant cladding material and reflective glass as a cladding material should be discouraged as it is out of character with the area.

SIGNAGE

For residential buildings, signage should be closely related to the principle building entrance and generally placed in a low wall element. Commercial signage should add diversity and interest to retail streets, but not be overwhelming.

There are a wealth of entertainment and cultural facilities in the area. Temporary banners to advertise and celebrate these event may be appropriate and would add to the festive atmosphere of the area.

Signage guidelines are being developed by the City of Toronto which will be tailored to specific precincts and their character. In general, the following signage types are discouraged:

- backlit sign boxes
- billboards
- revolving signs
- roof signs

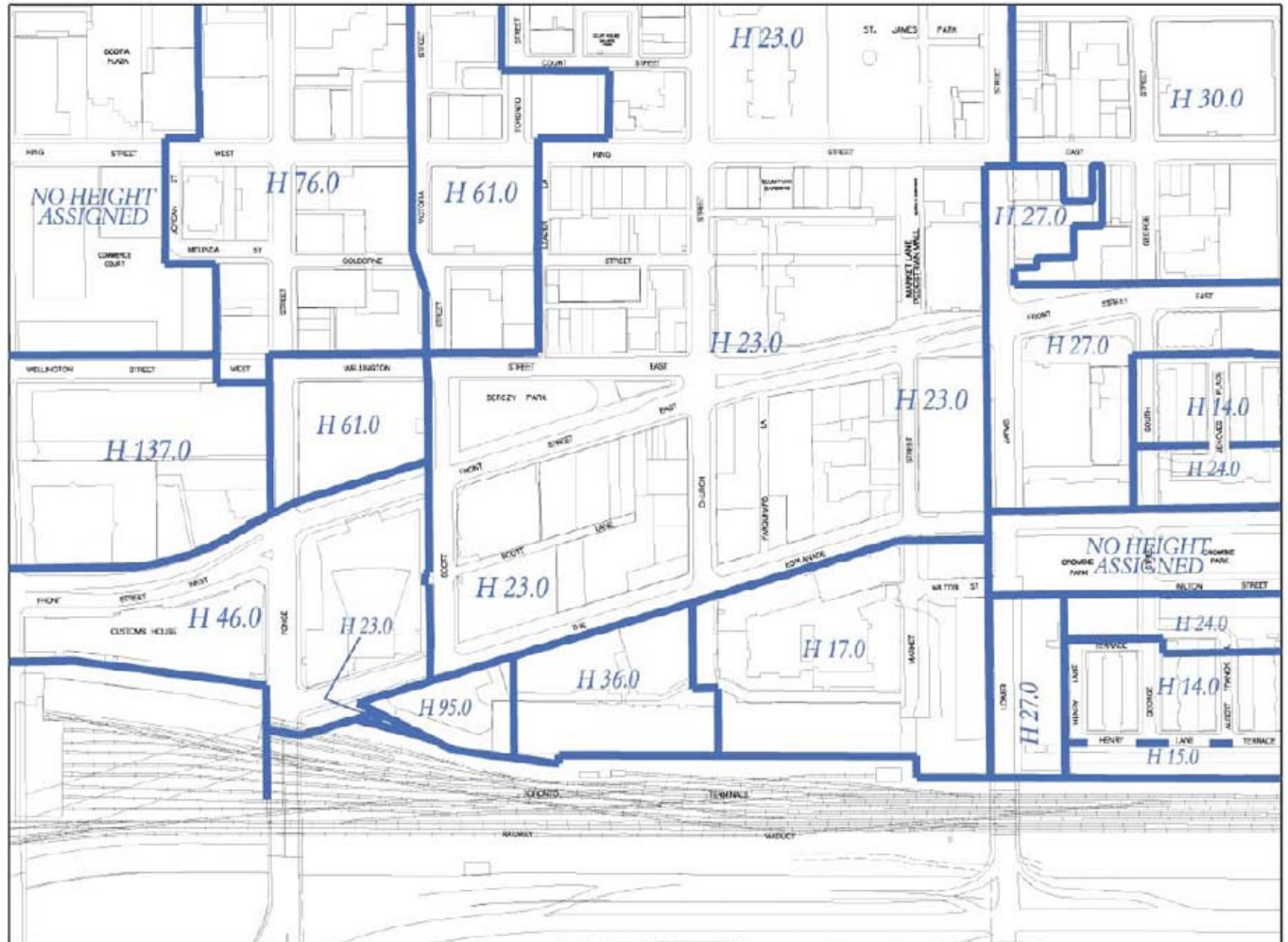


Photo 78 – Scale and materials are compatible with the existing context



Photo 79 – Architectural identity of the St. James Condominium is respectful of the existing context

Existing Height Map



Legend
1195.0 Height in Meters

Existing Zoning By-Law - Height Permissions



To be updated to reflect site specific bylaws approved as of July 2005.

ACKNOWLEDGEMENTS

Hugh-Francis Burns, Chair of the guidelines committee, as well as staff at the City of Toronto would like to thank the following organizations for their participation in these guidelines. These organizations all have an interest in maintaining and creating a vibrant neighbourhood in the St. Lawrence Neighbourhood Focused Area. While we all have these common goals we understand that there remains some areas within these guidelines where there remains disagreement.

- Ward 28 Councillor Pam McConnell as well as her office staff
- St. Lawrence Neighbourhood Association (SLNA)
- St. Lawrence Market BIA
- St. Lawrence Condominium Ratepayers Association
- Neighbourhood Property Owners:
 - Concert Properties
 - Cityzen Development
 - York Heritage Properties
 - S. Godfrey Co. Ltd.
 - Greey Esplanade Ltd.
- Toronto Heritage Preservation Services
- Citizens for the Old Town
- Office for Urbanism

We would especially like to thank Mr. Jorge Carvalho, Supervisor of the St. Lawrence Market Complex, for providing the meeting rooms and facilities which the working group has been able to use, as well as Mr. Ian Russell for taking many of the photos found in this document.

We would also like to thank Don Brambilla, C.E.O. of the Hummingbird Centre for providing the venue for the May 18 Community Information Session.



Working group members