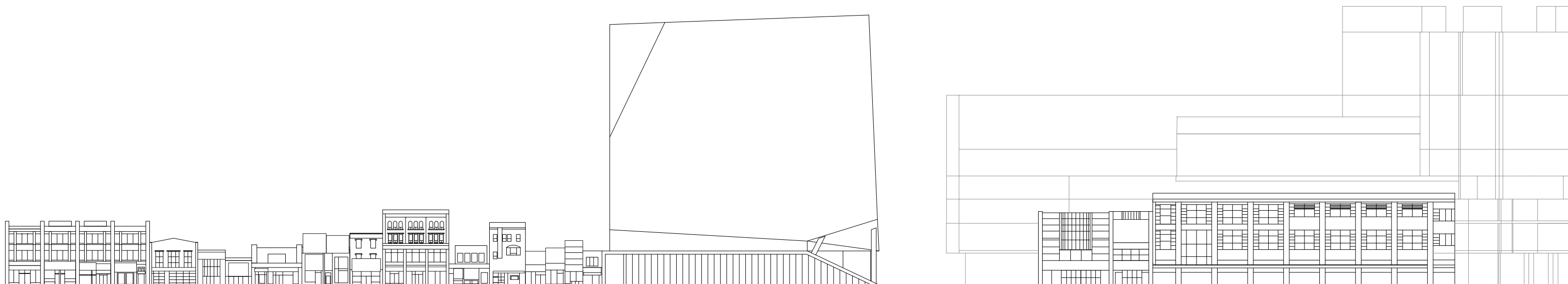


YONGE STREET PLANNING

KPMB ARCHITECTS • GREENBERG CONSULTANTS INC
FINAL REPORT - JUNE 2011



July 6, 2011

The six-alarm fire that claimed the historic Empress Hotel at 335 Yonge Street on January 3, 2011, left a visible scar on Toronto's main street. It was only 34 days after I took office as a new city councillor and 7 days before a scheduled meeting with the property owners, their general contractor and city officials to craft a construction schedule that would have seen the historic building restored.

Standing in front of the smoldering rubble, I knew that it was time for this significant street with its unparalleled physical and historical importance to once again become a city priority. Yonge Street needed a new vision and one that garnered broad base support from the business, community and institutional leaders.

Recent years had seen Yonge Street become the street most heavily traveled by pedestrians in all of Canada. The architecture and built form has witnessed much of the evolution of our city. The best evidence of this urban growth is captured in the buildings and public realm that create the iconic street fabric, from Dundas to Gerrard Streets, which is the area of interest for this planning document.

The plan to revitalize Yonge Street's commerciality was drawn by collective stakeholders coming together to craft a new planning strategy, and included conversations I began with City of Toronto and TTC staff, community organizations, resident associations, individual business leaders, Ryerson University and the Downtown Yonge Business Improvement Area.

I would like to thank these partners, and all the community participants who generously contributed their ideas, time and energy throughout the consultation process.

Led by acclaimed urban planner Ken Greenberg and award-winning architect Marianne McKenna, we invited everyone to come together, to share ideas and opinions through a series of individual interviews, group sessions, and a walking tour and design charette. Out of those discussions, I am pleased to present their expertly authored Yonge Street Planning Framework, a document that will redefine Yonge Street and guide its economic success into the future. It is a blueprint for sustainable and responsible future development and heritage preservation. If all the recommendations are implemented together, I believe that we can transform Yonge Street's commercial future into a prosperous and successful one that will benefit the whole city.

Special mention and thank you goes to our visionary support team: Kevin Beaulieu, Denisa Gavan-Koop, Jessica Nelligan, Melissa L. Wong, Myriam Tawadros, Angela Lim, Farhan Durrani and Kristin Ross. Their high quality research and documentation facilitate attainable solutions that can foster dramatic improvement in the public realm.

Thank you to the private sponsors who financially supported this planning endeavour: Downtown Yonge Business Improvement Area, Ryerson University, Aaron Barberian, The Courtyard Marriott, Ken Rutherford, Allan Cooper, Ernest Liu, David Mang, Ken Greenberg, Greenberg Consultants, Marianne McKenna and KPMB architects. Your contributions have enabled us to complete and publish the Yonge Street Planning Framework.

As we move forward to implement the new planning strategy, I ask my colleagues at City Council to respect the process and authorship of this report, and to adopt the recommendations it contains, which are the result of extensive consultation and collaborative efforts from our city, community and business partnerships.

Respectfully submitted,

Kristyn Wong-Tam
Councillor, Ward 27
Toronto Centre-Rosedale

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Yonge Street - From Dundas to Gerrard

The 300-blocks are set to transform significantly in the future. The recommendations within the Yonge Street Planning framework encourage developments that will allow the neighbourhood to intensify while retaining its low-rise heritage at-grade, enhancing the fine-grained pedestrian network stemming from the main public realm spine of Yonge, and encouraging a diversity of programs to support the interests of both locals and tourists.

INTRODUCTION

Yonge Street is Toronto's uncontested 'main street'. As it has evolved it has accumulated a rich legacy of architectural heritage and collective memories. Within the 300-Blocks stretching from Dundas to Gerrard, this neighbourhood has served as a prime retail destination, a magnet for live entertainment, a multi-media outlet, and a popular outdoor pedestrian mall. Since the development of Dundas Square and the implementation of vehicular turning restrictions, Yonge Street as a key component of the downtown public realm has already seen a significant rise in pedestrian traffic, and in the near future, the iconic Ryerson Learning Centre and major redevelopment at the corner of Yonge and Gerrard will further transform and intensify street life in this concentrated area.

Recent additions like these and the potential for more changes have stimulated lively discussions within the local community, the BIA and among key stakeholders over the future of this segment of downtown Yonge Street. The prospect of enhanced retail opportunities, residential additions, and a new face for Ryerson on Yonge Street and possible improvements to the street itself have inspired local residents and business owners to work with City Councillor Wong-Tam in seeking ways to embrace these changes while preserving the essential character of Yonge Street as a great pedestrian space. At the same time uncertainties over prospective developments are preventing some landowners from investing in improving existing properties on this portion of the street. The need for greater clarity about the future has led to this study.

To develop an achievable vision and ensure that the recommendations to implement it have broad support, local residents, institutions, land owners, businesses, the City

and the general public have been consulted both in smaller groups and in a community workshop. The overwhelming message from all parties is that a clear vision for the street is required to guide future developments. All agree that Yonge Street will continue to evolve, but as it does, future developments should be shaped to maintain continuity between Yonge Street's unique cultural legacy and the new demands and opportunities of the 21st century downtown. Scale, mobility options, diversity in program, and the quality of the public realm are the keys to maintaining and animating street life. In very tangible ways the character of the street, its paving, lighting, signage, retail presence and open spaces need to be designed to enliven the neighbourhood and enhance the community atmosphere.

By synthesizing and building on the many studies that have been undertaken, and the thoughts, and experiences that have been generously shared in these discussions, a vision has emerged that can guide developments on this landmark street towards a vibrant future that celebrates its past.

While some aspects of the vision speak to longer term outcomes, there is also a shared sense that it is essential to move forward quickly. Implementing more immediate components is necessary to minimize any adverse effects on the community during this period of transformation, which may inevitably result in gaps within the fabric of the street. Inspired by successes like the transformation of Broadway in New York City, pilot projects are seen as great opportunities for the public to gain a better understanding of its enormous potential as one of Toronto's most vibrant gathering spaces.



Yonge & Gerrard

Yonge Street closed to vehicular traffic during a street event. Periodically turning the roadway over to pedestrians and increasing foot traffic along the street both activates the public realm and supports local businesses.

OVERVIEW OF RECOMMENDATIONS

Four themes have been identified to guide the City & community in moving forward:

1. Public Realm & Transportation
2. Built Form
3. Program & Land-use
4. Implementation

RECOMMENDATIONS

1. PUBLIC REALM & TRANSPORTATION

Transformation of the Street

There is little doubt about the high and growing volume of pedestrian traffic within the 300-Blocks. At the same time Yonge Street will remain as one of Toronto's significant arterial routes. Balancing these needs the recommendation is to develop widened sidewalks to boost local retail activities and foster bonds within the community while preserving two wide lanes for traffic at most times. By introducing such a flexible street design with rolled curbs, vehicular traffic would still be accommodated and servicing would be permitted in designated areas to avoid interfering with traffic. This extended pedestrian realm would also support and be complemented by temporary street closings, which would allow for seasonally intensified street-life to occupy the entire space.

Expanding Access to the Subway – a Ryerson Station at Gould

Dundas Station is currently the busiest TTC station in the Downtown Yonge area, with over 20 million users each year. Given Ryerson's growth, recent residential developments and anticipated intensification of the neighbourhood, the single point of access from each platform at Dundas is unacceptable. The integration of secondary entrances and exits at the northern end of the existing platform in the vicinity of Gould Street is strongly recommended. These new entrances which have long been contemplated should be designed to celebrate increased access to the subway beyond just performing the basic function of enhancing safety for transit users. They should contribute positively to the streetscape, provide universal access and enhance the sense of destination and arrival in this rapidly evolving neighbourhood.

2. BUILT FORM

Expand and improve the Fine-Grained Pedestrian Network Surrounding Yonge Street

A sense of place is highly significant in this historic neighbourhood. In the 'urban villages' that flank this portion of Yonge Street pedestrian ways and green spaces provide a quiet counterpoint to the stimulating public realm of the Yonge Street spine. This contrast is what makes the neighbourhood liveable. A number of hidden gems have been highlighted by local residents. These overlooked lanes should build on current initiatives for enhancing the pedestrian experience and lighting on Gould Street in the Ryerson campus. Developing more green routes in the blocks on both sides of Yonge Street, will animate and intensify this complementary network of public spaces.

2. BUILT FORM

Heritage & the Character of Yonge

Future developments will place increasing pressure on Downtown Yonge to densify. As this occurs it is important to protect the existing heritage structures on Yonge Street by upgrading the status of 'listed' heritage buildings to 'designated' heritage buildings. To integrate these buildings as intensification takes place careful attention needs to be paid to the scale and form of new developments. A mid-rise podium base with retail frontage can be shaped with height restrictions and setbacks that match the existing heritage building envelopes on each block.

Building Envelopes

A longer-term vision is required to account for the uncertainty in land acquisitions in forthcoming years. The recently proposed Tall Building Study provides some direction and limits the development of a "tower" in this stretch to a single location at the northeast corner of Gerrard and Yonge. In the mid-block portion the recommendation is that intensification be limited to a maximum of 33 metres and that floors above the podium should be set back by 7.5 metres. This would help to enhance the pedestrian realm by maximizing sunlight on the streets while allowing for compatible mid-rise development above the podium base.

Signage in the Downtown Yonge Special Sign District

Signage is a key component of the character of this portion of Yonge Street and in support of the current by-law, the enforcement of restrictions over rooftop signage on all

buildings, including and especially those that have been listed or designated as heritage properties, is essential to preserve sunlight access and not overwhelm the architecture.

3. PROGRAM & LAND-USE

Retail on Yonge Street

To animate the Yonge Street sidewalk experience, it is important to ensure that retail at-grade is diverse, fine-grained, and of high-quality (not necessarily high end). While there has been great interest by large format retailers in coming onto Yonge Street, retail “frontages” should be limited at sidewalk level with frequent doors on the street. There is a place for large-format stores in second level or below grade locations accessible at-grade. Active storefronts which spill out onto the sidewalks should be installed wherever possible to encourage greater interaction between pedestrians, consumers and retailers. There are numerous forms that active storefronts can take, which include 'garage-door' façades, French doors, and outdoor patios.

Mixed-Use

A healthy mix of land-use and programs should be considered in future developments in the adjacent blocks. This area is evolving as a 24/7 community which adheres to the mantra of live-work-study-play. Ensuring a mix of residential units serving students, staff and faculty of Ryerson University and the nearby hospital district would be desirable. Encouraging more families and long-term residents to think of this section of Downtown Yonge as a home helps to build on the success and stability of the urban villages at Elm Street and McGill-Granby. There is also a significant opportunity for Ryerson to occupy space for educational purposes in the podium floors above grade on Yonge Street itself.

Culture & Entertainment

Yonge Street still hosts a number of entertainment venues, however, the small and medium-scaled live-performance locales that excited the city during previous generations have gradually dispersed to other locations over the years. Encouraging the return of a mix of cultural and entertainment venues into the area would further stimulate the public realm, especially with the use of active storefronts to draw interior activities out onto the street.

Markets & Street Vendors

Street vendors can play an active role in vitalizing street life. Their presence on Yonge should be strengthened with the widening of sidewalks, which can provide additional vending areas. Increasing the frequency of summer events would also energize the pedestrian realm and give a boost to local businesses. Providing the infrastructure to support temporary events is essential. Developing unique systems can provide a sense of place, reinforcing Yonge Street as a destination.

4. IMPLEMENTATION

Pilot Projects

Transforming Yonge Street can begin immediately. By developing pilot projects, the recommendations put forth within this study can be tested and adapted to meet the demands of the local community and the city. These opportunities will provide the community and the public with a better understanding of the benefits and effects of pedestrianizing Downtown Yonge.

Revisions to the Current Zoning By-Law to Permit Intensification along with Site Specific Design Guidelines

Urban intensification is a reality that will affect the building envelopes on Yonge Street. Revisions to the current zoning by-law are required to anticipate this change and guide future developments in a manner that is favourable to preserving the existing fabric of heritage buildings. Accompanying these revisions the City should adopt Design Guidelines for project review to ensure that the character of Yonge Street meets shared objectives.

New Subway Entrance at Gould

A continuing dialogue with the Toronto Transit Commission is essential to examine options and ensure the early implementation of plans for a second entrance-exit at the north end of the Dundas Station platform. As one of the most heavily used subway stations in the city, safety and universal access at both ends of the platform is a top priority.

Use Capital Programs to Enhance Pedestrian Networks and Expand Neighbourhood Public Realm

As redevelopment occurs capital funds from sources such as Section 37 should be specifically directed to strengthening the pedestrian network and beautifying existing green spaces in the neighbourhood, thereby reinforcing this portion of Yonge Street and its adjacent neighbourhoods as a prime destination in the heart of the city and a key component of a liveable downtown.

YONGE STREET: HISTORY & CONTEXT

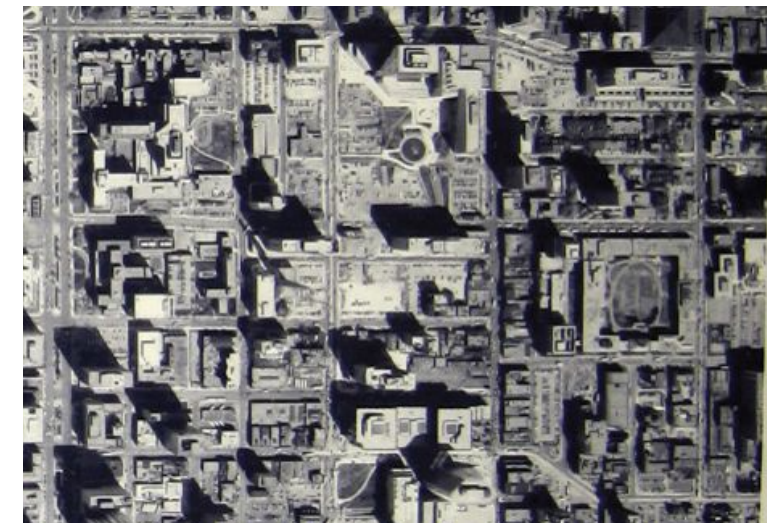
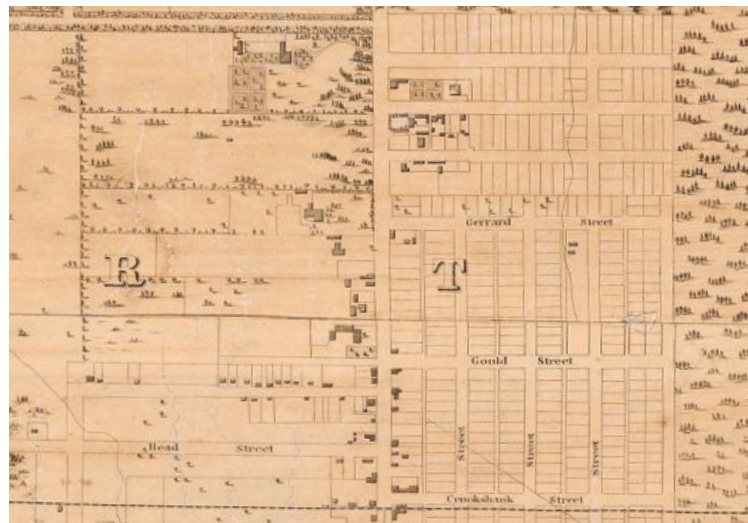
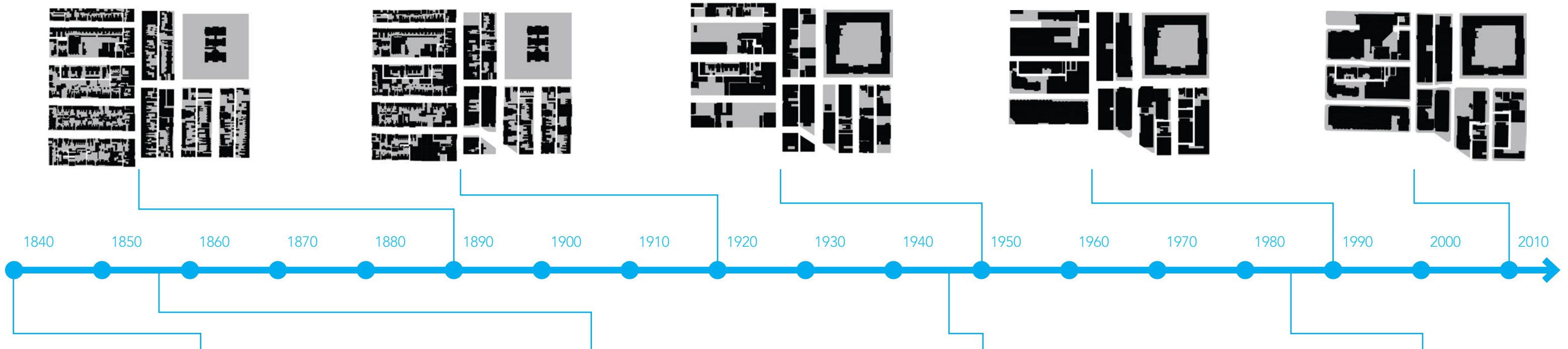
AN EVOLVING URBAN CONTEXT
SUBWAY CONSTRUCTION
YONGE STREET MALL
MEDIA & MUSIC
XXX & THE BURLESQUE
STREET LIGHTING & RETAIL
EVENT SPACE

AN EVOLVING URBAN CONTEXT

- The City's delicate urban fabric densified over time
- Massing of neighbouring blocks increased significantly while the Yonge Street Planning Precinct retained its low-rise character
- The City's main north-south thoroughfare since 1794
- Historic role as one of Toronto's major retail high street since 1869, when Timothy Eaton introduced the concept of one-stop shopping & the department store



1 Yonge Street, circa 1950



2 Downtown Yonge Urban Development Time Line

SUBWAY CONSTRUCTION, 1949-1954

- Cut-and-cover construction of Canada's first subway line along Yonge marks the first major disruption to the city's arterial road
- The first stretch ran from Front Street to Davenport Road
- Following construction, the City had a new line that connected the downtown core to uptown Toronto

Source: A History of the Original Yonge Subway, James Bow, <http://transit.toronto.on.ca/subway/5102.shtml>

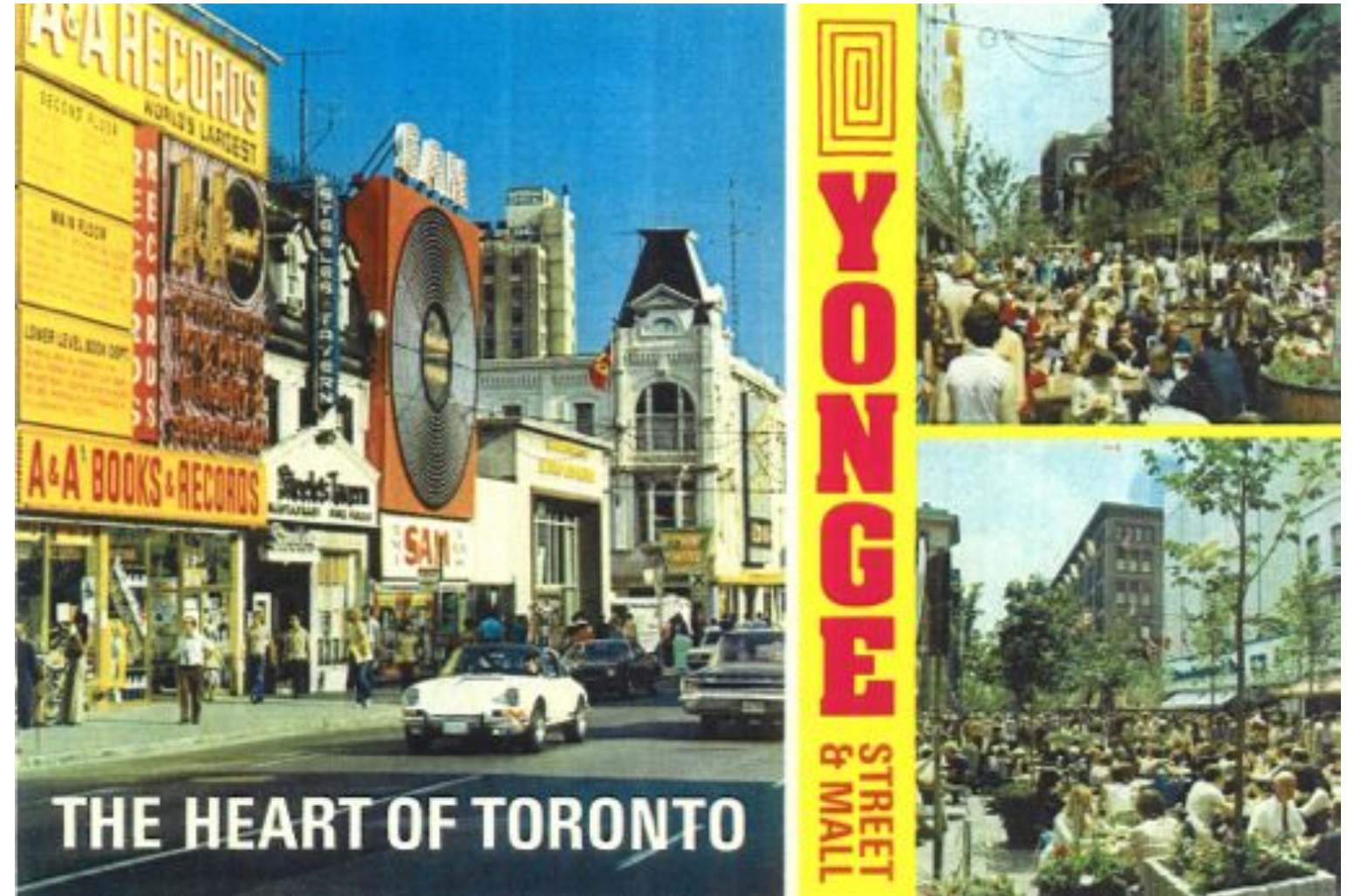


1 Yonge subway line construction, circa 1950

YONGE STREET MALL, 1971-1974

- A summer-only space
- Ran 1.3km from Wellington Street to Gerrard Street
- 78% of proprietors along the corridor rated it "good for business"
- 93% of proprietors initially supported keeping the Mall running from 2 weeks to year-round
- As awareness of criminalized activities rose, merchant approval dropped by half
- Closing the mall drove pedestrian activity to the PATH & the Eaton Centre

Source: When Queen's Park Smothered Toronto's Yonge: Looking Back on the Yonge Street Mall, 1971-1974 - Astrid Idlewild & Duncan Taylor



2 Yonge Street Mall, circa 1971-72

MEDIA & MUSIC

- Home to bars & taverns that booked live music, including Steele's Tavern, Bermuda, Zanzibar, Blue Note, Le Coq D'Or & the Brown Derby
- Recognized as "the northern outpost of the chitlin circuit, where black rhythm & blues groups from the U.S. could get a few weeks' worth of gigs, and even find a relative reprieve from the racial tensions back home"

Source: A History of the Yonge Street Music Scene, Rick McGinnis, (a review of Bravo's Yonge Street: Toronto Rock and Roll Stories)
http://www.blogto.com/music/2011/03/a_history_of_the_yonge_street_music_scene/



1 Yonge Street, circa 1970

XXX & THE BURLESQUE

- Nicknamed the 'Yonge Street Strip'
- Theatres along Yonge provided a variety of entertainment - from classy theatrical productions at the Pantages Theatre, to vaudeville shows at Starvin Marvin's Burlesque Palace, to B-movies at the Biltmore Theatre & pornographic films at the Coronet
- Yonge Street's seedy character was well established by the 1970s
- Quality retailers started to seek tenancies elsewhere in the late 1970s

Source: Toronto Then & Now, Richard Fiennes-Clinton
<http://torontothentandnow.blogspot.com/2011/02/18-cinemas-scandals-then-and-now-part.html>



2 Yonge Street, 1973

STREET LIGHTING

- Lighting, in the past, came solely from the streetwall in the form of signage, lamps mounted against buildings & interior lighting
- Sidewalks remained open, allowing for greater visual engagement with retail signage & enhanced pedestrian movement

FINE GRAIN RETAIL

- Recognized for its historic role as a traditional main street, specific areas along Yonge have retained a low-rise street frontage
- Fine-grained retail at-grade is widely accepted as an appropriate format for future plans

EVENT SPACE

- Dundas Square was introduced in 2002 to bring more public space into the downtown core
- Subsequent annual events now spill out from the Square onto Yonge Street, allowing the City to provide the occasional pedestrian zone in the summer



1 Yonge Street at night, circa 1970



2 Live Green Festival, July 2010

EVOLUTION OF YONGE STREET'S EAST STREETScape

GERRARD STREET

GERRARD BUILDING
Listed Heritage Property

RICHARD S WILLIAMS BLOCK
Listed Heritage Property

RYERSON UNIVERSITY'S STUDENT LEARNING CENTRE
Future Building



1 Yonge Street - East Elevation, 2011



2 Yonge Street's East Streetscape, 2011

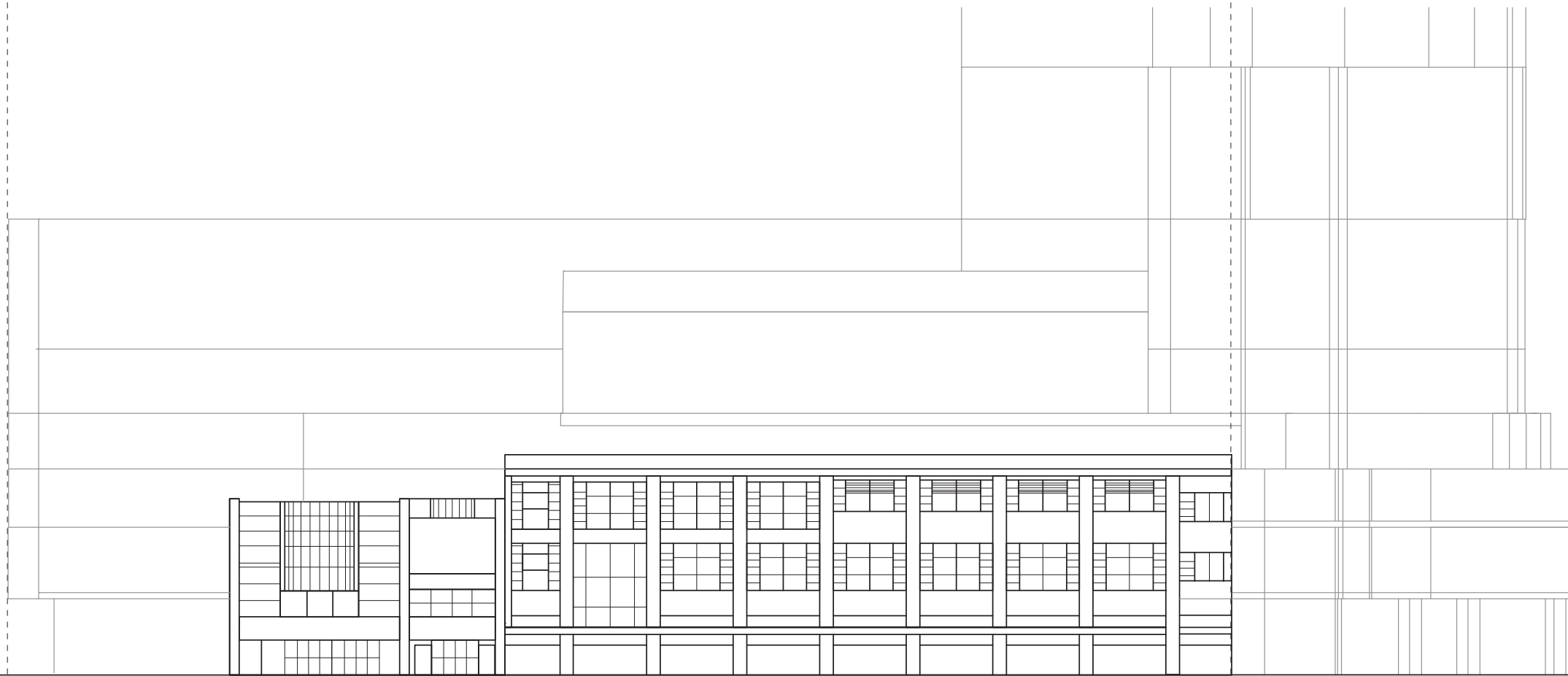


3 Yonge Street's East Streetscape, circa 1950



GOULD STREET

DUNDAS STREET



Comparing the historic streetscape to the present condition allows for a better understanding of the appropriate direction for the 300-blocks of Yonge Street.

While properties have been torn down and rebuilt in the past, fine-grained retail has always been a defining characteristic of the streetscape.

Over the decades, there has been a transition away from the mix of wood, brick, stone and concrete buildings that provided façades with their nuanced texture.

Large-format signage became more predominant in the 1960's and 70's, and it persists to this day.

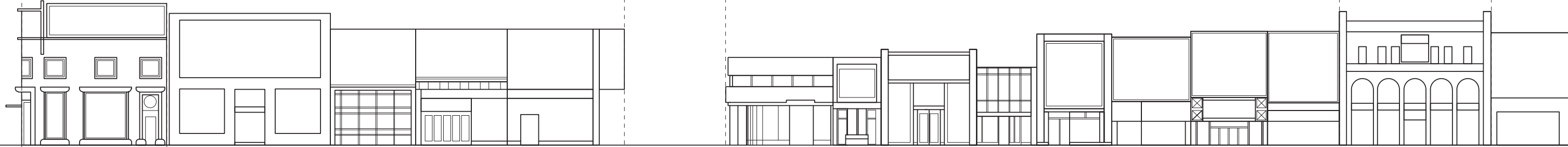
EVOLUTION OF YONGE STREET'S WEST STREETScape

DUNDAS STREET

BANK OF NOVA SCOTIA
Designated Heritage Property

EDWARD STREET

THORNTON-SMITH BUILDING
Listed Heritage Property



1 Yonge Street - West Elevation, 2011



2 Yonge Street's West Streetscape, 2011



3 Yonge Street's West Streetscape, circa 1970



4 Yonge Street's West Streetscape, circa 1950

ELM STREET

HORATIO BOULTBEE SHOP
Listed Heritage Property

WALTON STREET

JOHN WANLESS BUILDING
Listed Heritage Property

ALFRED WALTON SHOPS
Listed Heritage Property

JOHN MCBEAN BUILDING
Listed Heritage Property

DOMINION BANK
Designated Heritage Property

GERRARD STREET





1 Present day Yonge Street

HISTORY & CONTEXT

PEDESTRIAN PRESENCE

In this area, there is a constant stream of pedestrian traffic that exceeds vehicular traffic. According to the Downtown Yonge BIA, "the highest pedestrian volume in Canada is at the intersection of Yonge and Dundas Street", with more than 53,000 people passing through every 8 hours.

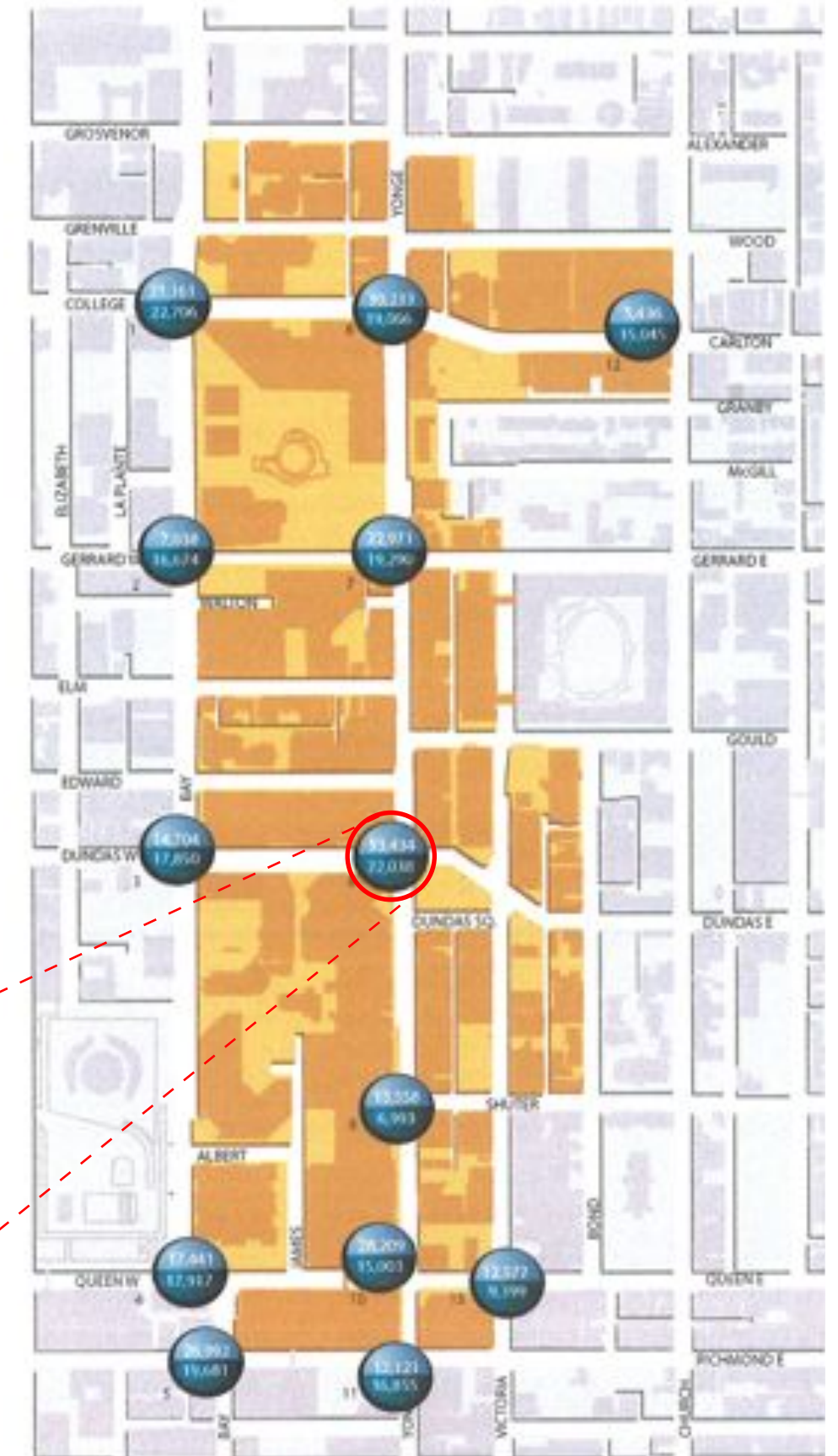
PEDESTRIANS OUTNUMBER VEHICLES BY ALMOST 250%

Pedestrian and Vehicular Volumes, Eight-Hour



1. May 28, 2007
2. Aug. 8, 2005
3. Aug. 9, 2005
4. Jul. 28, 2003
5. Jul. 13, 2006
6. Nov. 20, 2006
7. Aug. 9, 2006
8. Nov. 15, 2006
9. Nov. 26, 2006
10. Aug. 20, 2007
11. Aug. 1, 2007
12. Nov. 13, 2007
13. Aug. 8, 2005

Source:
City of Toronto



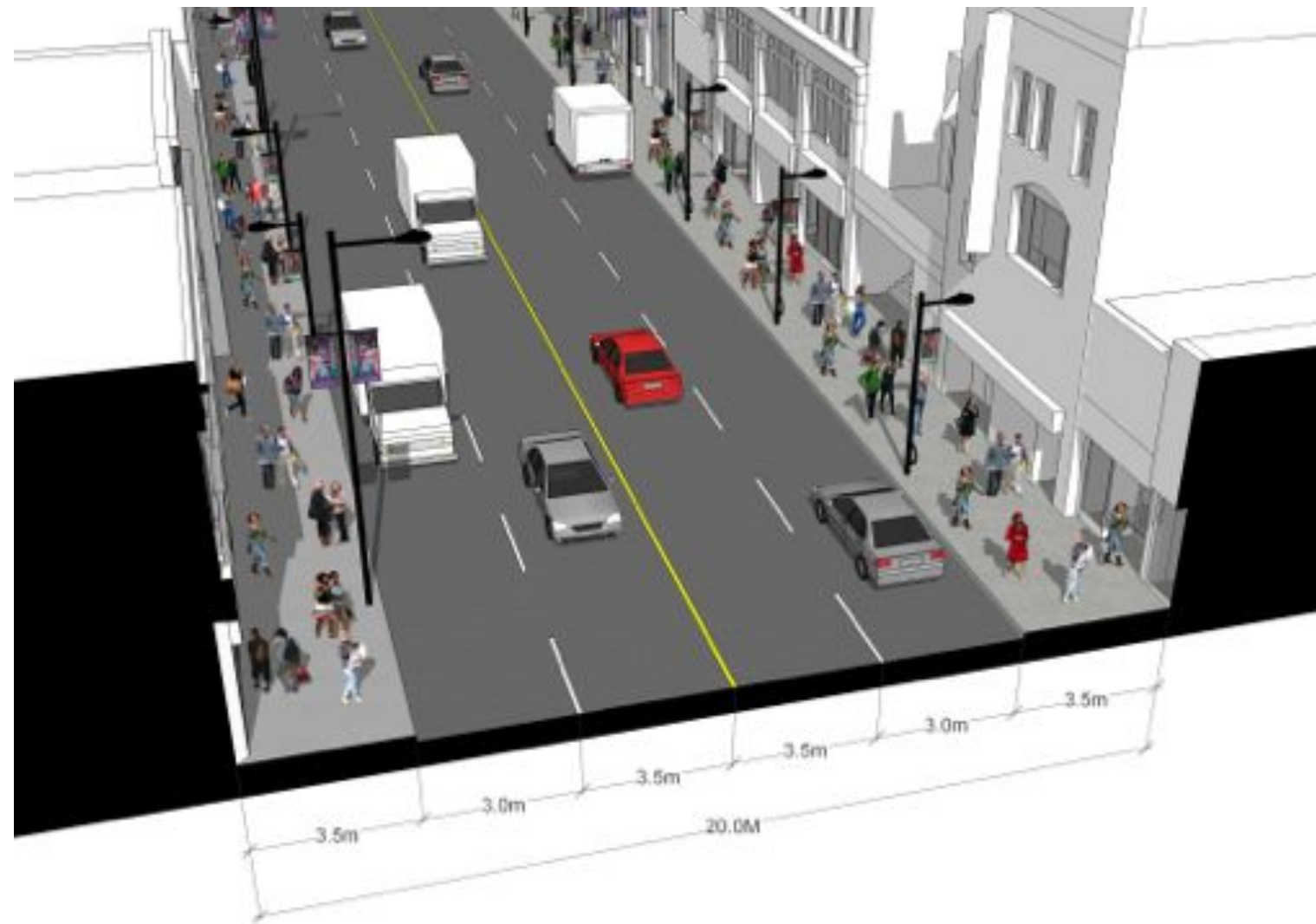
1 Pedestrian and Vehicular Volumes in Downtown Yonge

EXISTING CONDITIONS

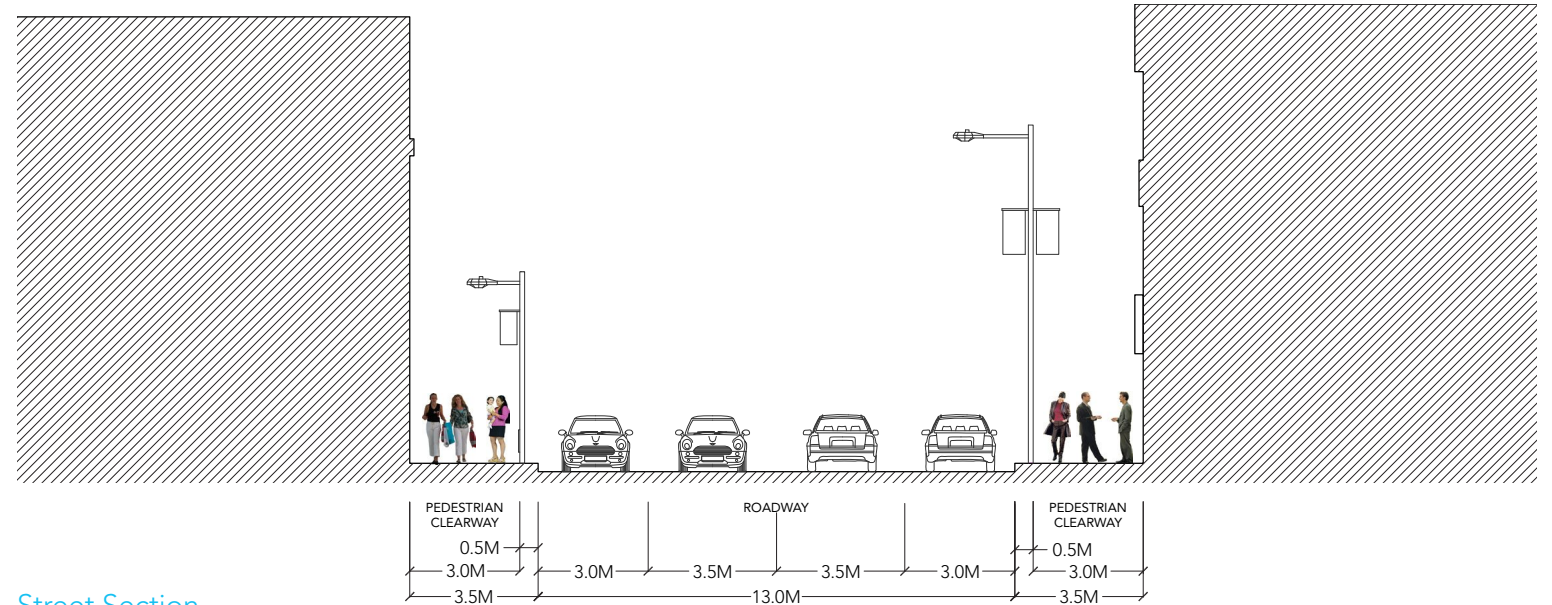
Yonge Street is one of Toronto's main vehicular north-south arteries. Its roadway currently has 4 lanes but turning restrictions have led to a reduction in vehicular traffic. In contrast, there is a high volume of pedestrians due to the variety of businesses, institutions, entertainment venues and residences located on, or around, the street. The introduction of Yonge-Dundas Square further contributes to the increasing number of people in the Yonge-Dundas area.

ISSUES:

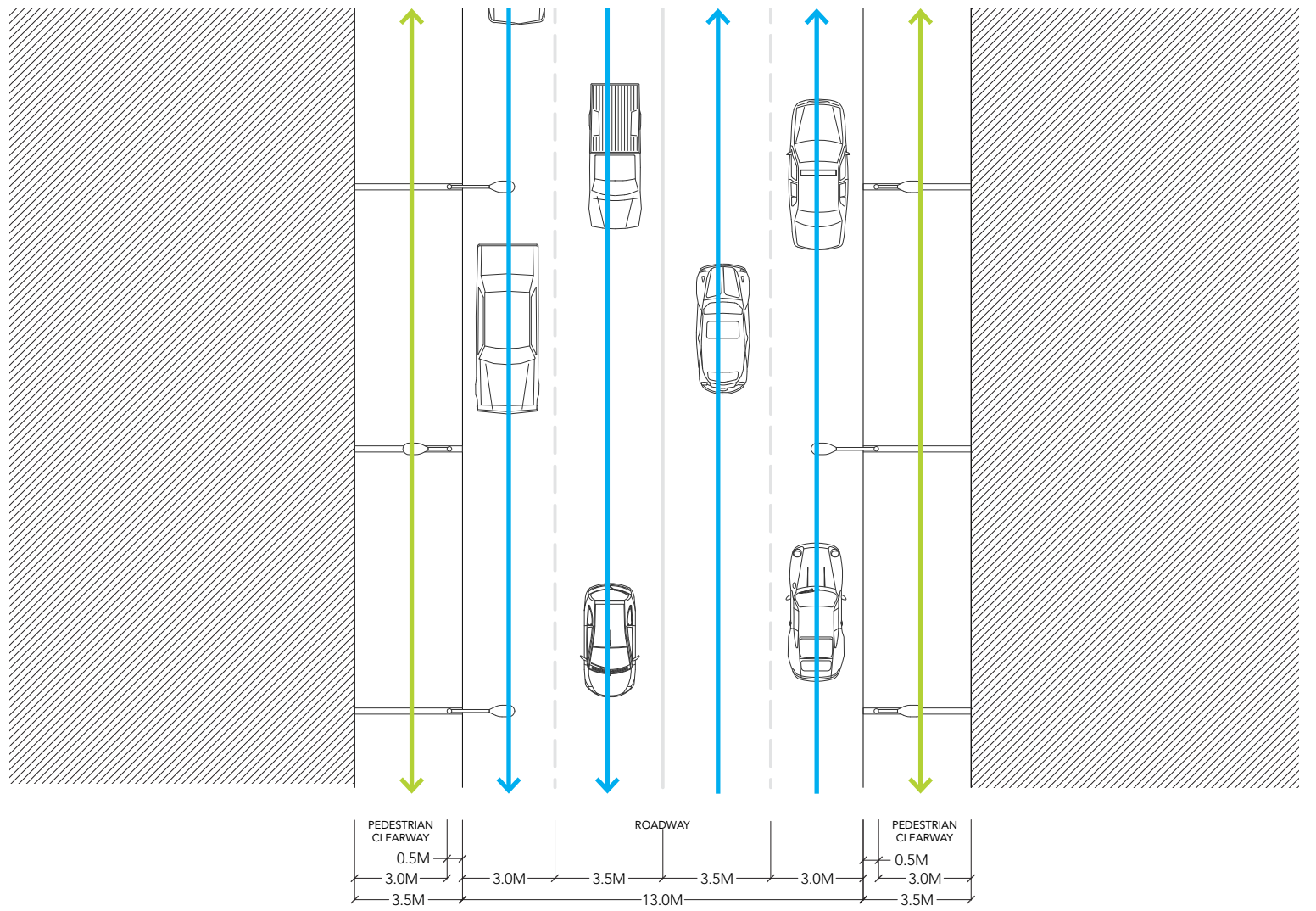
- Turning restrictions on Yonge Street have contributed to a reduction in vehicular traffic
- Narrow sidewalks do not match the high volume of pedestrians in the area, which results in paths that are frequently congested



Street Perspective



Street Section



Street Layout

4 'URBAN VILLAGES'

There are 4 distinct mixed-use 'urban villages' that connect to the Downtown Yonge spine, which include:

- 1 College Park
- 2 McGill-Granby
- 3 Edward-Elm
- 4 Ryerson University

Each village has its own green space, but many remain overlooked since existing connections to these hidden gems are inconspicuous. There is an opportunity to develop a fine-grained pedestrian network that would enhance connections between these villages and the overall neighbourhood.



1 College Park - Barbara Ann Scott Park



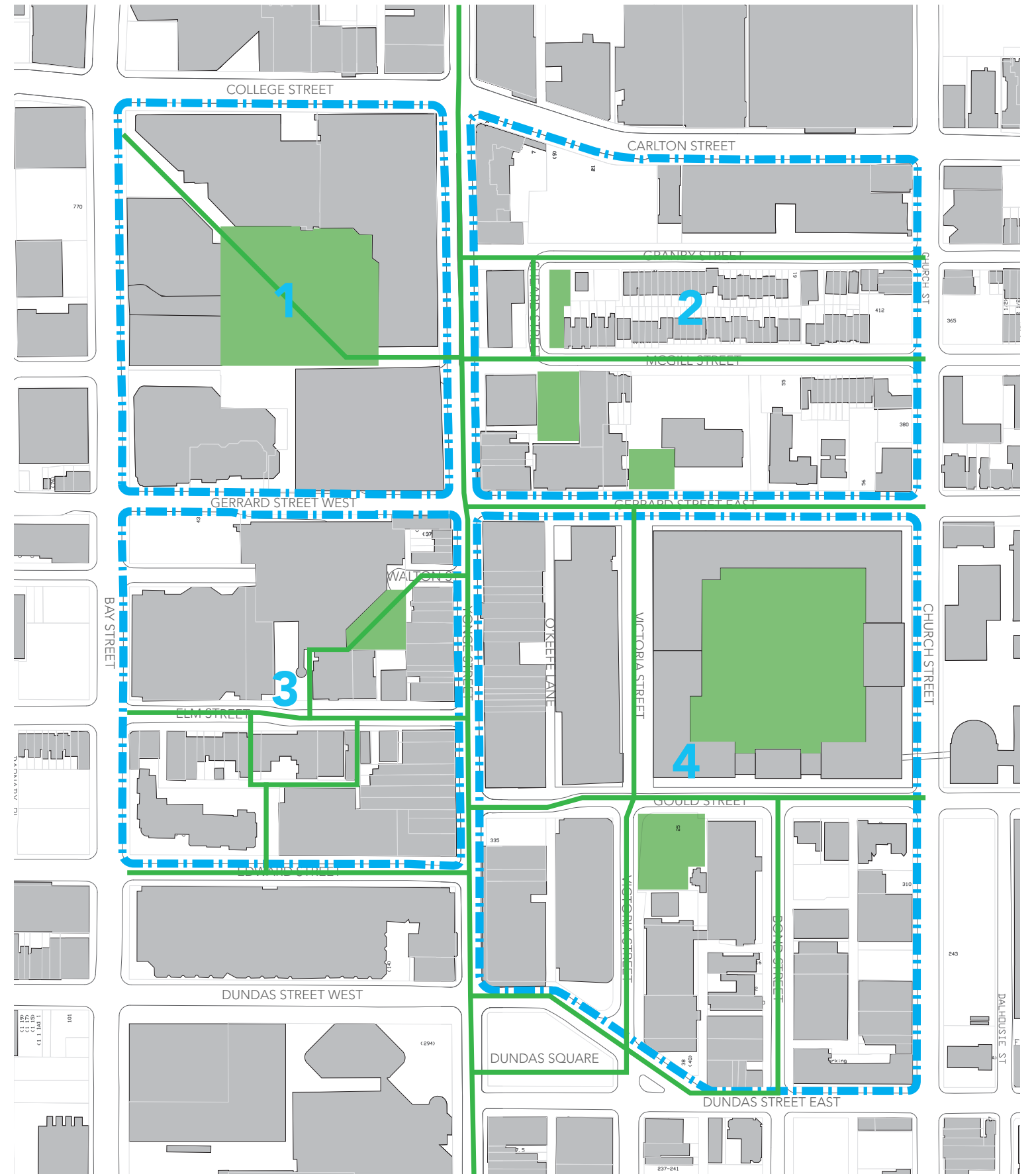
2 McGill-Granby



3 Edward-Elm - Delta Chelsea courtyard



4 Ryerson University - Kerr Hall Quad



SUBWAY ENTRANCES

In the Downtown Yonge area, Dundas Station currently supports the highest number of TTC users, however, existing facilities are at baseline requirements for passenger exits.

With an anticipated rise in the residential population, projected increases in Ryerson University's student population and the addition of retail space in adjacent developments, Dundas Station should expect to see the number of transit users grow significantly in the near future.

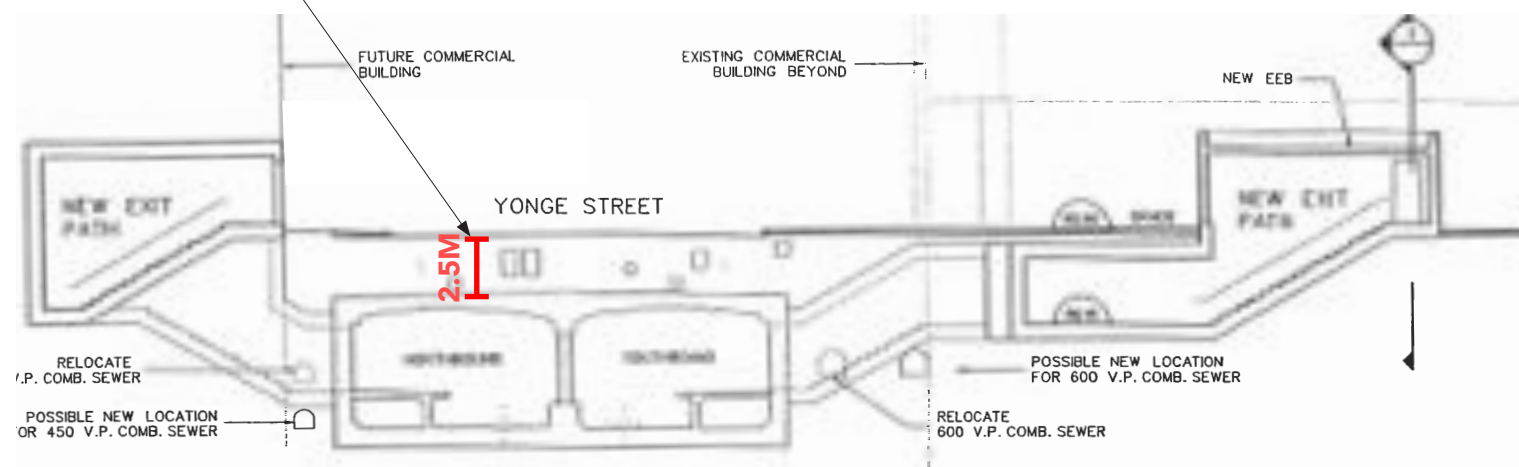
Matters are further complicated by the shallow depth of the subway tunnel, which requires the provision of 2 exits instead of a single joint exit for both subway platforms. There is insufficient space above the subway box to develop a tunnel crossing Yonge Street connecting both platforms to a single exit. A number of utilities also occupy the space between the street level and the subway box.

20 MILLION PASSENGERS USE DUNDAS STATION EACH YEAR

-  Subway Traffic (million)
-  Parking Garage
-  Surface Parking
-  Bus Route
-  Streetcar Route
-  Subway Route



Shallow subway



1 East-west section along Yonge Street

2 Access, Transit & Parking in Downtown Yonge

HERITAGE IN THE 300-BLOCKS

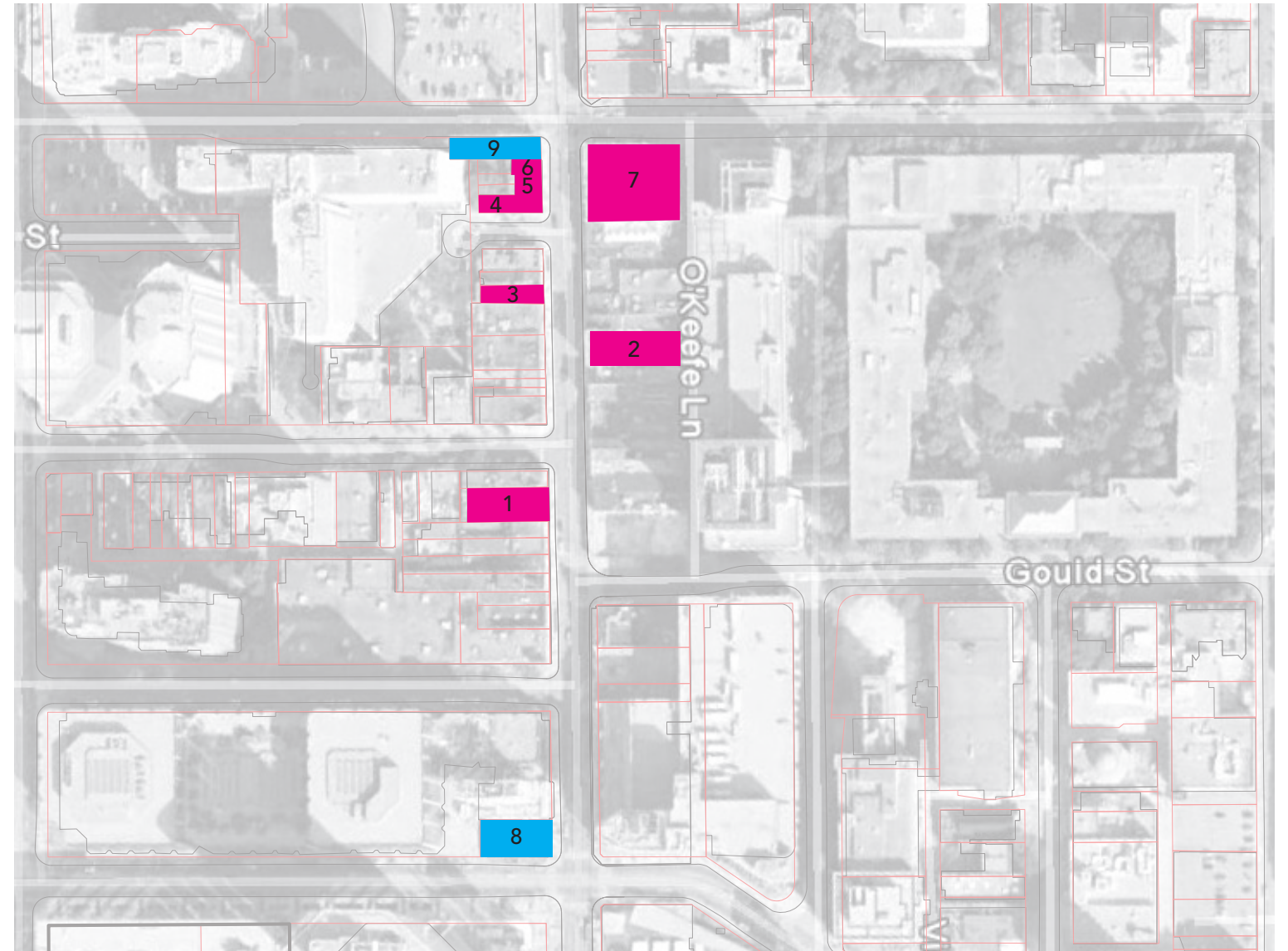
While there are many 'listed' buildings along this stretch of Yonge Street, few fall under the protection of a 'designated' legal status.

· Listed Properties Include:

- 1 Thornton-Smith Building, 340 Yonge Street
- 2 Richard S Williams Block, 363-365 Yonge Street
- 3 Horatio Boulton Shop, 364 Yonge Street
- 4 John Wanless Building, 372 Yonge Street
- 5 Alfred Walton Shops, 374 Yonge Street
- 6 John McBean Building, 376 Yonge Street
- 7 Gerrard Building, 385-395 Yonge Street

· Designated Properties Include:

- 8 Bank of Nova Scotia Branch, 302 Yonge Street
- 9 Dominion Bank, Yonge & Gerrard Branch, 378 Yonge Street



1 Thornton-Smith Building



2 Richard S Williams Block



3 Horatio Boulton Shop



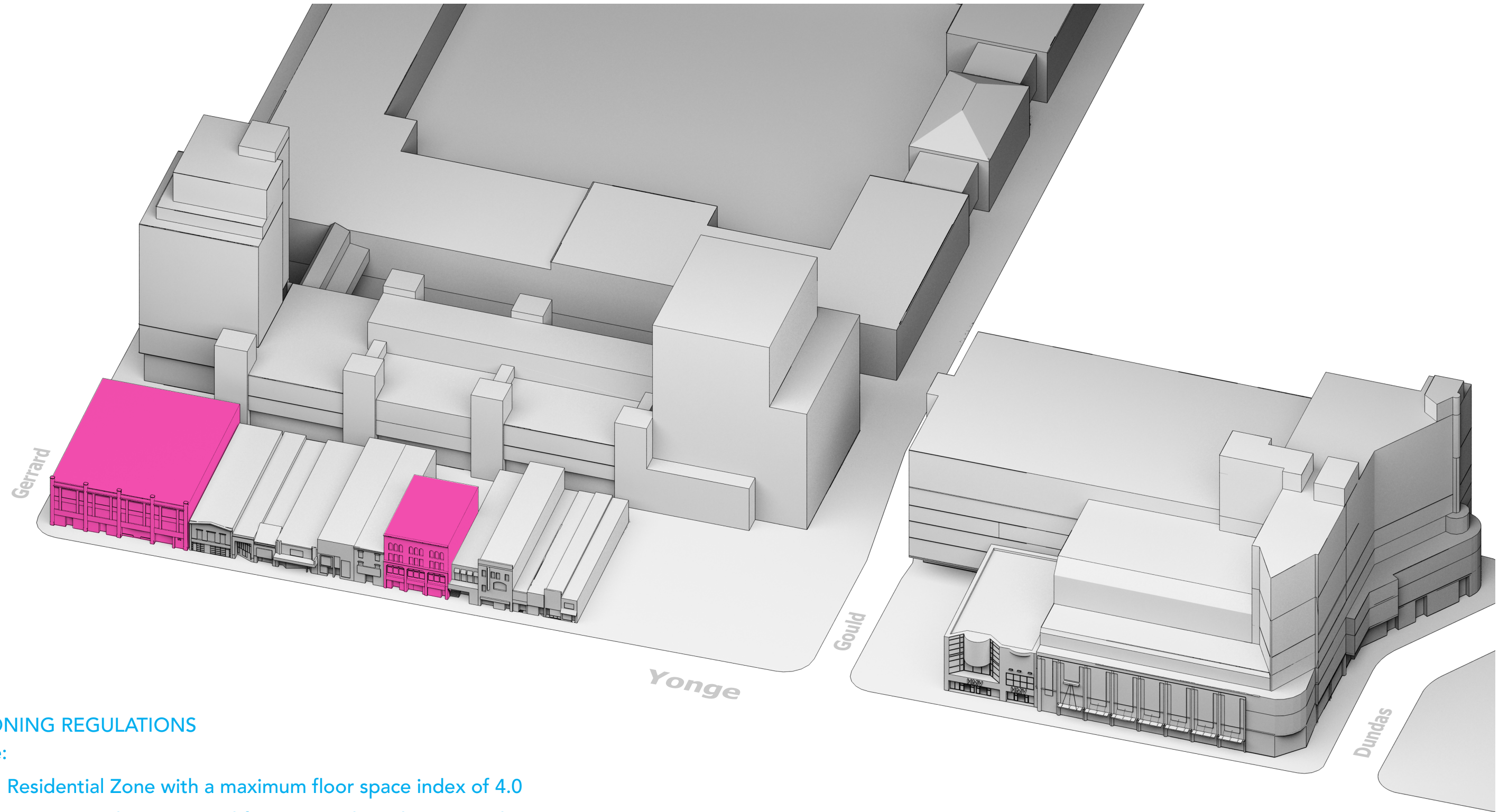
4 Gerrard Building



5 Dominion Bank

EXISTING BUILT FORM

BUILDING ENVELOPE FOR THE EAST SIDE OF YONGE STREET



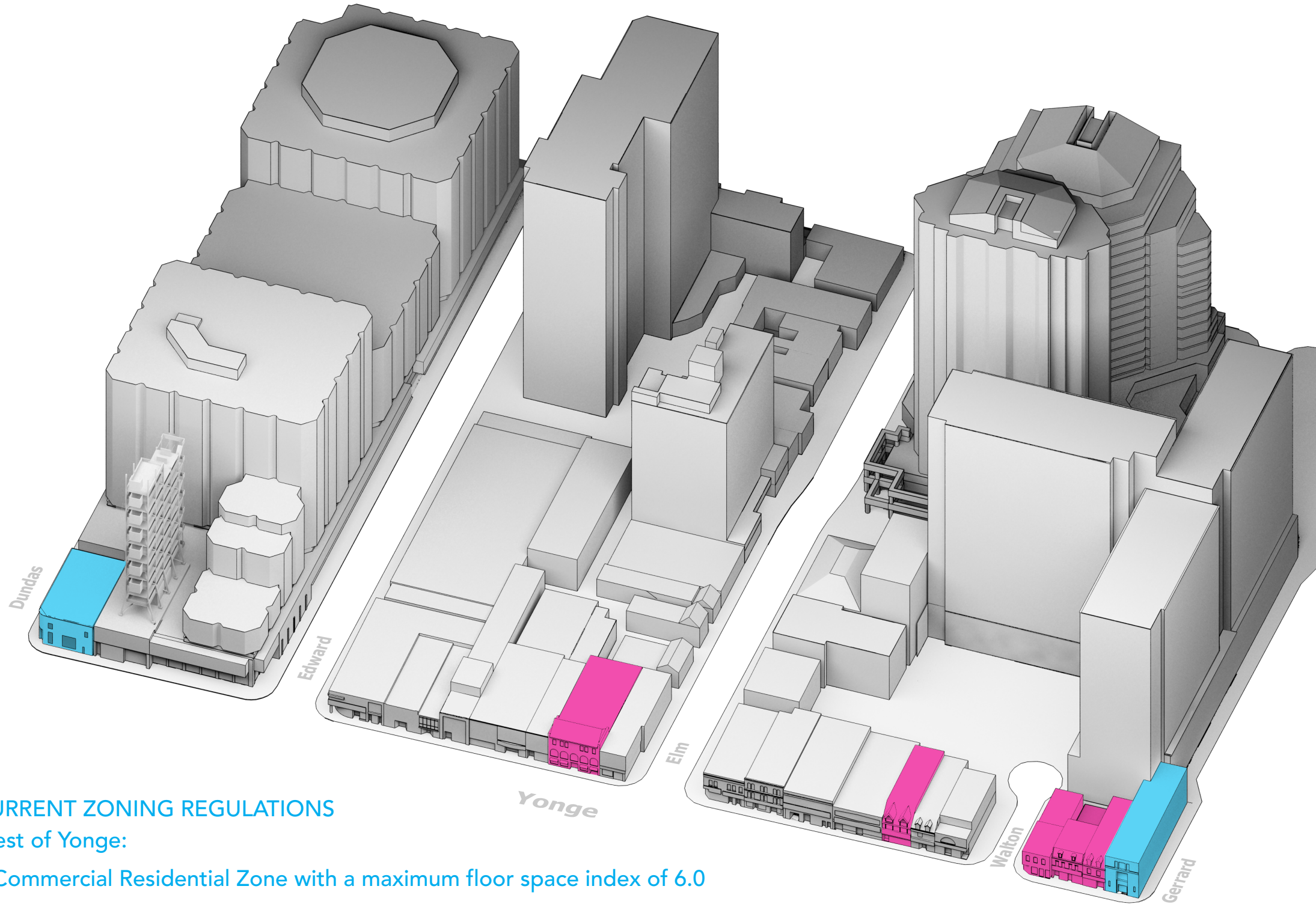
CURRENT ZONING REGULATIONS

East of Yonge:

- Commercial Residential Zone with a maximum floor space index of 4.0
- Maximum floor space index permitted for non-residential uses on a lot = 4.0
- Maximum floor space index permitted for residential uses on a lot = 1.5

HISTORY & CONTEXT

BUILDING ENVELOPE FOR THE WEST SIDE OF YONGE STREET



CURRENT ZONING REGULATIONS

West of Yonge:

- Commercial Residential Zone with a maximum floor space index of 6.0
- Maximum floor space index permitted for non-residential uses on a lot = 2.0
- Maximum floor space index permitted for residential uses on a lot = 6.0

- Fine-grained retail at grade has historically characterized the 300-blocks.
- Low-rise buildings predominate
- Heritage buildings are primarily categorized as 'Listed', which leaves them vulnerable to future development plans
- Land owners are currently hesitating to invest in improvements to their property due to their uncertainty over prospective developments in the 300-blocks

- Designated Heritage Buildings
- Listed Heritage Buildings

SIGNAGE ON YONGE

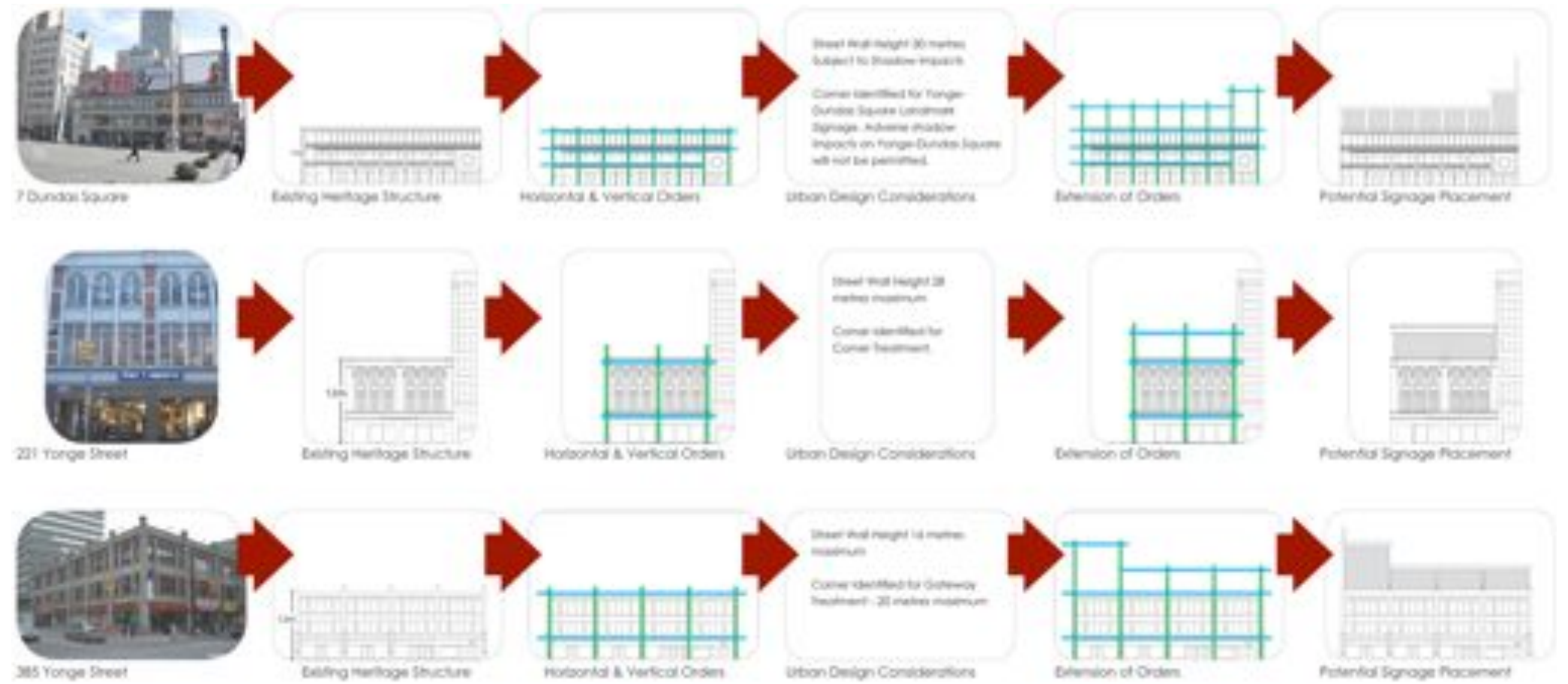
In March 2009, the Downtown Yonge BIA commissioned The Planning Partnership to develop a signage vision for the Special Sign District of Downtown Yonge (DYS-SSD), which was presented in the report "Bright Lights - Big City: A Signage Vision for the Downtown Yonge Strip". While the current by-law has not been amended to include the recommendations within this report, the City's Sign By-Law Unit does rely on this signage vision to guide decisions on applications for signage in the DYS-SSD.

Recommendations within the Bright Lights report encourages a sensitivity to the heritage context, materiality and architectural orders of listed and designated buildings. However, the proposal to place signage on top of heritage buildings to generate a more consistent street wall would raise the overall height of the streetfront - compromising sunlight at street level, and undermining the heritage context of the neighbourhood.

Bright Lights - Big City is a highly contentious document, and the divided opinions over the appropriate format of signage on Yonge, especially in relation to heritage properties, suggests that further consideration is required to determine its appropriate form.



1 Artist's rendering of Yonge Street with new signage



2 Proposed location of signage on heritage buildings

YONGE STREET: A WORLD IN MOTION

BIA
RYERSON UNIVERSITY
TALL BUILDINGS STUDY & AURA
POTENTIAL P.A.T.H. EXPANSION
RECENT LAND ACQUISITIONS
HERITAGE IN THE 300-BLOCKS

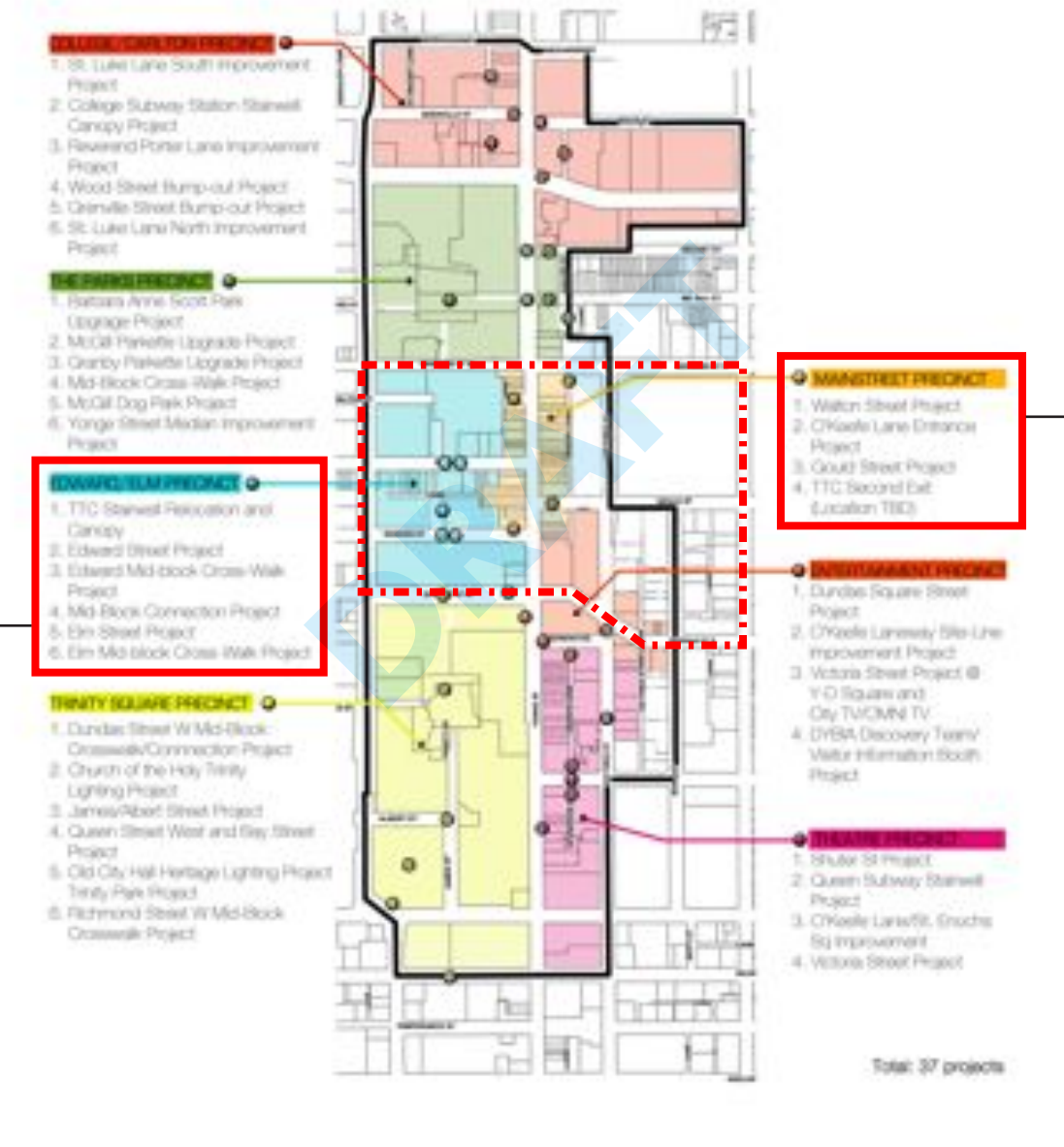
DOWNTOWN YONGE BIA - CURRENT INITIATIVES

The Downtown Yonge BIA have conducted numerous studies and taken the initiative to develop a framework, which would guide future developments in the Downtown Yonge area. A final report for the public realm will be submitted in May 2011, which the BIA hopes will be adopted by the City Council into their City Improvement Plan in June 2011.

Downtown Yonge Public Realm Strategy - December 2010

- Planning framework for the Downtown Yonge area that is currently under review
- Identified & assessed 7 distinct precincts and developed visions for each precinct
- Recommendations for site specific projects
- The ultimate goal of this comprehensive analysis and planning framework is to have the City adopt this document as the official guide for investment in the public realm

SITE SPECIFIC PROJECTS: SUMMARY



EDWARD/ELM PRECINCT

1. TTC Stairwell Relocation and Canopy
2. Edward Street Project
3. Edward Mid-block Cross-Walk Project
4. Mid-Block Connection Project
5. Elm Street Project
6. Elm Mid-block Cross-Walk Project

MAINSTREET PRECINCT

1. Walton Street Project
2. O'Keefe Lane Entrance Project
3. Gould Street Project
4. TTC Second Exit (Location TBD)

DOWNTOWN YONGE PUBLIC REALM STRATEGY

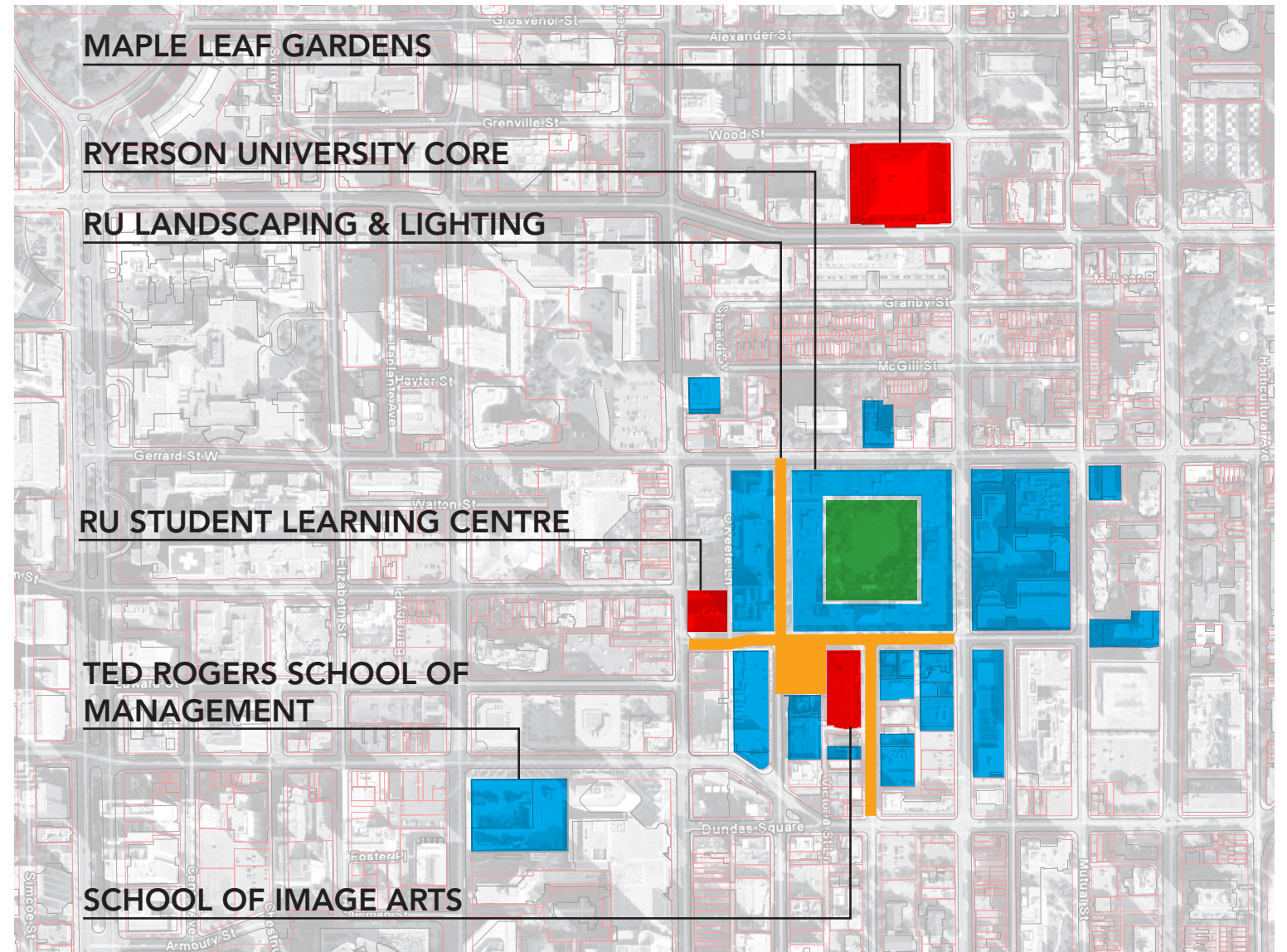
1 Site Specific Projects for the Public Realm Strategy - Downtown Yonge BIA

RYERSON MASTER PLAN

Ryerson University's Master Plan set out a series of principles for the expansion of their campus in the downtown core, which includes urban intensification, pedestrianization and a commitment to design excellence. Current building and renovation plans include:

- Ryerson University's Student Learning Centre - Zeidler Partnership Architects & Snøhetta
- Revitalization of Gould Street & Victoria Street - Daoust Lestage Inc
- Ryerson University's Image Arts Gallery - Diamond + Schmitt Architects Inc
- Ryerson University's Sports & Recreation Centre at Maple Leaf Gardens - BBB Architects Inc
 - Soon to be Ryerson's athletic centre & Loblaw's flagship grocery store

-  Existing Ryerson Sites
-  Future Ryerson Sites
-  Existing Ryerson green space
-  Future Ryerson pedestrian space



1 School of Image Arts - Diamond + Schmitt Architects Inc



2 Student Learning Centre - Zeidler Partnership Architects & Snøhetta



3 Ryerson University Sports & Recreation Centre

RYERSON'S PUBLIC REALM

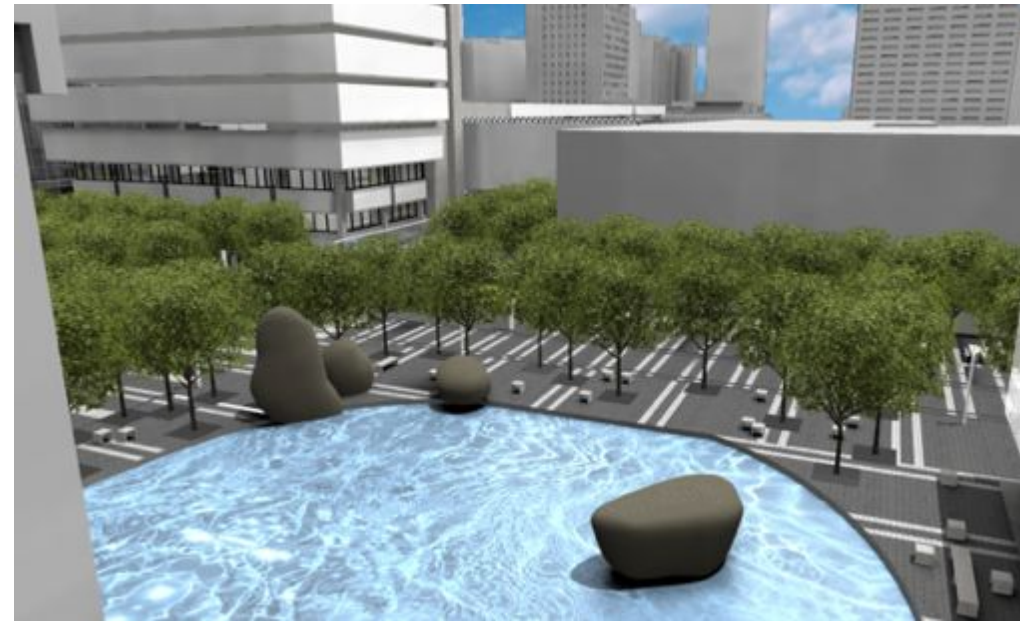
Ryerson also holds major plans for redeveloping their public realm. The pedestrianization of Gould Street and Victoria Street will include the introduction of curbsless streets, signature lighting, an outdoor study hall, a skating pavilion on Devonian Square, and an overall greening of local streets and public spaces.



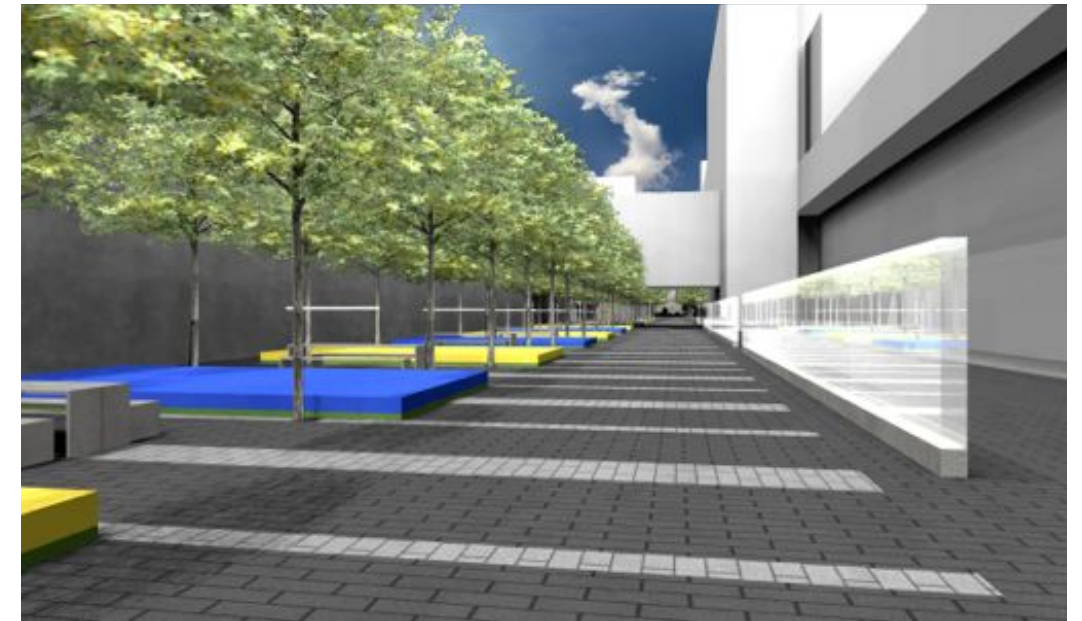
1 Gould Street, as seen from Yonge Street - Daoust Lestage Inc



2 Signature Lighting - Daoust Lestage Inc



3 Devonian Pond - Daoust Lestage Inc



4 Victoria Street - Daoust Lestage Inc

'TALL BUILDINGS' STUDY

PROPOSED REGULATIONS IN THE 'TALL BUILDINGS' STUDY

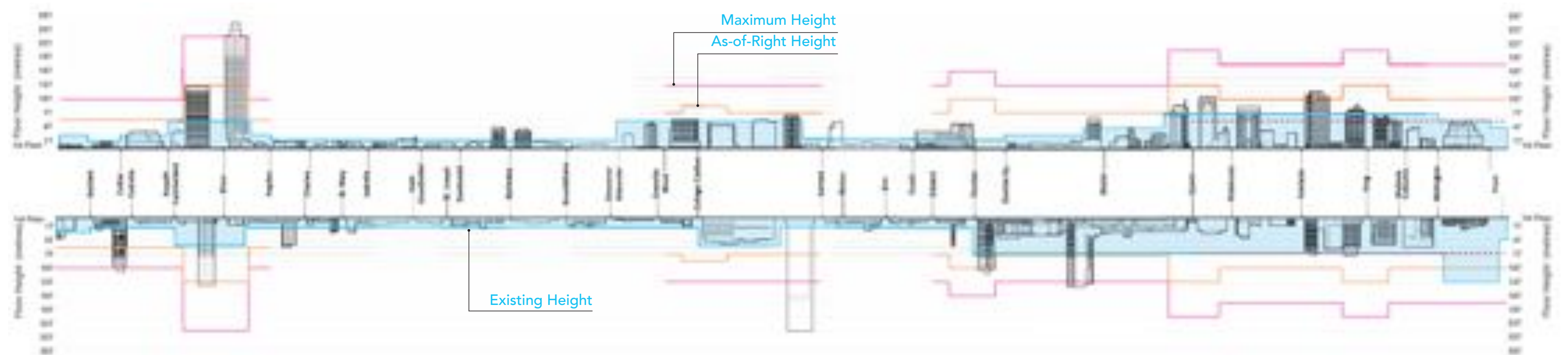
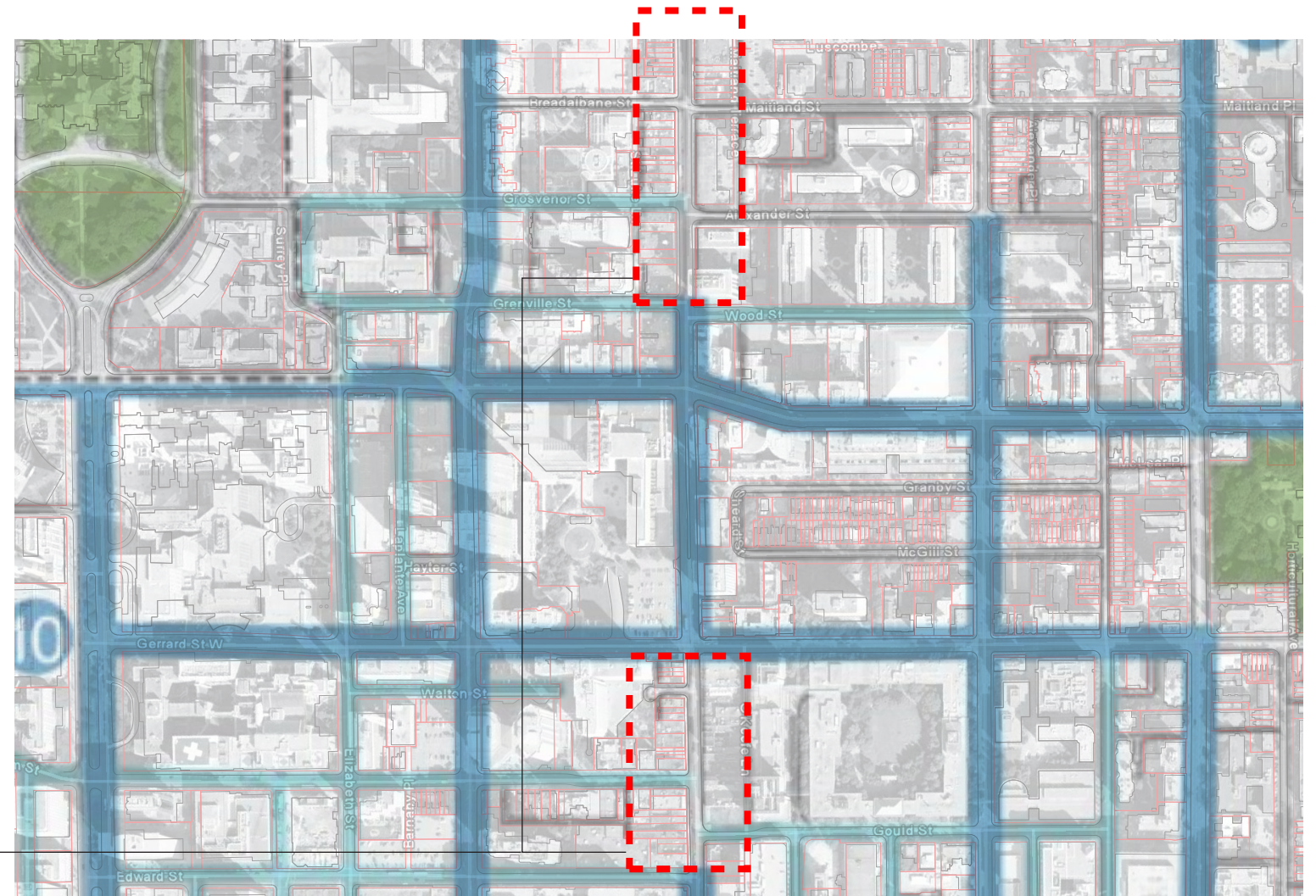
The Tall Buildings study prescribed as-of-right and maximum height limits on what they have identified as "High Streets", and "Secondary High Streets". Although most of the major streets in the downtown core have been recognized as High Streets, the study states that the low-rise street character of specific areas on Yonge should be preserved.

Current recommendations do not take into account the plans for Ryerson University's future Student Learning Centre, or potential mid-block intensification between Dundas Street and Gerrard Street.

The final report, the results of a series of public consultations, and options for implementing performance standards for tall buildings in Downtown Toronto are expected to be presented to the Toronto & East York Community Council in the Fall of 2011.

Source: Tall Buildings: Inviting Change in Downtown Toronto, Urban Strategies Inc & Hariri Pontarini Architects, April 2010

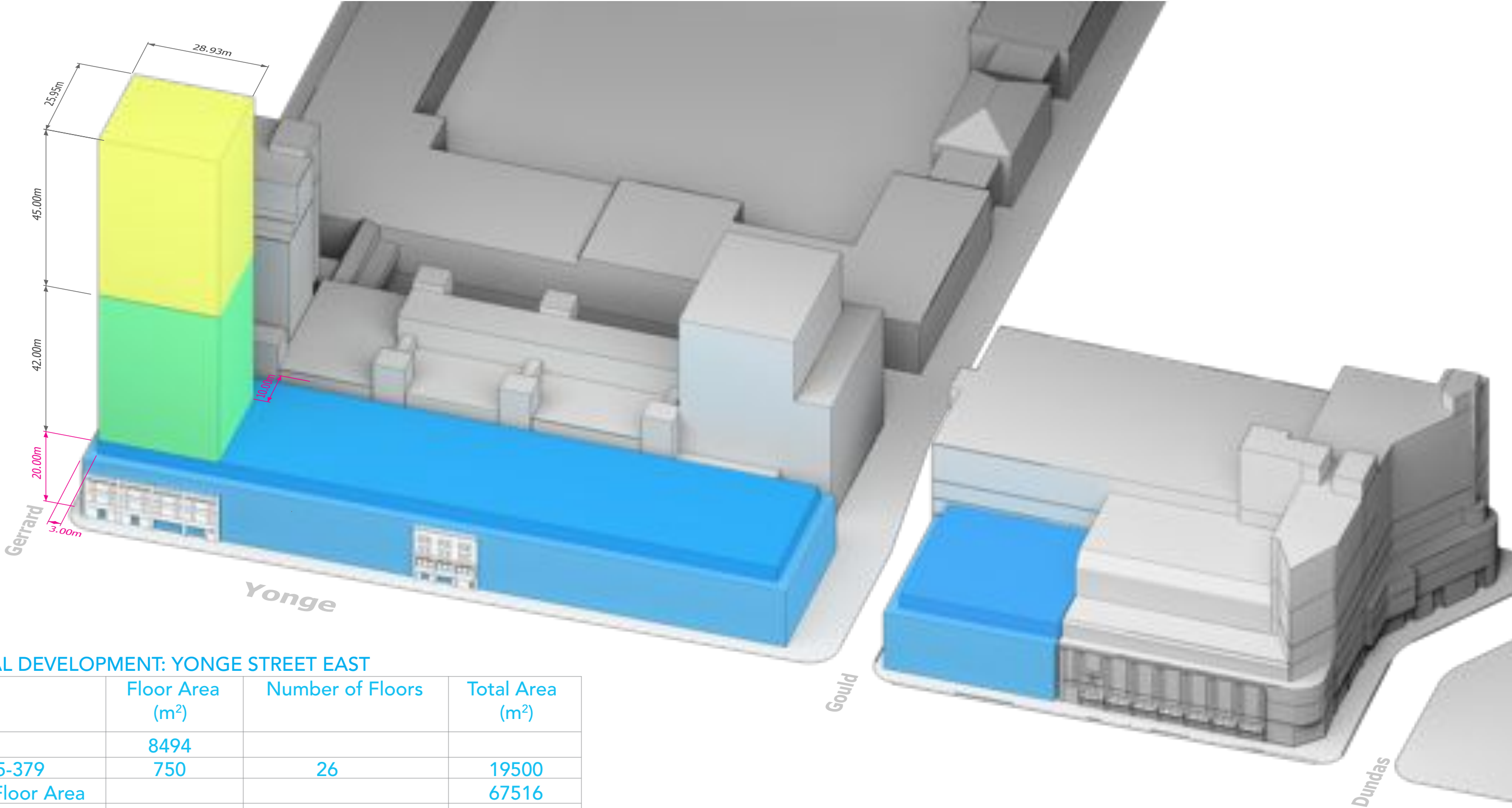
Areas on Yonge identified as being inappropriate for tall buildings



1 Cross section of existing & approved buildings fronting Yonge Street

TALL BUILDING STUDY RECOMMENDATIONS

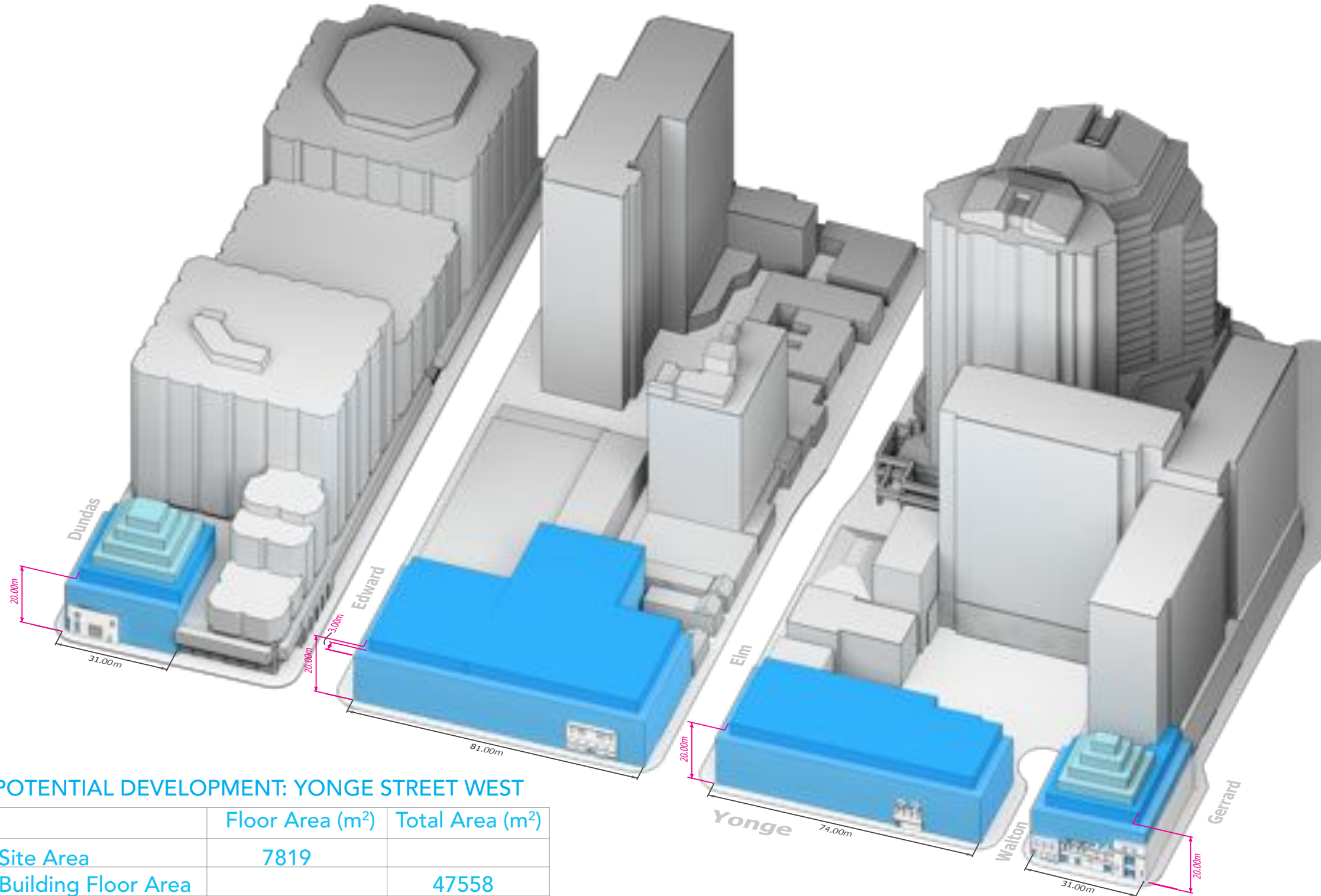
LIMITS ON INTENSIFICATION FOR THE EAST SIDE OF YONGE STREET



POTENTIAL DEVELOPMENT: YONGE STREET EAST

	Floor Area (m ²)	Number of Floors	Total Area (m ²)
Site Area	8494		
Tower 385-379	750	26	19500
Building Floor Area			67516
Density			7.95
Zoning By-law			CR 4.00

LIMITS ON INTENSIFICATION FOR THE WEST SIDE OF YONGE STREET



POTENTIAL DEVELOPMENT: YONGE STREET WEST

	Floor Area (m ²)	Total Area (m ²)
Site Area	7819	
Building Floor Area		47558
Density		6.08
Zoning By-law		CR 6.00

ISSUES:

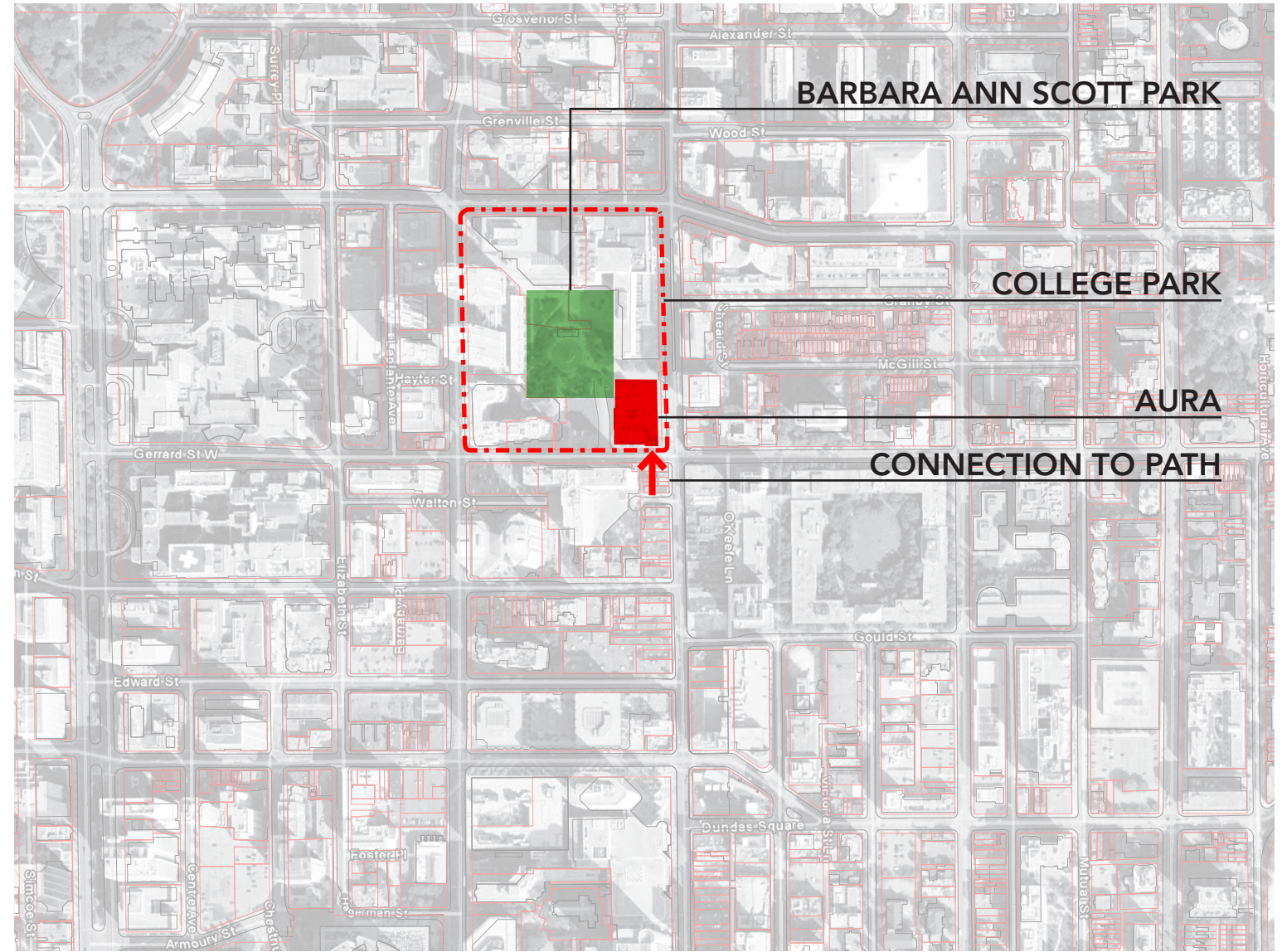
- Does not take into account current plans for Ryerson University's Student Learning Centre
- Does not permit mid-block intensification in the 300-blocks
- Recommends inappropriate and foreign building types in landmark positions to the neighbourhood
- The recommended 3 metre setback is insufficient for preserving the quality and scale of the street

AURA AT COLLEGE PARK

Currently under construction on the north-west corner of Yonge and Gerrard is the tallest residential tower in Canada. Boasting 75 storeys of residential units sitting over a 4 storey podium, the Aura Condominiums mark the final phase of development to complete the residential blocks at College Park.

While Aura's design incorporates plans to re-landscape the 3 acre Barbara Ann Scott Park, its tower's size and location will overshadow most of this green space at prime periods of the day.

917 residential units will be introduced, however, concerns over unit sizes have been identified as contributing to the development of an increasingly transient community in the Downtown Yonge Area.



1 Aura at College Park



2 Retail plinth



3 Retail above and below grade



4 Fifth floor roof garden

THE POTENTIAL PATH NETWORK EXPANSION

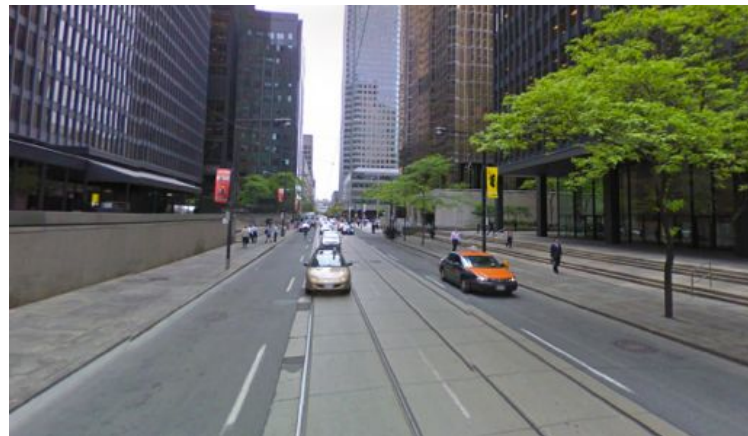
Proposed Plans:

- Extend PATH to loop through Ryerson University & connect with College Park

Pros & Cons:

- + Protected pedestrian connection
- + Increase in below-grade retail
- Reduced activity on street level
- Attracts generic retailers rather than quality retail

The PATH network's expansion is **not** a priority for this area; the emphasis should be on improving pedestrian life at street level.



1 Wellington & York



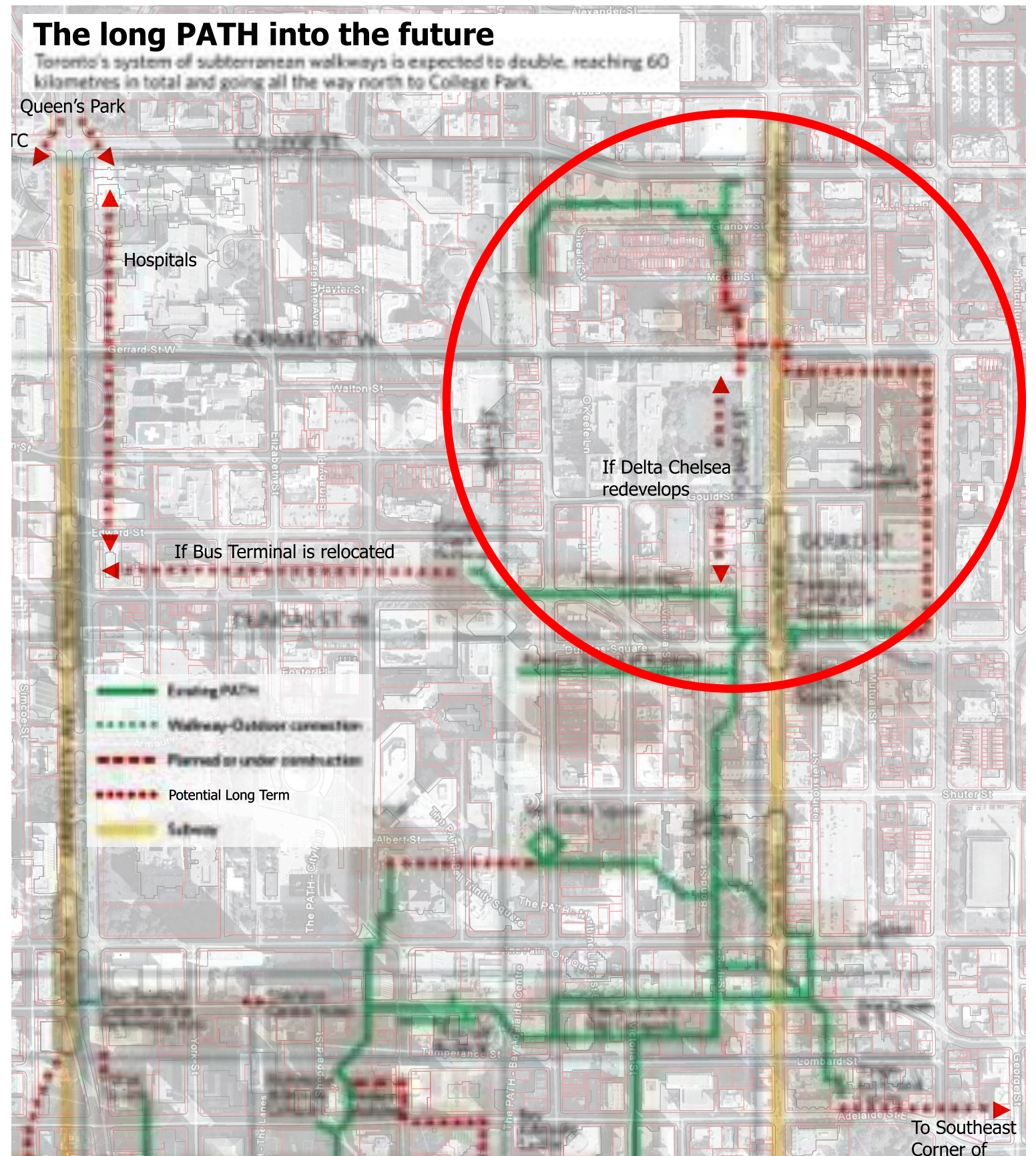
2 PATH traffic



3 Adelaide & Yonge



4 PATH retail



5 PATH Potential Expansion Map - Urban Strategies

RECENT LAND ACQUISITIONS

Land acquisitions occurring on Yonge Street contribute to the uncertainty over the future built form. Recent acquisitions include:

PRIMARIS

- 1 385 Yonge Street
- 2 377 Yonge Street
- 3 369/371 Yonge Street
- 4 363/365 Yonge Street
- 5 338 Yonge Street



Current Property Ownership Map



1



2



3



4



5

WHAT COMES NEXT? WHAT WE HEARD

Four Broad Themes Emerged:

PUBLIC REALM & TRANSPORTATION

PROGRAM & LAND-USE

BUILT FORM

IMPLEMENTATION

WHAT WE HEARD FROM RESIDENTS

Locals have a very positive commitment to this neighbourhood.

PUBLIC REALM

- Laneways connecting to the Delta courtyard & Elm Street form a valuable & intimate network for the neighbourhood
- O'Keefe Lane is inhospitable - enhance lighting
- Enhance pedestrian experience on Yonge - wider sidewalks
- Retain vibrancy for tourists, students & residents
- Develop gateways, eg. Yonge & Gerrard

TRANSPORTATION

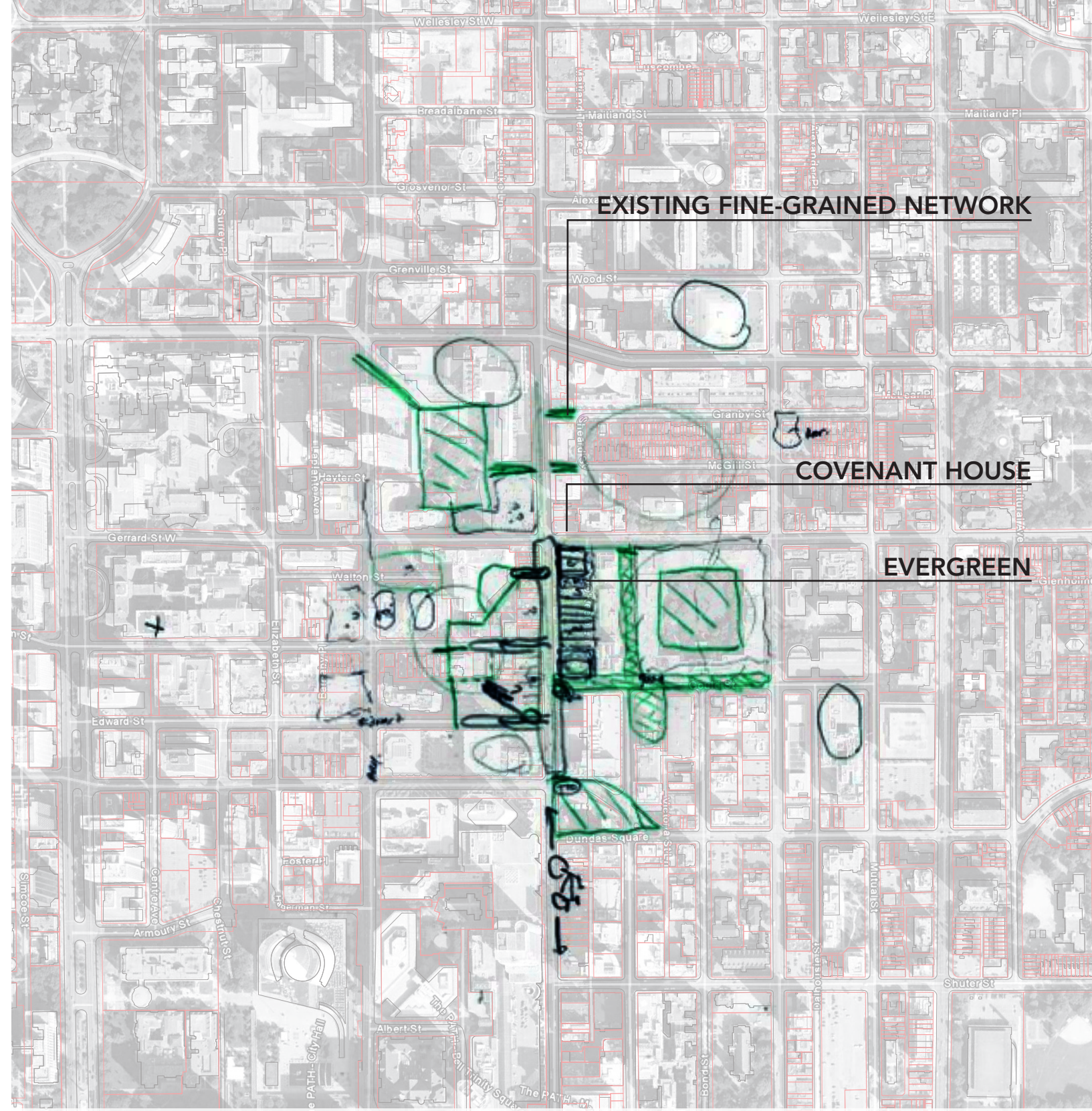
- Enhance the environment for pedestrians & cyclists
- Develop a secondary entrance for the TTC near Ryerson

LAND-USE & PROGRAM

- Retain fine-grained & diverse retail on Yonge
- Address the location of Yonge Street Mission
- Enhance entertainment establishments
- Small residential units result in a transient community

BUILT FORM

- Intensification is possible depending on how it's done
- Flight path will limit building heights



1 Walton Street



2 Yonge Street Mission, 1959



3 Yonge & Gerrard



WHAT WE HEARD FROM RYERSON

A new face for Ryerson on Yonge Street.

PUBLIC REALM

- Quality of retail & upkeep of properties is an issue
- Enhance pedestrian experience on Yonge with bold moves
- Retain diversity & vibrancy for tourists, students & residents
- Need eyes on street - 24/7 street-life
- Lighting & landscaping are important - generate village feel

TRANSPORTATION

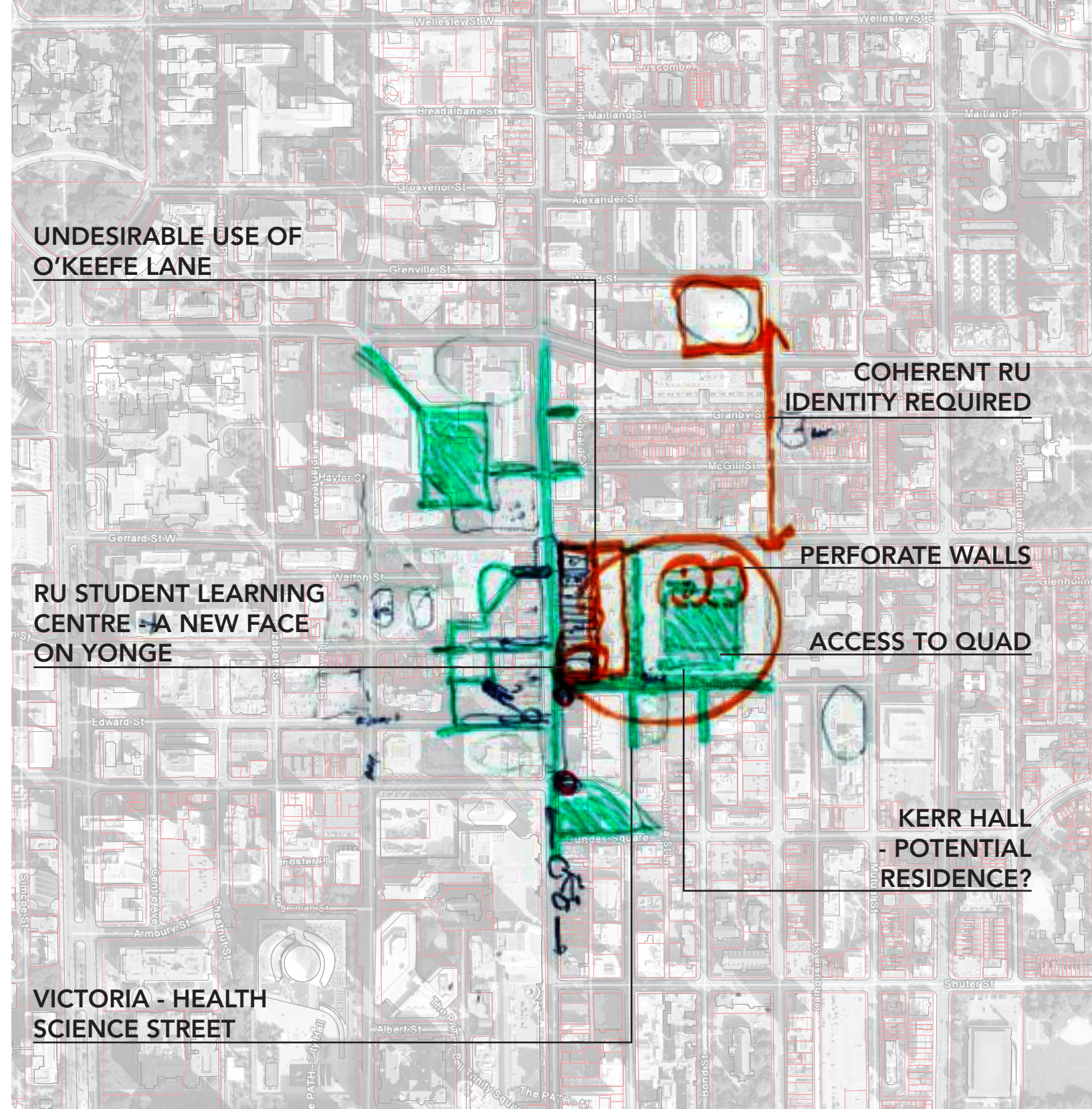
- Bike access
- Second entrance for TTC near Ryerson

LAND-USE & PROGRAM

- Retain diversity & scale of retail at grade on Yonge - expect more large format retail as the area evolves
- O'Keefe Lane needs a solution
- Housing options required for students & hospital district

BUILT FORM

- Imminent transition into an institutional realm if left without an alternative plan
- Anticipate significant redevelopment



WHAT WE HEARD FROM LANDOWNERS

Enhance the intensity & diversity of Yonge Street as a lively pedestrian space.

PUBLIC REALM

- Make Yonge a destination and not a throughway
- Appeal to locals & tourists
- Retain fine-grained rhythm & diversity of retail
- No large format retail at grade
- Introduce seating areas & small pockets of space
- Develop attractive hoarding for temporary developments
- Redefine the area as an exciting digital media centre
- Mount streetlights onto street-walls to reduce clutter on street
- Attract live entertainment back into the area
- Revive night life - night markets, patios, burlesque
- Uncertainty over the PATH network's expansion
- Opportunity to develop weather protection for exterior pedestrian networks
- Maintain vibrancy throughout days & seasons

TRANSPORTATION

- Support for the introduction of wider sidewalks & curbside streets
- Develop a second entrance for the TTC near Ryerson

LAND-USE & PROGRAM

- Introduce an "adult playground" - eg. former Gould Street recreational facilities
- Need space & infrastructure for small scale kiosks

BUILT FORM

- Limit the built form



1 Land Use Map - Yonge Street



3 The Brown Derby, ca. 1950



3 Yonge Street, ca. 1970



4 Yonge Street, present day

IMPLEMENTATION

- Commitment to implementing new plans
 - Need a champion at City Hall
 - Need champion property owners
- Need to build community enthusiasm - advertise vision
- Need locals to take ownership of the public space
- Establish incentives, or restrictions, for new developments
- Support retail recruitment programs
- Develop a sound financial model to support small businesses in the area

Fragmented land acquisition & an uncertain future leaves landowners unwilling to invest in the street today.

2. Building Heights by Class



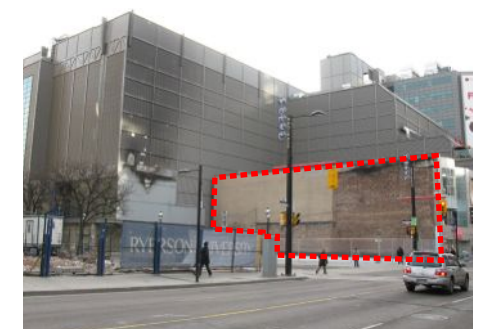
5 Building Heights on Yonge Street



6 Diverse & small scale retail



7 Chess on Gould St, ca. 1970



8 Advertise vision

WHAT WE HEARD FROM THE CITY

Define a limited number of key issues that will shape future plans for Yonge.

PUBLIC REALM

- Address signage on heritage buildings

TRANSPORTATION

- Curbless streets are a great, flexible opportunity, but consider Yonge Street's role within a major arterial network before developing plans
- Address priorities between modes - particularly during peak periods of traffic
- Assess the impact of redirecting traffic through traffic studies

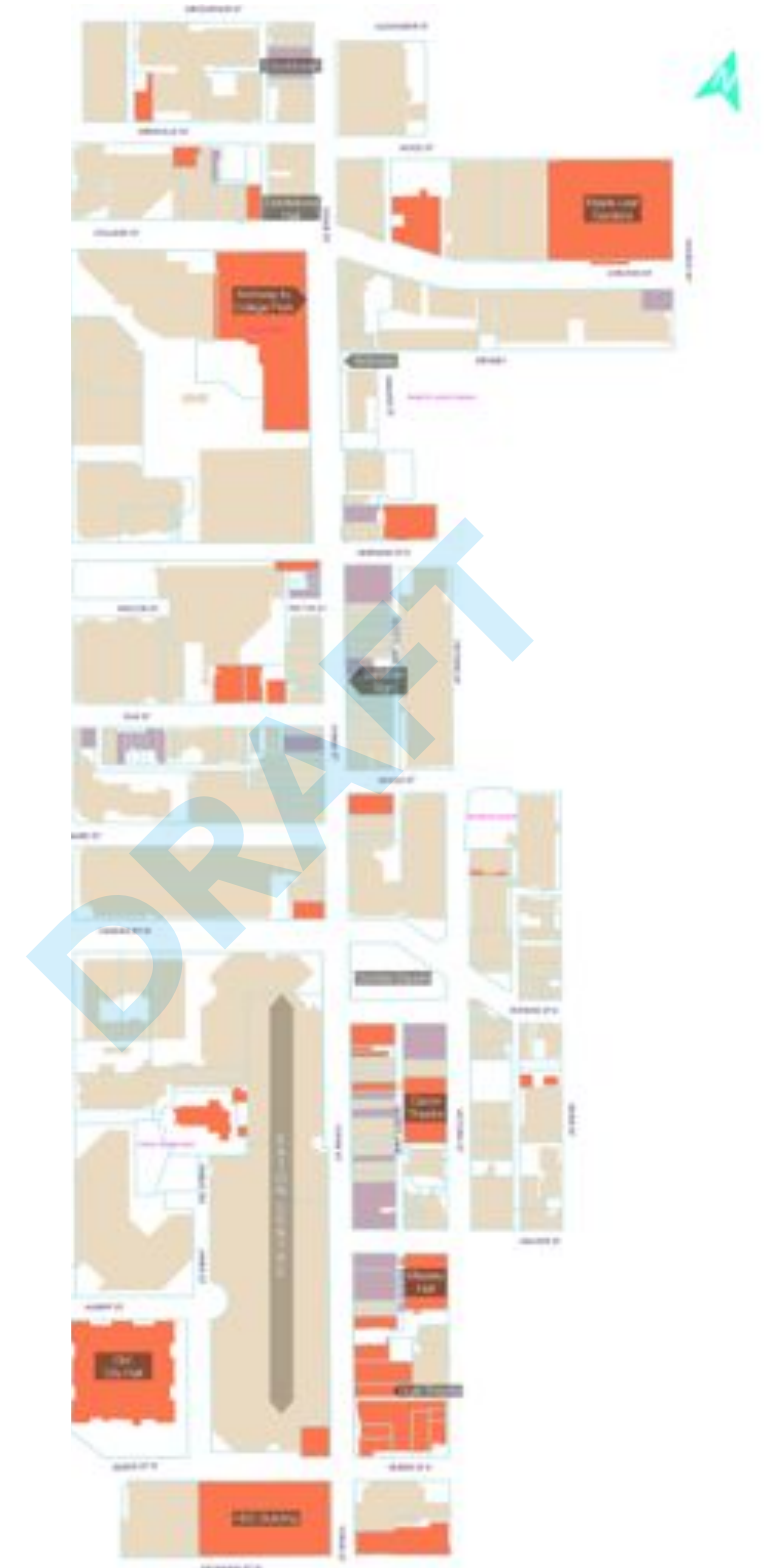
LAND-USE & PROGRAM

- There is a high demand for parking near University Avenue
- Parking requirements should reflect size of property
- Retaining fine-grained retail will limit potential for rezoning
- Gain a better understanding of the heritage resources below signage on buildings
- Develop revenue generating models for signage on heritage facades to fund conservation efforts

IMPLEMENTATION

- Focus the scope of the plan & identify specific issues to resolve
- Acquire economic development expertise to assess the economic revitalization of the area
- Identify the drivers required for new facilities to support the growing residential community
- Bring all stakeholders & city divisions to the table to form a consensus & commit to move forward
- Identify a champion for the team

4. Heritage Sites and Landmarks



1 Heritage Sites & Landmarks on Yonge Street



2 Sam's - before demolition



3 Sam's - during demolition



4 Lalani - collapse of the façade

WHAT WE HEARD FROM THE PUBLIC

Provide streets with seasonal & daily flexibility. Find a way to bridge the 19th century with the 21st. Develop & implement plans quickly! Start with pilot projects.

PUBLIC REALM & TRANSPORTATION

- Mixed opinions on reducing vehicular traffic on Yonge
 - Support for closing off Yonge on weekends
 - Reduced vehicular traffic will hurt businesses
- Turning restrictions on Yonge are frustrating & contribute to its role as a vehicular thoroughway
- Parking is at capacity - more is required
- There is not much support for the P.A.T.H. network extension amongst residential & property owners, but it may help Ryerson
- Cycling & bicycle parking are both important in this area
- Toronto's limited period of hospitable weather should not define changes to the public realm - be realistic
- Additional trees and light poles clutter the streets & render sidewalks unnavigable by people with disabilities
- A timed use of O'Keefe Lane would improve its condition
- Crowded sidewalks generate a positive vibe - do not disperse pedestrians with widened sidewalks
- Closing Yonge Street will ruin Yonge-Dundas Square - redundant facilities
- Support for seasonal & daily flexibility offered by curbless streets
- Lighting & paving could be unique for each precinct
- Character at grade needs to be considered carefully
- At grade permeability is important - support for open windows
- Look at Yonge up to Bloor - character extends beyond Gerrard
- Look at heritage façades behind signage - enhance visibility
- How do you bring the 19th century into the 21st?
- Highlight access to hidden green gems from Yonge Street

- Have more eyes on the street - make more public spaces
- Generate a place to live, work, learn & play - start with pilot projects

BUILT FORM

- Support for all 3 options
- There is a lack of character in new developments - materiality should enhance the quality of the built environment & reflect the character of the neighbourhood

PROGRAM & LAND USE

- Large format stores can be an anchor in the community
- Maintain individual frontages
- Owners are looking for high-quality retailers, including large-format shops - just not at grade
- Loss of fine-grained & independent retail should be concerning
- High-tech incubator options are appealing
- There is a resistance towards pooling properties
- Land assembly is inevitable
- Can owners share properties as co-operatives?
- Temporary late-night food market on the Lalani Group site during the interim period?
- Ensure that there will be programs & city space for street youths
- There is a lack of cultural institutions
- Build communities, not ghettos - new residential units are too small & lead to a transient population
- Homes for families should be, at minimum, 1,200 sqft

IMPLEMENTATION

- The longer redevelopment drags, the more businesses & communities suffer. Act quickly!

CONCEPTS & RECOMMENDATIONS

PUBLIC REALM & TRANSPORTATION

BUILT FORM

PROGRAM & LAND USE

IMPLEMENTATION

RECOMMENDATION 1: WIDEN SIDEWALKS & REDUCE TO 2 LANES OF TRAFFIC

Precedents & Inspiration: King Street Streetscaping Kitchener, Ontario

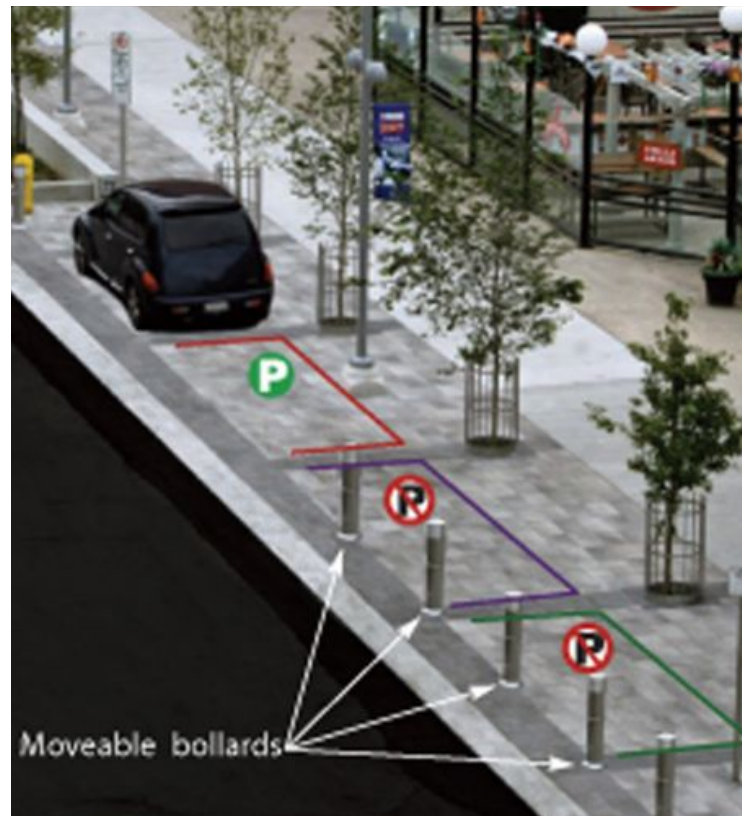
In 2007, the city of Kitchener began a process of pedestrianizing one of their main streets in the downtown area. A virtually seamless street that leads directly to the front steps of City Hall, King Street is now popular for its summer festivals and market area for local businesses.

By installing lower curbs and a network of bollards, the street has developed the flexibility to adapt to different seasonal conditions. In the winter, the widened sidewalks serve as street parking. During the spring and summer periods, the widened sidewalks are turned over to local businesses and become a major destination point for those seeking to enjoy the good weather on restaurant patios. Through the provision of more active outdoor retail spaces, the City has seen pedestrian traffic double within the first summer of the street's opening, and demand for more events involving street closures has risen dramatically as well.

Source: Cory Bluhm, Manager of Downtown Community Development, Kitchener



1 Bollards designed to reinforce the city's identity



2 Parking marked by the use of paving & bollards



3 The market area during summer periods

RECOMMENDATION 2: DEVELOP FLEXIBLE STREETS

Precedents & Inspiration

Many cities with vibrant public realms adopt curbsless streets for the versatility they afford. By layering and coordinating multiple activities within the same physical space, these public areas may remain continuously active, regardless of the time of day or the season.



1 Strøget, Copenhagen



2 Ginza Street Festival, Tokyo



3 Ginza at Rush Hour, Tokyo



4 Drottninggatan, Stockholm

RECOMMENDATION 3: BEGIN IMMEDIATELY WITH PILOT PROJECTS

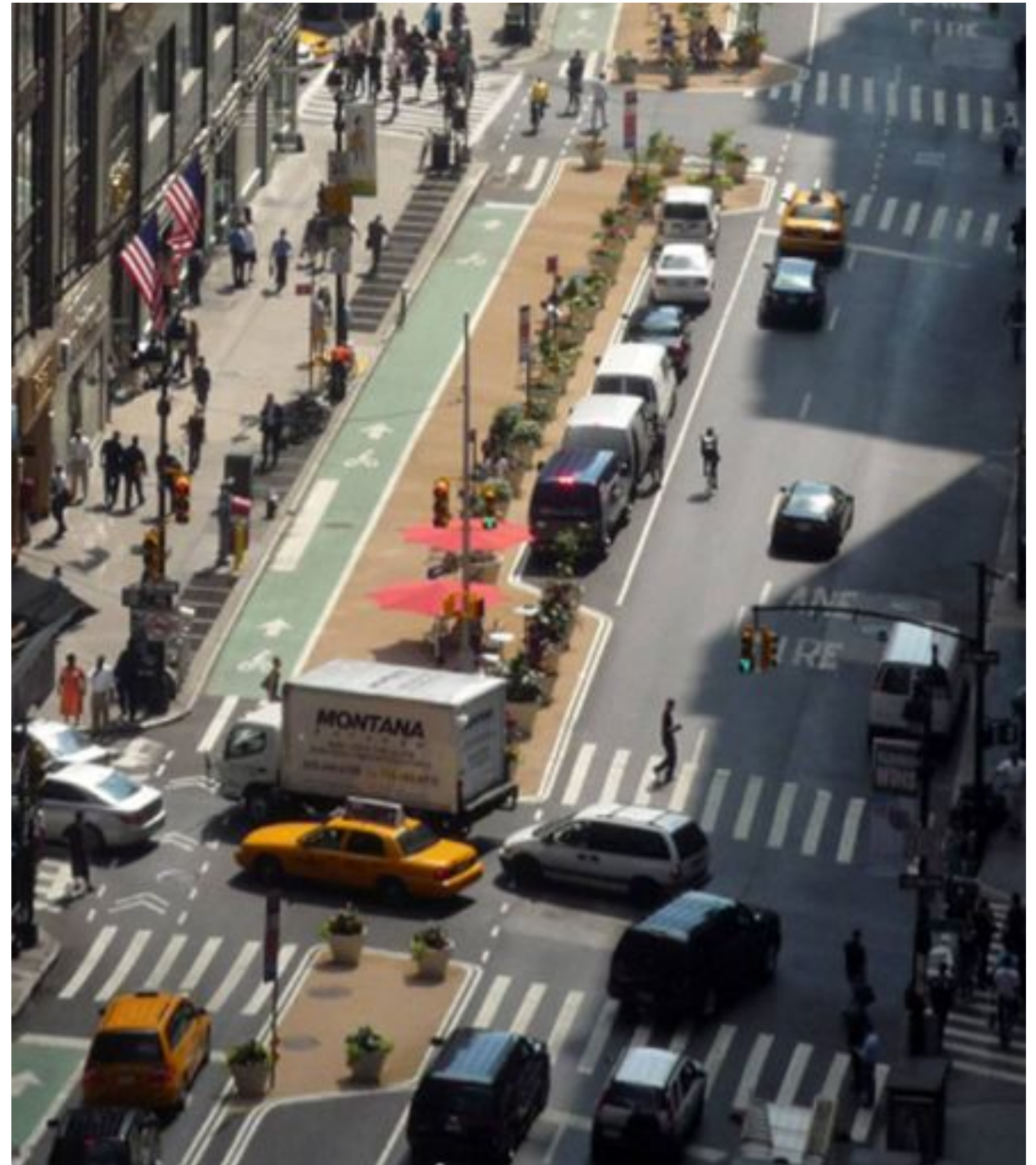
Precedents & Inspiration: Broadway Pilot Program New York City

With 4.5 times more pedestrians than vehicles, and one of Manhattan's worst safety records, the City of New York decided to implement a pilot program to test the closure of one of its major vehicular arteries at 3 highly contentious intersections: 1. Times Square; 2. Herald Square; and 3. Columbus Circle.

Using their in-house staff and available resources, the City was able to begin pedestrianizing the street with a budget of \$1.5 million. The public realm was completely transformed through a simple re-landscaping of the street with planters, rocks and paint. Immediate improvements included:

1. A reduction in traffic-related injuries by 50%
2. Increased foot traffic, which led to improved retail sales and rent
3. Additional green space in the heart of the city

Source: Broadway Pilot Program: Improving Traffic Flow & Safety in the Heart of Midtown, February 2009
http://www.nyc.gov/html/dot/downloads/pdf/broadway_0223409.pdf



1 In-house staff and resources used to deliver the project

2 Street view of the widened sidewalks & landscaping

3 Aerial view of the Broadway Pilot Program

PHASE 1: PILOT PROJECT

A pilot project should be implemented immediately to begin testing the impact of changes made to the public realm. Temporary landscaping may be introduced to the current street to reduce traffic to 2 wide lanes during the spring & summer periods.

Scenario 1: Spring & Summer Market Area

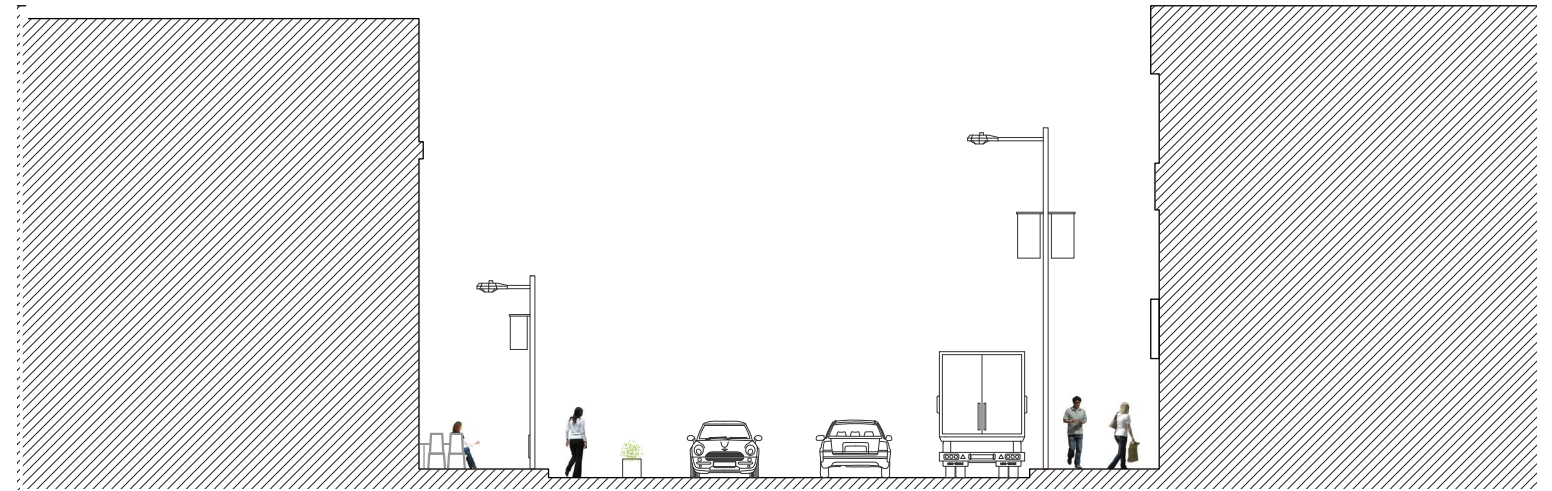
- Animate the street during periods of warmer weather and higher pedestrian traffic
- Reduce vehicular traffic to 2 lanes
- Use landscaping to define the extended public realm and to designate areas for delivery drop-offs

Scenario 2: Street Closure - Markets & Events

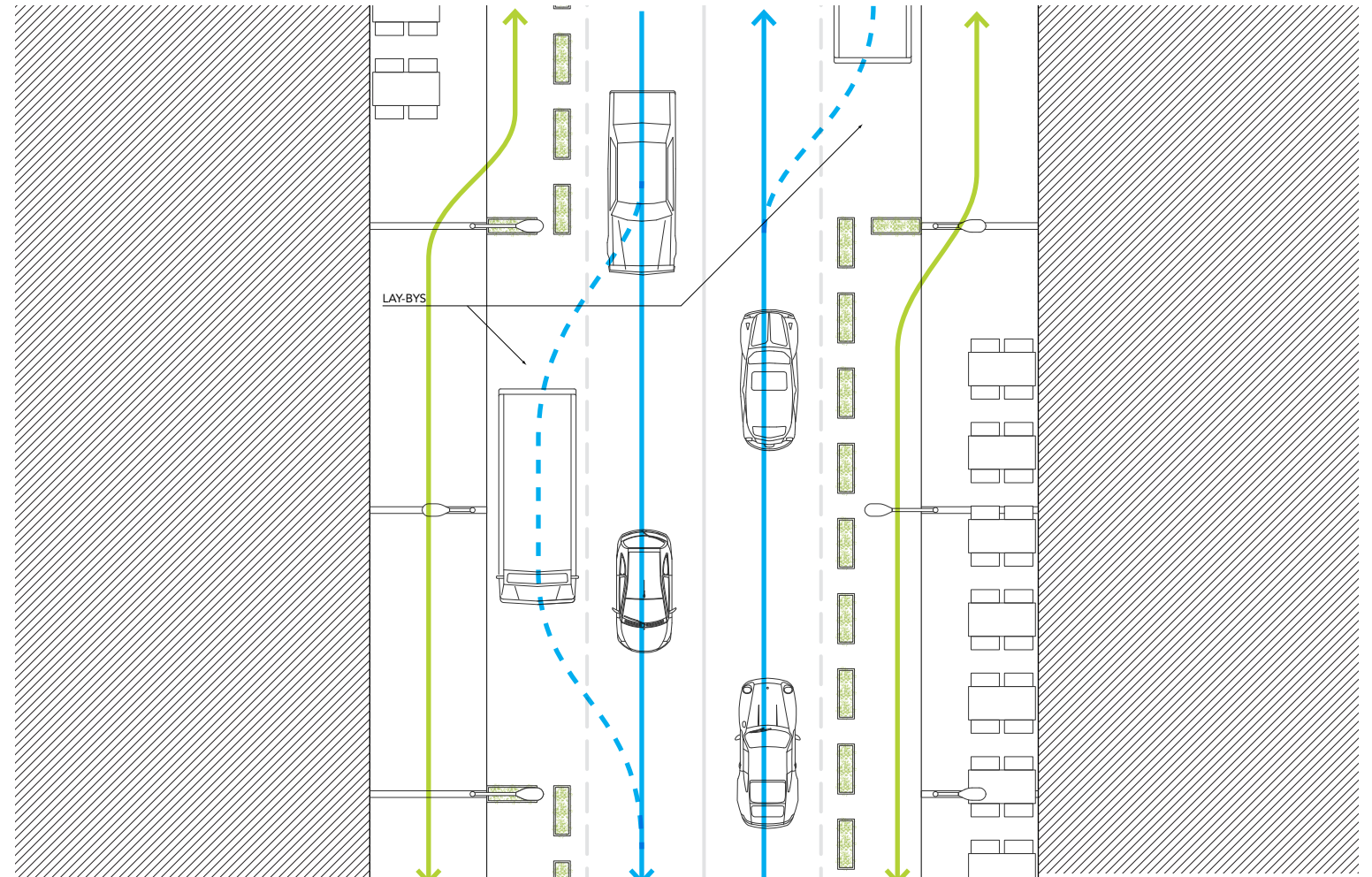
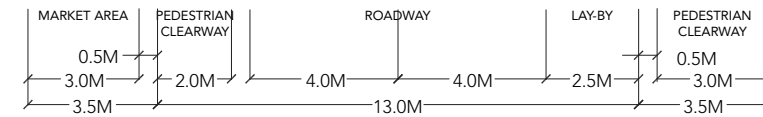
- Close the street to vehicular use for one-off events and/or weekly markets



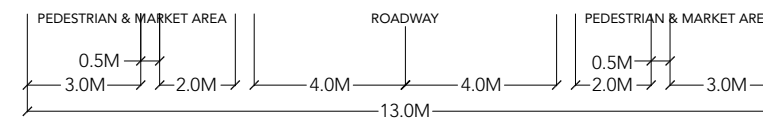
Scenario 1: Street Perspective



Scenario 1: Street Section



Scenario 1: Street Plan

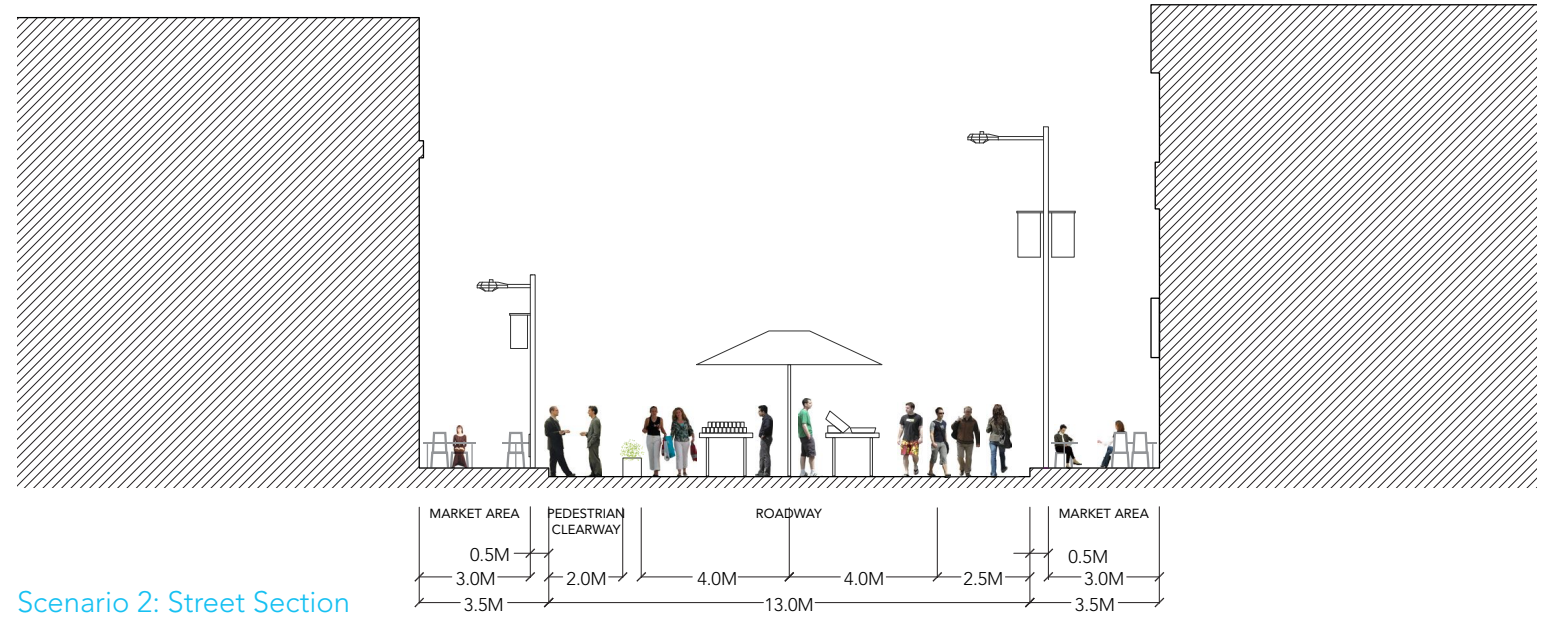


OPPORTUNITIES:

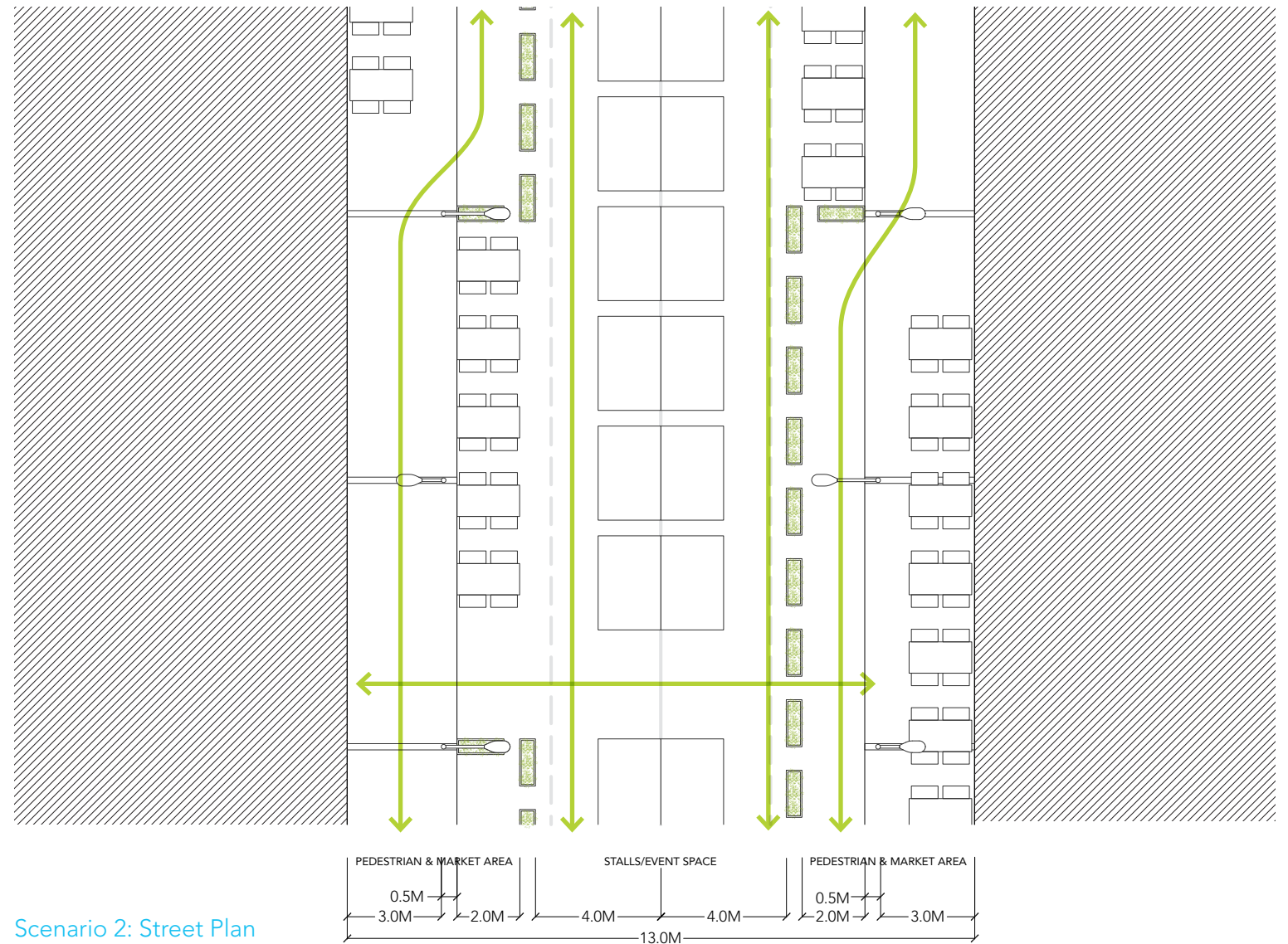
- Boost retail by drawing activities out onto the sidewalks during the summer months
- Increase the frequency of street events
- Enhance the pedestrian realm by reducing vehicular traffic when appropriate
- Allow temporary street closings for major events



Scenario 2: Street Perspective



Scenario 2: Street Section



Scenario 2: Street Plan

PHASE 2: WIDEN SIDEWALKS & REDUCE TO 2 LANES OF TRAFFIC

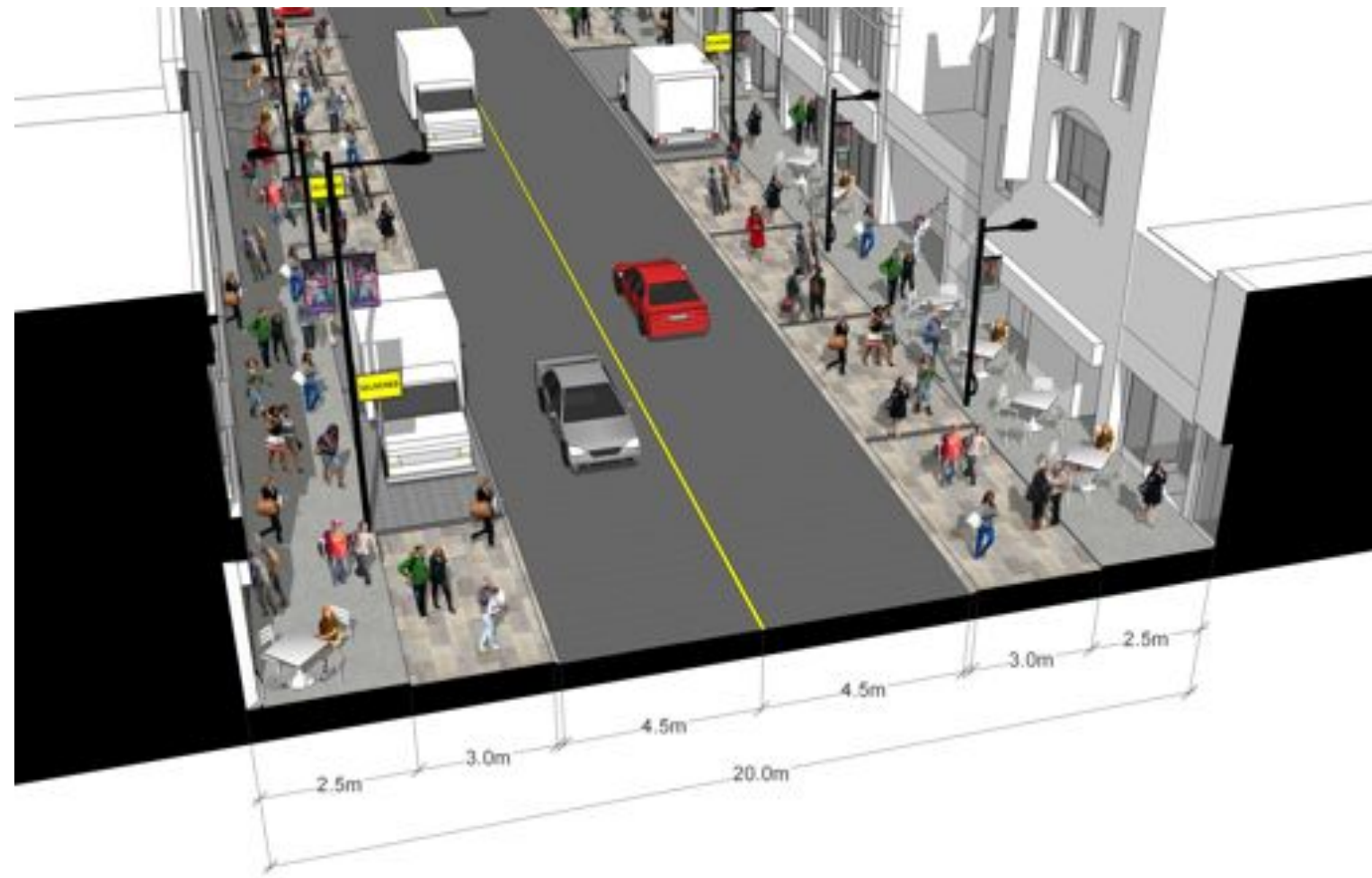
Following evaluation of the pilot project, adjustments may be considered in redeveloping the public realm. A long-term goal of enhancing the streetscape to become more pedestrian-friendly would involve reducing traffic permanently to 2 wide lanes. Sidewalks would be widened to support greater pedestrian traffic and active storefronts, and rolled curbs will allow for servicing and loading vehicles to stop in designated areas.

Scenario 1: Spring & Summer Market Area

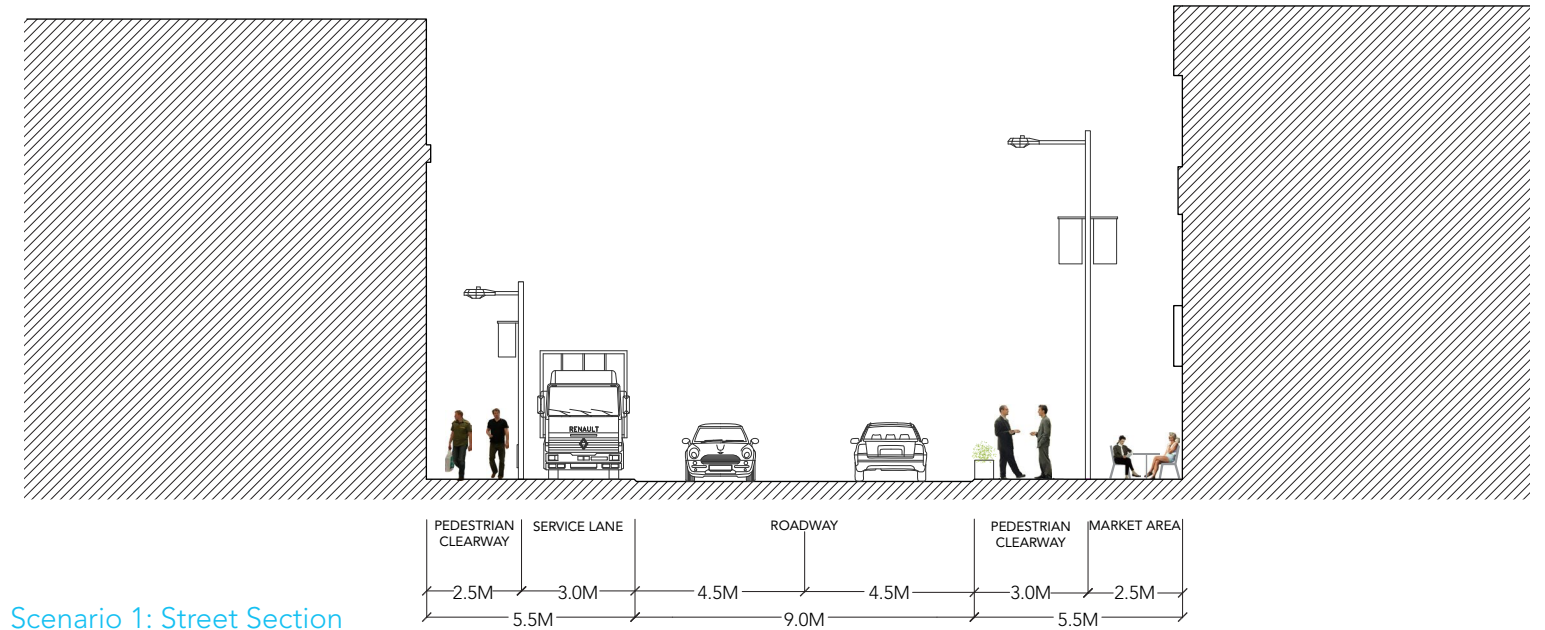
- Animate the street during periods of warmer weather and higher pedestrian traffic
- Extend the sidewalks with rolled curbs and reduce vehicular traffic to 2 lanes
- Designate drop-off points for deliveries on both sides of the street

Scenario 2: Street Closure - Markets & Events

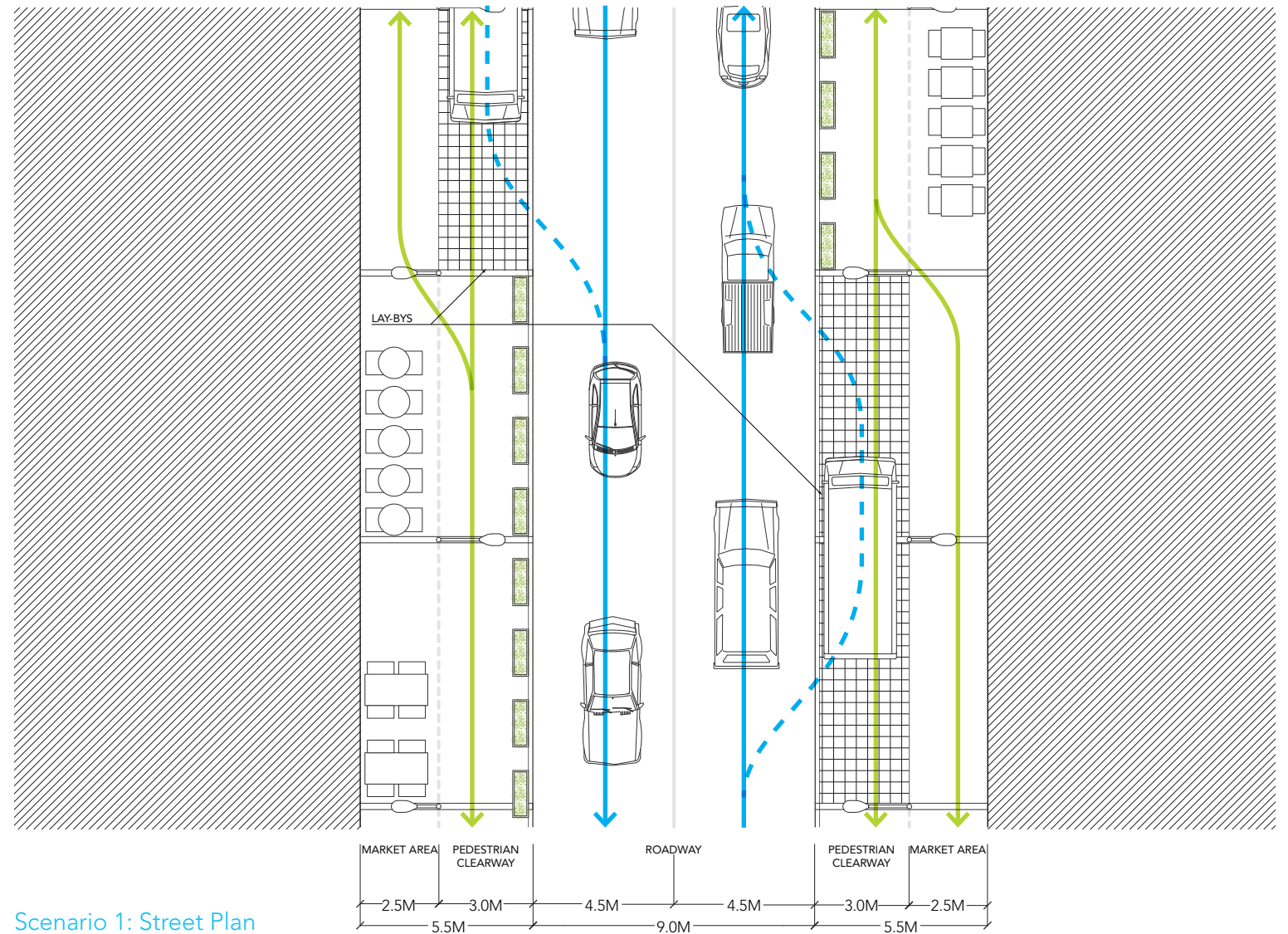
- Close the street to vehicular use, with pneumatic or removable bollards, for one-off events and/or weekly markets



Scenario 1: Street Perspective



Scenario 1: Street Section



Scenario 1: Street Plan

ISSUES:

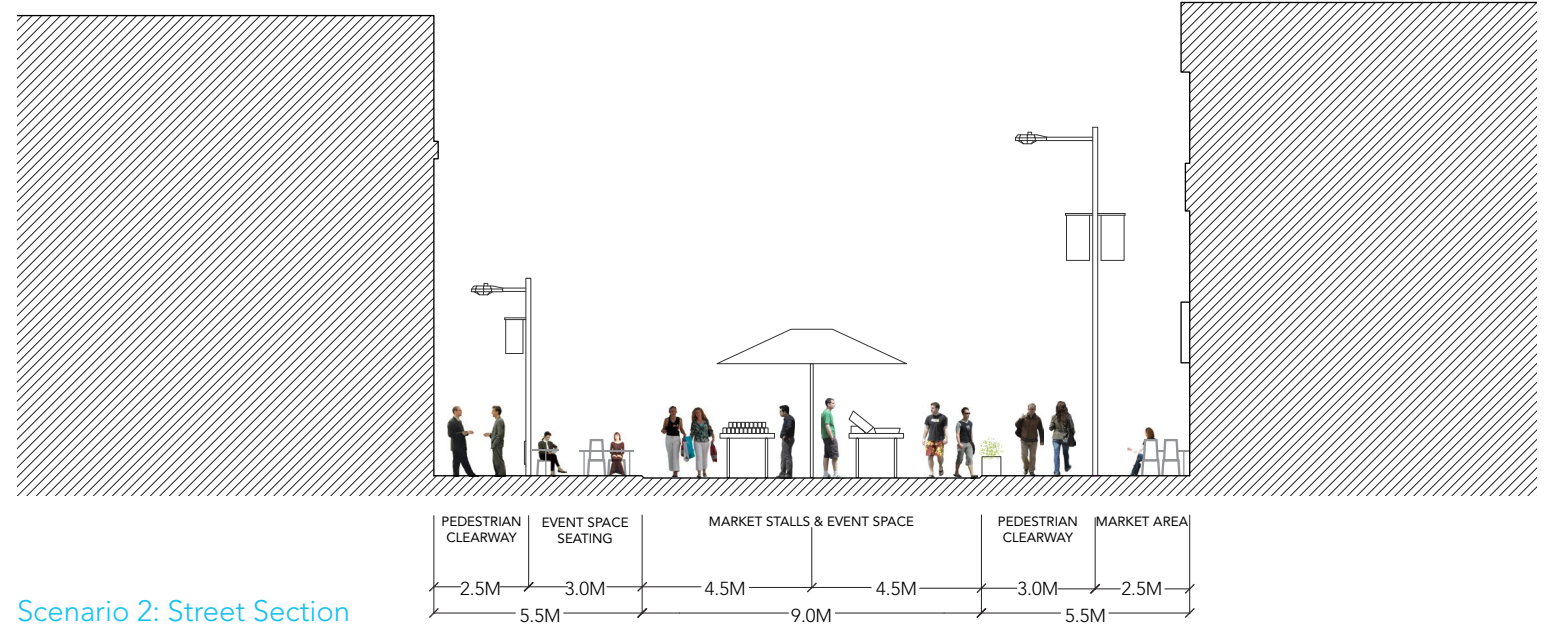
- Requires tapering of Yonge Street south of Dundas Street & north of Gerrard Street
- Requires an Environmental Assessment to understand the impact on traffic

OPPORTUNITIES:

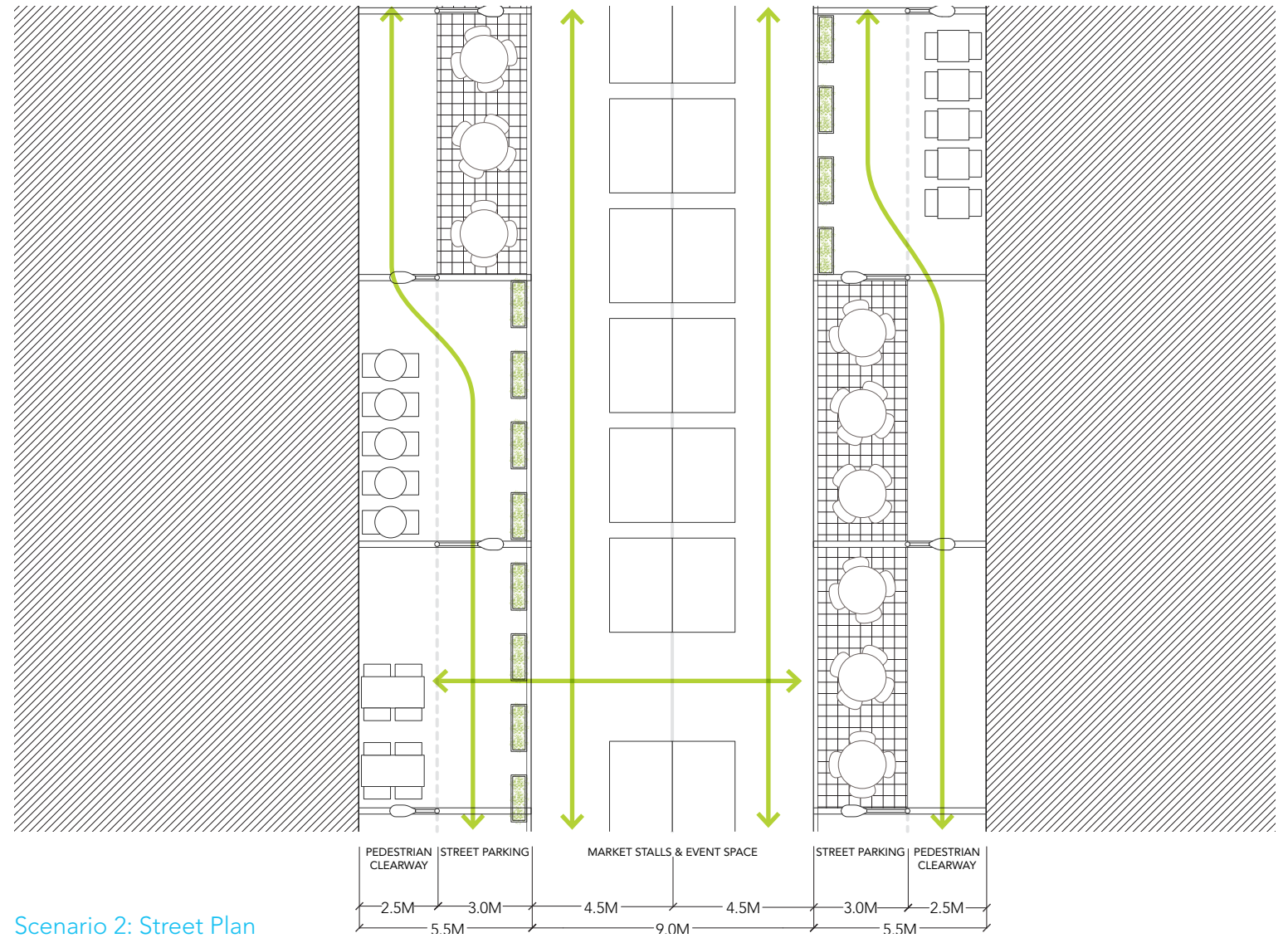
- Enhance the pedestrian realm by reducing vehicular traffic
- Increase the frequency of street events
- Boost retail by drawing activities out onto the sidewalks during the summer months
- Provide servicing and parking facilities while enhancing the streetscape



Scenario 2: Street Perspective



Scenario 2: Street Section



Scenario 2: Street Plan

DUNDAS STATION SECOND EXIT

RECOMMENDATIONS:

- Provide additional exits at the north end of the station for both northbound & southbound platforms to serve the high volume of traffic at this station
- Enhance safety requirements for TTC users
- Enhance public accessibility by providing universal access at the secondary exits
- Study and identify all potential locations for secondary exits. Current options include:
 - A northbound platform exit on the south sidewalk of Gould Street
 - A southbound platform exit on the north sidewalk of Edward street

TTC Transformer

Servicing route from O'Keefe Lane

Proposed northbound platform entrance-exit

Proposed southbound platform entrance-exit

Northbound platform below grade

Southbound platform below grade

Existing northbound platform entrance-exits

Existing southbound platform entrance-exits

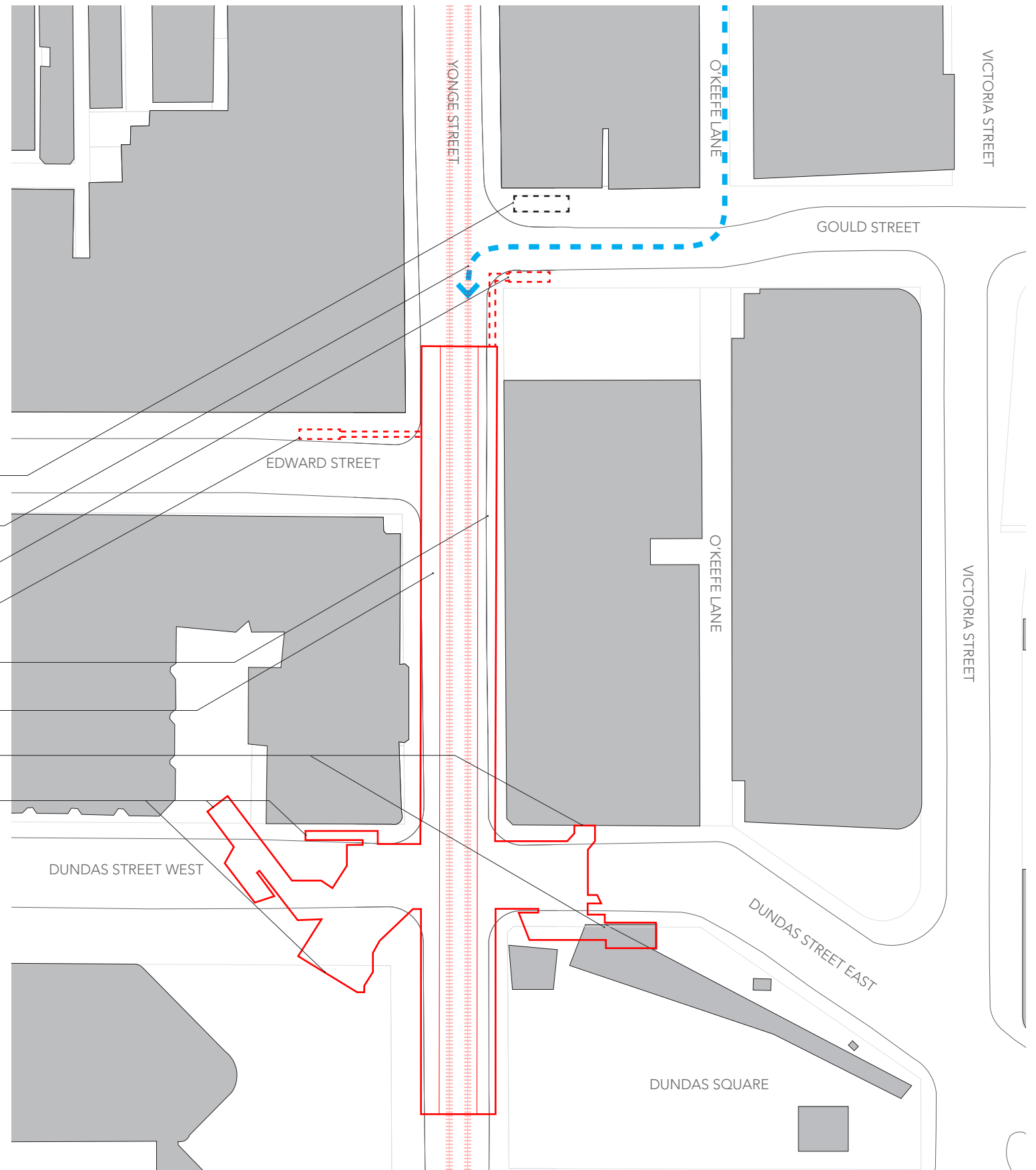
Precedents & Inspiration: Place Jean-Paul Riopelle, Montréal



1 Place Jean-Paul Riopelle, Daoust Lestage

2 Subway Entrance

3 Subway Cut

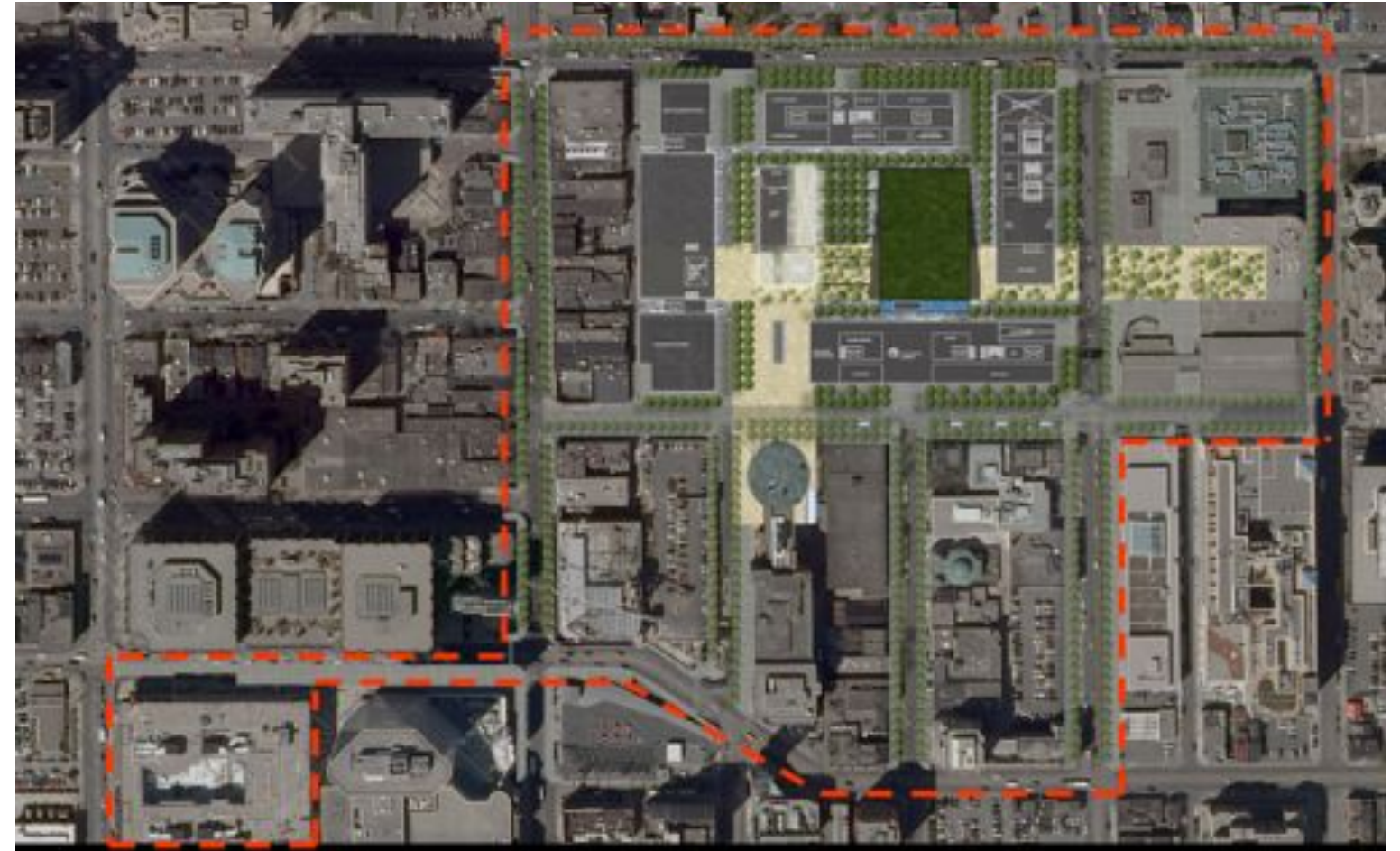


Dundas Station Subway Platforms and Entrance-Exits

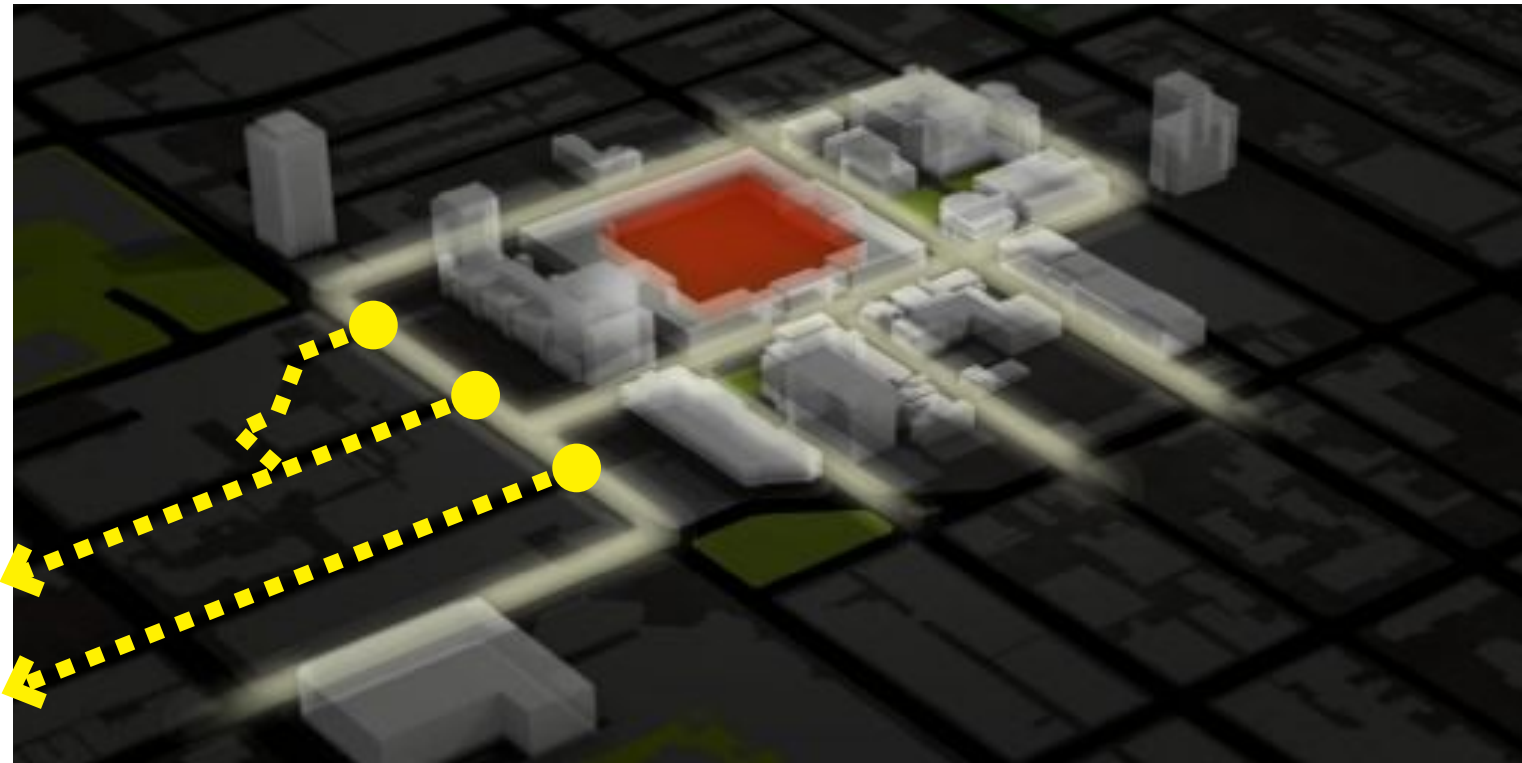
BUILDING ON RYERSON'S PUBLIC REALM INITIATIVES

RECOMMENDATIONS

- Build on the landscaping, lighting and street-life enhancing initiatives proposed for Gould Street & Ryerson University's public realm
- Extend the roots/routes off of Yonge and into Walton, Elm and Edward Streets



Ryerson University's Public Realm - Daoust Lestage Inc



Signature Lighting Diagram for RU - Daoust Lestage Inc



Urban Landscape Diagram for RU - Daoust Lestage Inc

ENHANCE FINE-GRAINED NETWORKS & CONNECT MAJOR SPACES

RECOMMENDATIONS:

- Enhance fine-grained pedestrian networks by redeveloping laneways
- Introduce more seating areas & spaces for congregation
- Reinforce connections between interior blocks & the Yonge Street spine by guiding pedestrians towards the hidden green gems located throughout the 4 Urban Villages

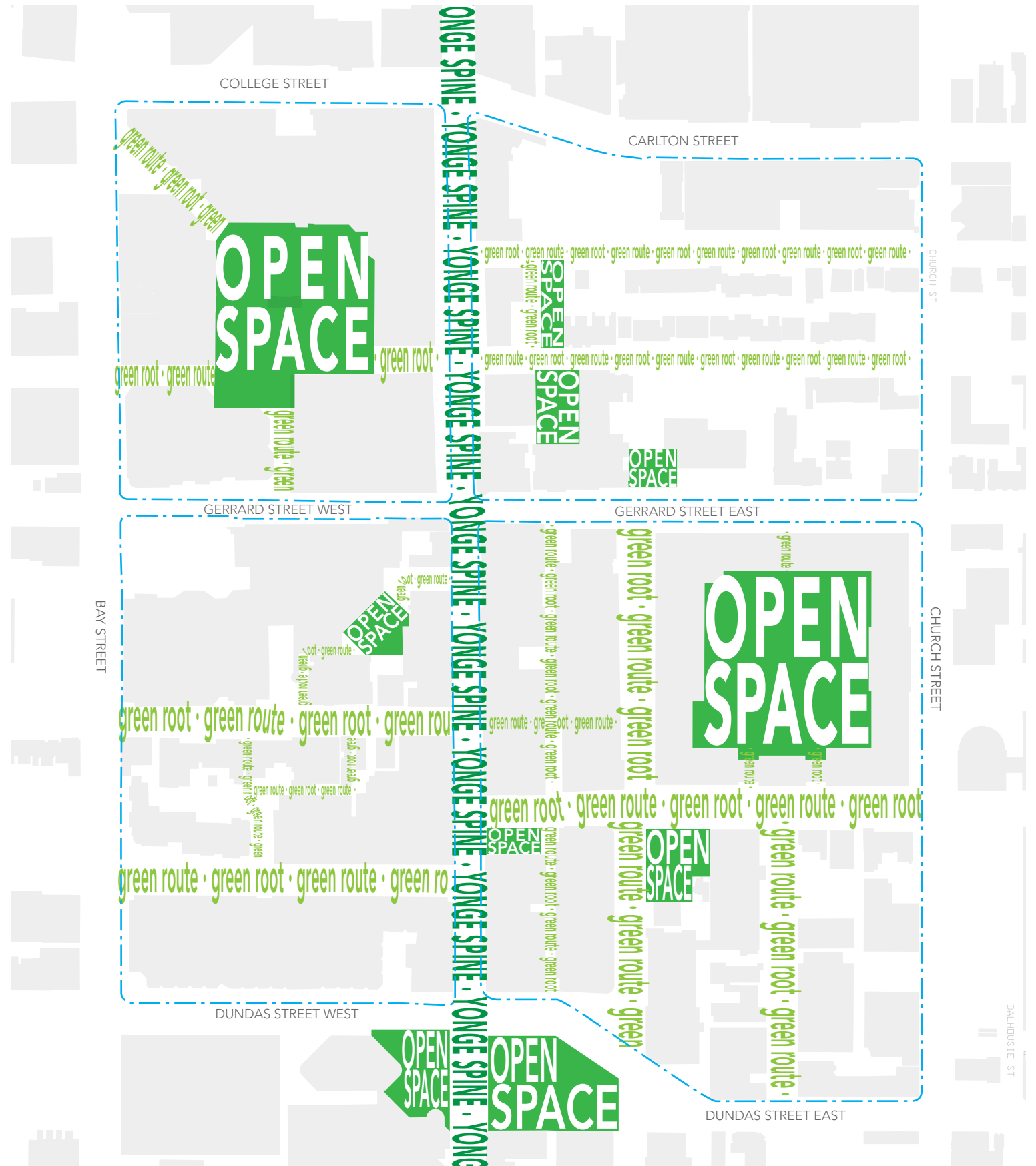
Precedents & Inspiration



1 St Joseph & Yonge, Toronto - Hariri Pontarini Architects



2 Strøget, Copenhagen



Yonge Street's Pedestrian Spine & Public Realm Network

STREET LIGHTING

Precedents & Inspiration: Rue Sainte Catherine, Montréal

Dynamic ground lighting on Rue Sainte Catherine animates the street by acting as a directory for local venues and as advertising for nearby businesses and events.

As pedestrians wait for the traffic lights to change, they can catch a glimpse of night-life around them and make spontaneous choices for which direction to take.

ISSUES:

- Current lighting consumes more than 0.5M of an already tight sidewalk
- The forest of street and sidewalk lamp posts are redundant - cluttering the streetscape and blocking views towards signage and building façades

RECOMMENDATIONS:

- Develop unique lighting for the Downtown Yonge area
- Animate the street with interactive lighting



Rue Sainte-Catherine & Rue Sainte-Laurent, Montreal - Daoust Lestage

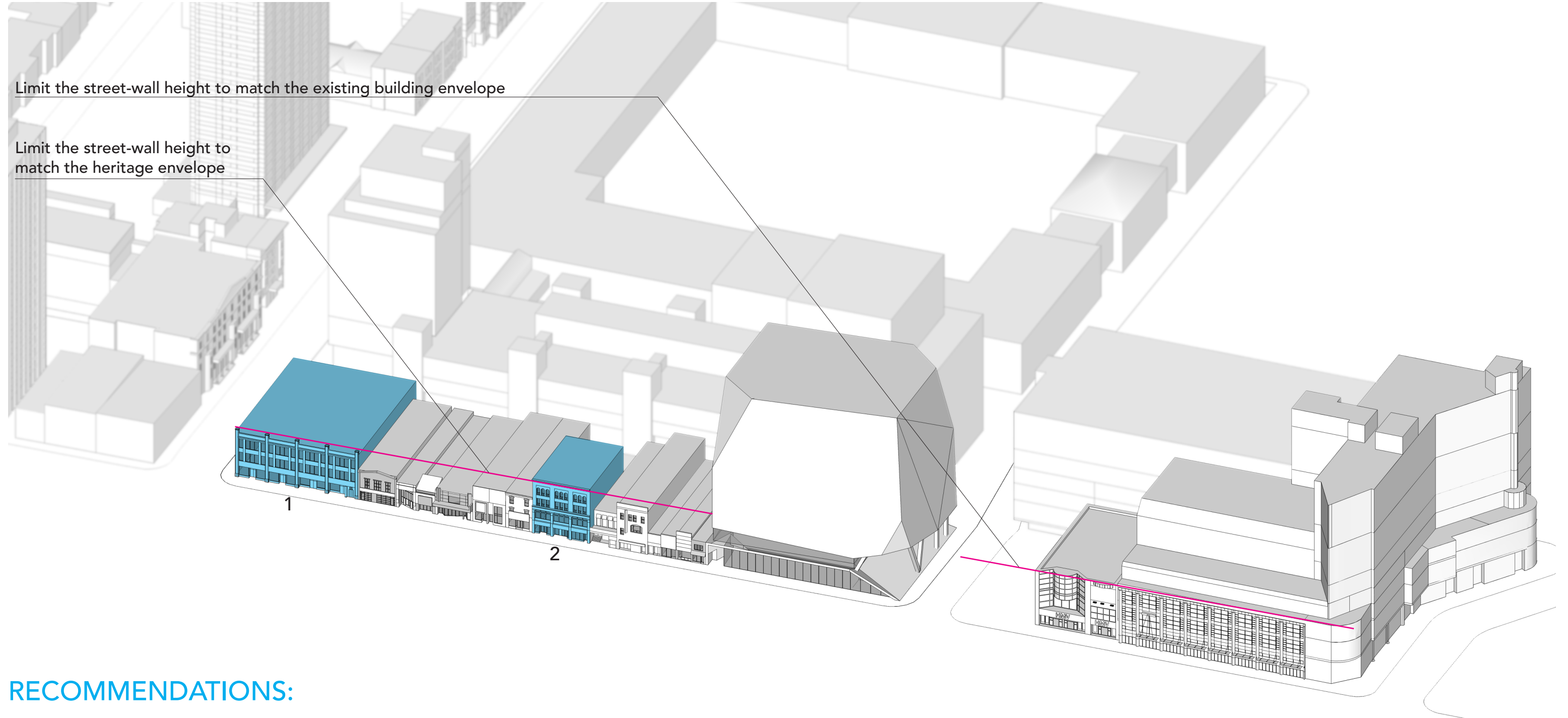


PUBLIC REALM & TRANSPORTATION RECOMMENDATIONS OVERVIEW

- 1 Widen sidewalks and reduce to 2 lanes of traffic.
- 2 Develop flexible street conditions to allow for a variety of functions adaptable to seasonal changes and supportive of temporary events.
- 3 Begin transforming the public realm immediately with pilot programs.
- 4 Introduce a second TTC entrance-exit for Dundas Station at the north end of the subway platform.
- 5 Build on Ryerson University's public realm initiatives by extending the pedestrian routes from the main public realm spine of Yonge Street .
- 6 Enhance the fine-grained pedestrian network by reinforcing the green routes to direct people into the existing open spaces that are located throughout the four 'Urban Villages'.
- 7 Develop interactive street lighting that is unique to Downtown Yonge.

RETAINING THE HERITAGE ENVELOPE

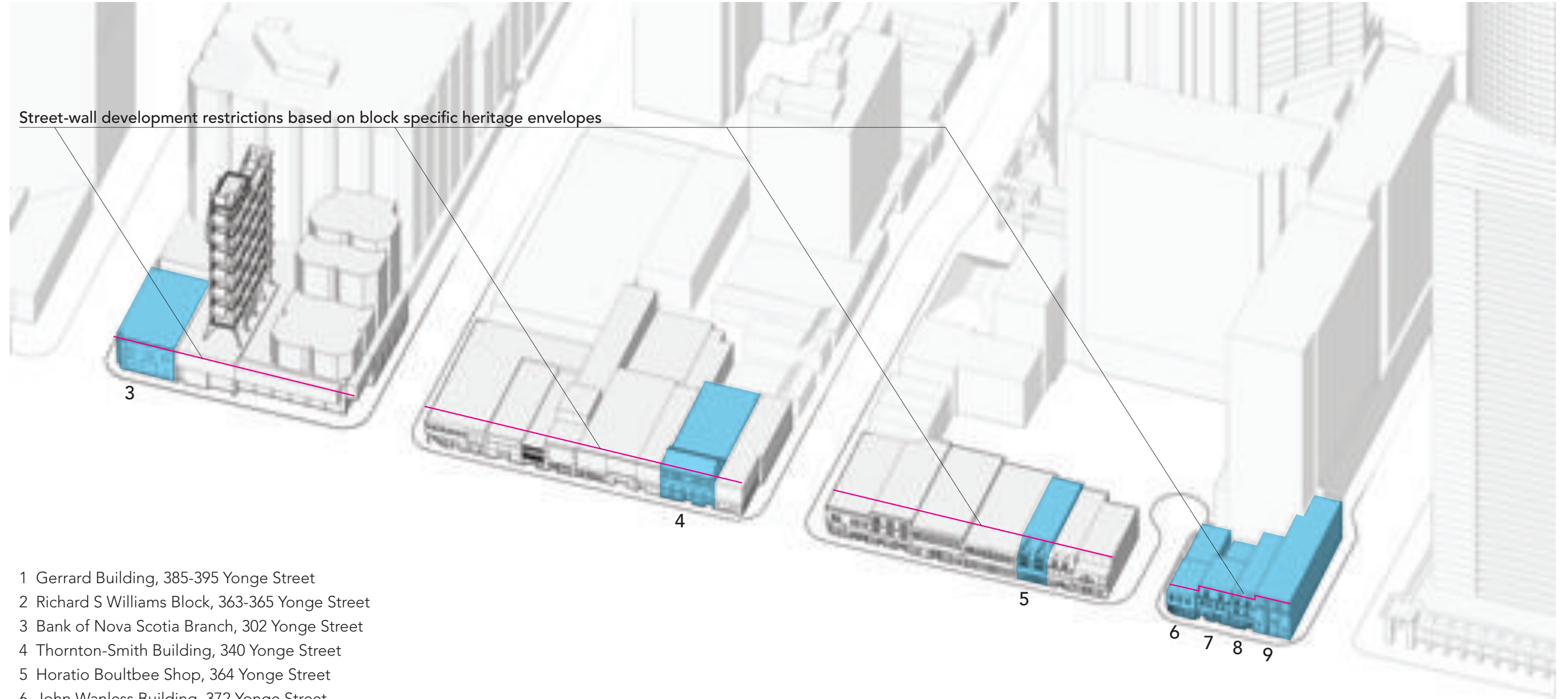
STREET-WALL RESTRICTIONS ON THE EAST SIDE OF YONGE STREET



RECOMMENDATIONS:

- Protect all Listed Heritage buildings by providing them with a Designated status
- Ensure that the street-wall matches the existing heritage built form to preserve the low-rise character of Yonge Street

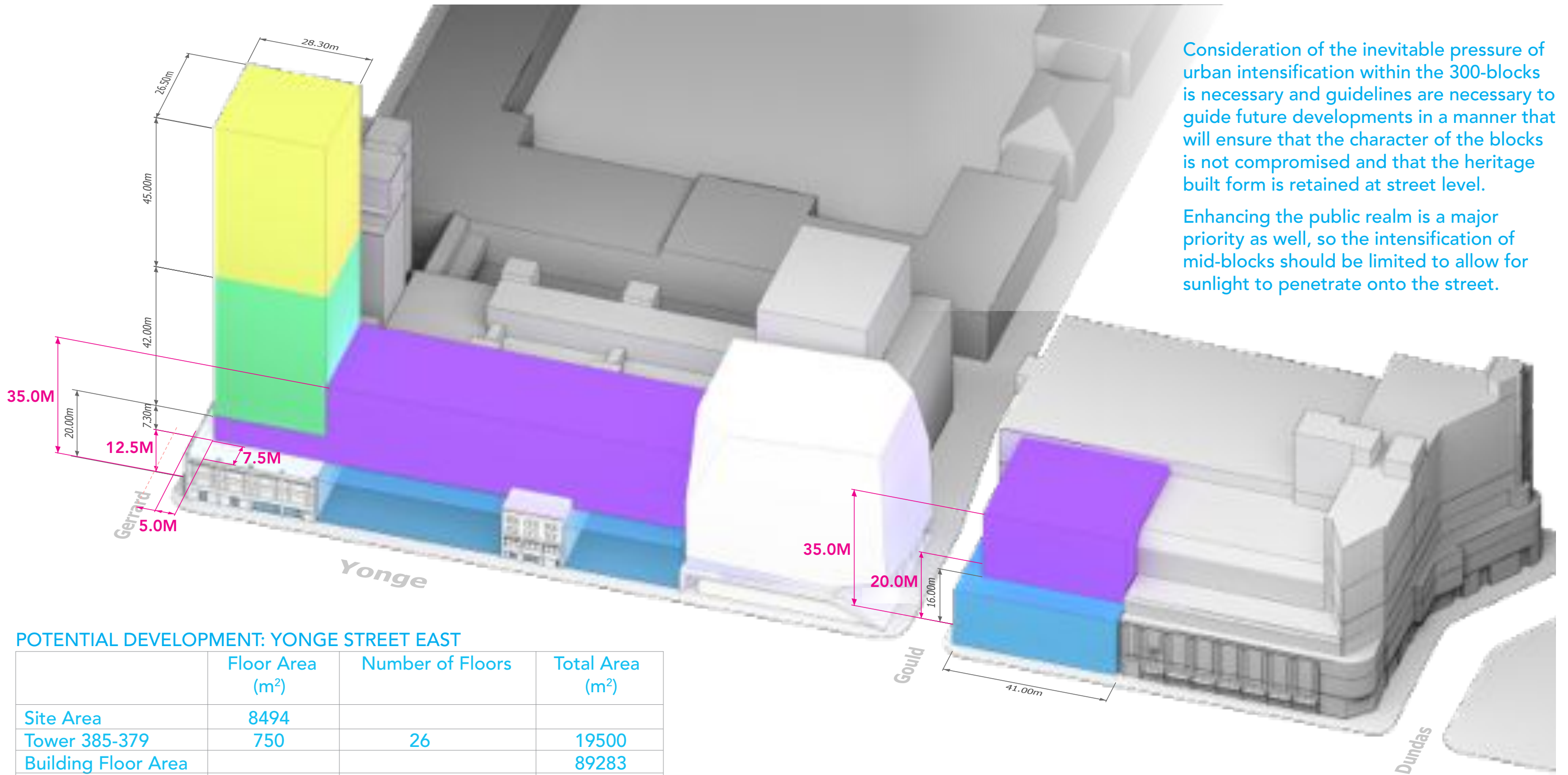
STREET-WALL RESTRICTIONS ON THE WEST SIDE OF YONGE STREET



- 1 Gerrard Building, 385-395 Yonge Street
- 2 Richard S Williams Block, 363-365 Yonge Street
- 3 Bank of Nova Scotia Branch, 302 Yonge Street
- 4 Thornton-Smith Building, 340 Yonge Street
- 5 Horatio Boulton Shop, 364 Yonge Street
- 6 John Wanless Building, 372 Yonge Street
- 7 Alfred Walton Shops, 374 Yonge Street
- 8 John McBean Building, 376 Yonge Street
- 9 Dominion Bank, Yonge & Gerrard Branch, 378 Yonge Street

BUILT FORM INTENSIFICATION

LIMITS ON INTENSIFICATION FOR THE EAST SIDE OF YONGE STREET



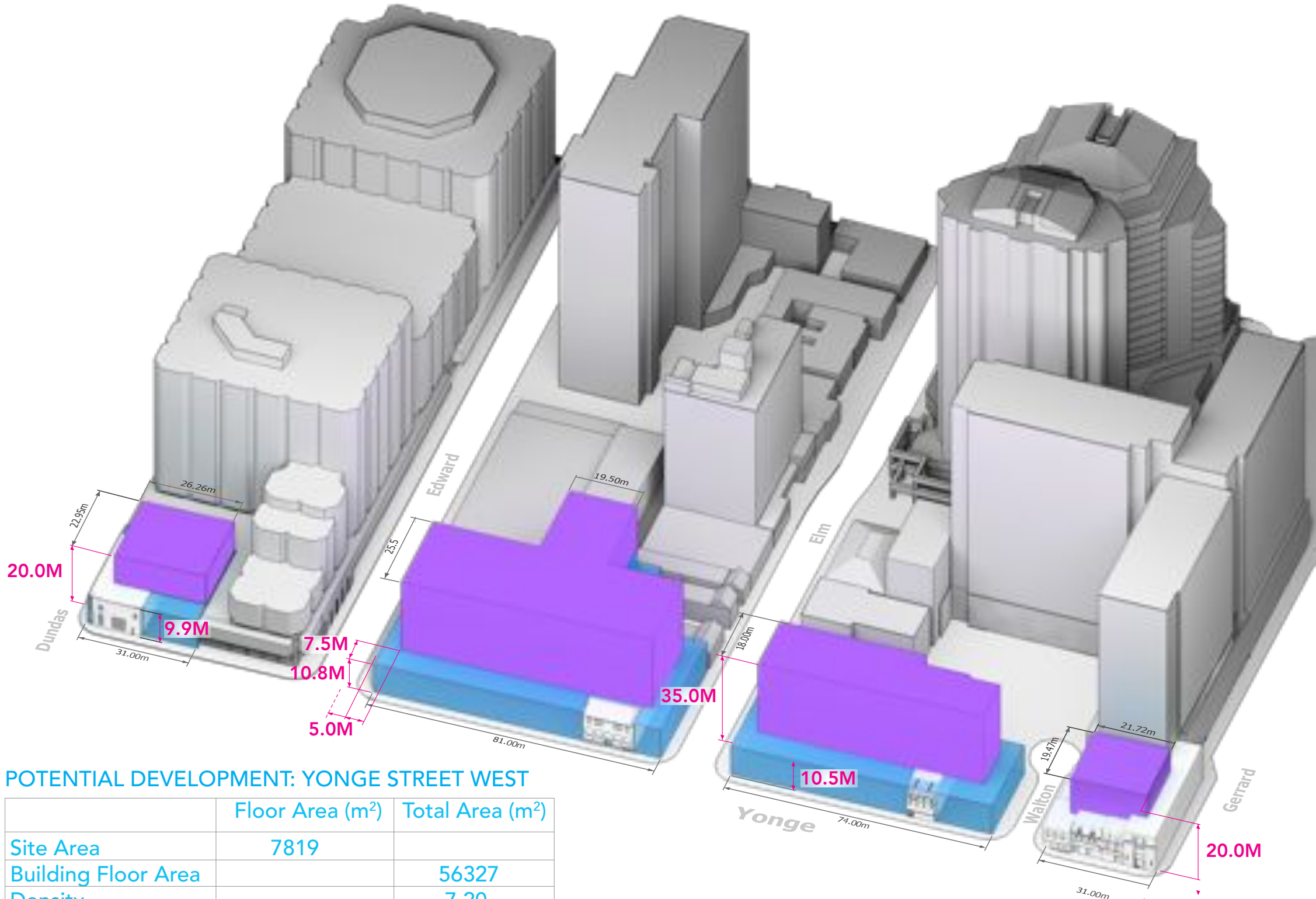
Consideration of the inevitable pressure of urban intensification within the 300-blocks is necessary and guidelines are necessary to guide future developments in a manner that will ensure that the character of the blocks is not compromised and that the heritage built form is retained at street level.

Enhancing the public realm is a major priority as well, so the intensification of mid-blocks should be limited to allow for sunlight to penetrate onto the street.

POTENTIAL DEVELOPMENT: YONGE STREET EAST

	Floor Area (m ²)	Number of Floors	Total Area (m ²)
Site Area	8494		
Tower 385-379	750	26	19500
Building Floor Area			89283
Density			10.51
Zoning By-law			CR 4.00

LIMITS ON INTENSIFICATION FOR THE WEST SIDE OF YONGE STREET



POTENTIAL DEVELOPMENT: YONGE STREET WEST

	Floor Area (m ²)	Total Area (m ²)
Site Area	7819	
Building Floor Area		56327
Density		7.20
Zoning By-law		CR 6.00

RECOMMENDATIONS:

- Limit the podium height in each block to match the building envelope of the existing heritage properties
- On blocks without any heritage properties, limit the podium height to match the podium of neighbouring properties within the block
- Ensure that the exposing building face of properties, on lanes adjacent to Yonge Street, are offset from the centre line of the roadway by 10 metres
- Ensure that levels above the podium are set back by a minimum of 7.5 metres from the property line along Yonge Street. Rear and side property lines on adjacent streets should have upper levels set back by 5 metres.
- Permit mid-block intensification to a maximum of 35.0 metres (10 storeys)
- Limit the potential tower development at the south-east corner of Yonge & Gerrard to 107 metres

- Base Height
- Mid-block Intensification
- As-of-Right Tower Height (62 metres)
- Maximum Tower Height (107 metres)

SIGNAGE ON YONGE

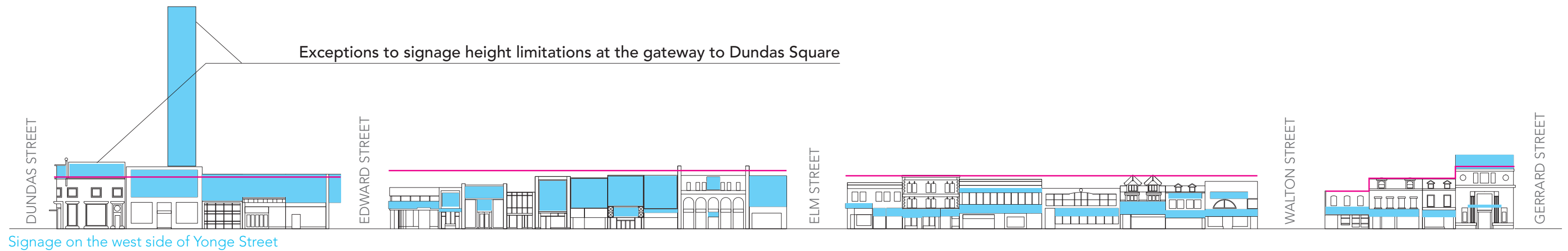
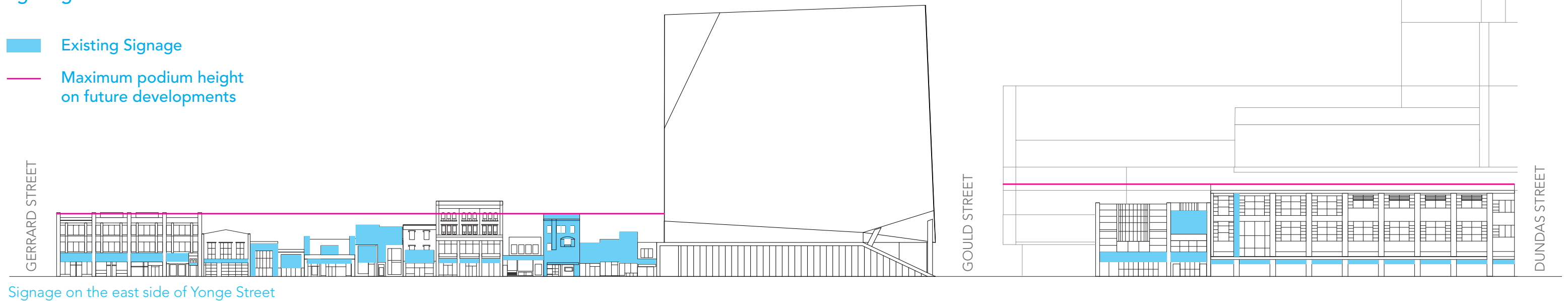
The special character and historical context of Yonge Street should be reflected in the signage that appears along this strip. Bold signage has always been a defining characteristic of the Downtown Yonge strip, however, signage extending beyond the walls of buildings overwhelms the architecture of the street.

By retaining the heritage envelope on building podiums, the street can preserve its identity and ensure that sunlight at street level is not compromised. Therefore, signage should also be restricted from extending beyond the street-wall. The one exception is the corner of Yonge and Dundas since it serves as a gateway to Dundas Square.

Yonge Street's historic role as a retail high street is reflected in its built form and most façades have been composed to allow for signage on both the first and second levels. Successful models of vibrant signage in the past employed a creative use of materiality, lighting and content.

RECOMMENDATIONS:

- Uphold Section 694-26-B(1)(h) in By-Law No. 196-2010 which states that in the Downtown Yonge Street Special Sign District, third party signs "shall not extend above the wall or parapet wall of the building on which it is erected." In future developments, ensure that signage does not extend beyond the maximum podium height.
- An exception may be made at the north-west corner of Yonge and Dundas for rooftop signage due to its location as a gateway leading into Dundas-Square
- Ensure that heritage façades are not concealed behind large-format signage



BUILT FORM RECOMMENDATIONS OVERVIEW

- 1 Designate all Listed heritage properties in the Downtown Yonge area to ensure preservation.
- 2 Limit the street-wall height to the heritage envelope to preserve the low-rise character of the neighbourhood.
- 3 Ensure that levels higher than the podium base on buildings facing Yonge Street are set back by a minimum of 7.5 metres.
- 4 Ensure that side and rear setbacks on levels higher than the podium base are a minimum of 5 metres.
- 5 Limit mid-block intensification on Yonge Street from Dundas to Walton Street to 35m in height.
- 6 Limit the tower-block on the south-east corner of Yonge and Gerrard to 107m.
- 7 Reinforce the City's current by-law restrictions on signage extending beyond the parapet wall of the building on which it is erected.
- 8 Ensure that heritage façades are not concealed behind large-format signage.

DISTRIBUTION OF PROGRAMS & LAND-USE

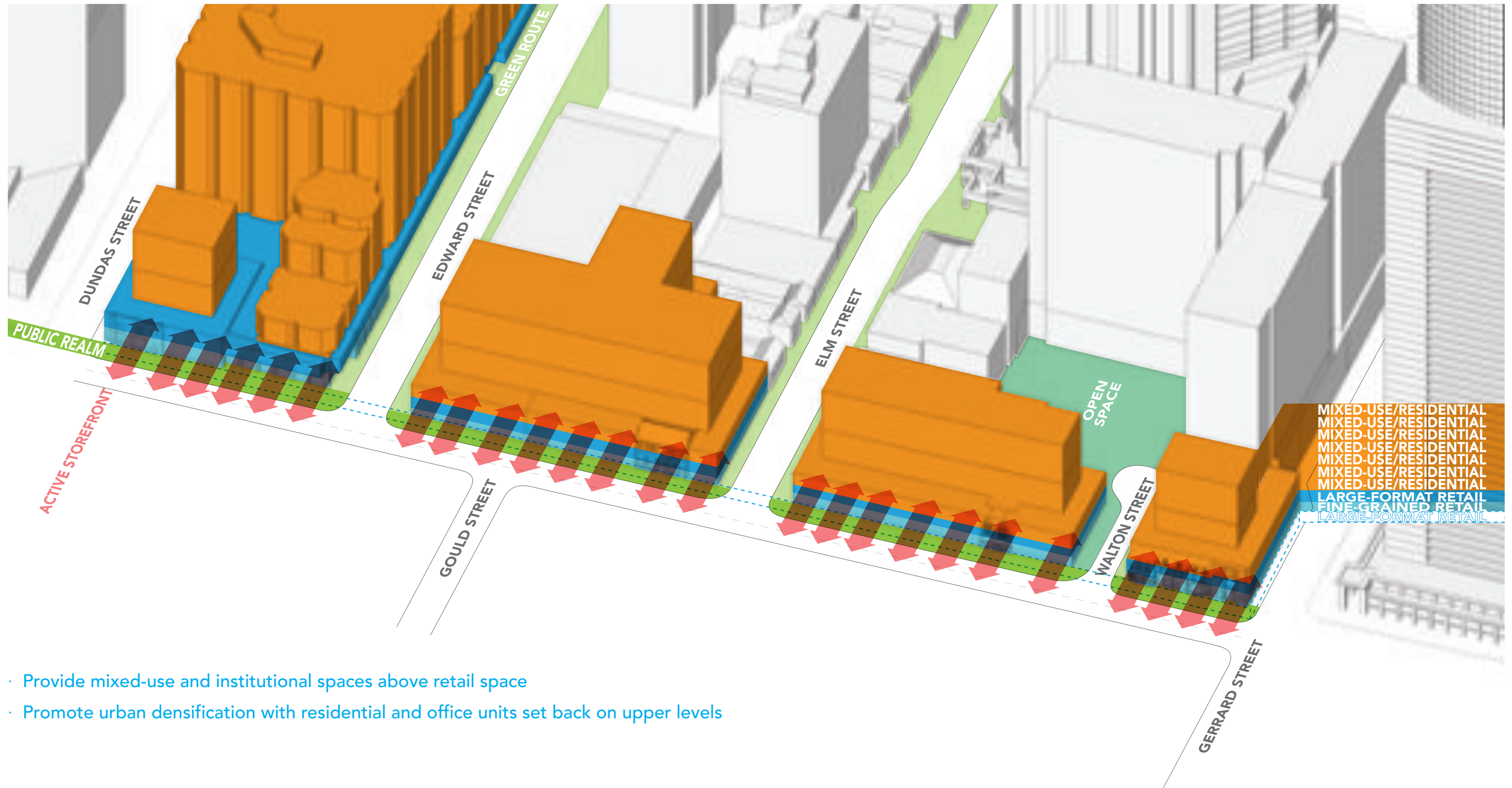
PROGRAM DISTRIBUTION ON THE EAST SIDE OF YONGE STREET



RECOMMENDATIONS:

- Retain fine-grained retail frontages at-grade by restricting frontages to a maximum of 16 metres
- Keep large-format retail either above or below grade
- Encourage retail activities to spill onto the sidewalks to activate the public realm

PROGRAM DISTRIBUTION ON THE WEST SIDE OF YONGE STREET



- Provide mixed-use and institutional spaces above retail space
- Promote urban densification with residential and office units set back on upper levels

CAFÉS & RESTAURANTS

Cafés and restaurants encourage people to linger in a neighbourhood. Outdoor seating acts as a form of advertisement for local businesses and generates a friendly atmosphere on the street.

RECOMMENDATION:

- Locate cafés and restaurants at-grade
- Encourage the provision of outdoor seating for local restaurants, cafés and street vendors



1 Rue Mouffetard, Paris



2 Ginza, Tokyo



3 St Christopher's Place, London

ACTIVE STOREFRONTS

Transparency and openness promote businesses by drawing the contents of shops and restaurants out onto the street.

RECOMMENDATIONS:

- Activate storefronts by making them more permeable
- Encourage the installation of 'garage-door' façades, French doors, sliding doors and patios



1 Cinquecento Trattoria, Toronto



2 The 3 Brewers Restaurant Micro-Brewery, Toronto



3 Cinquecento Trattoria, Toronto

RESIDENTIAL TARGET GROUPS

The residential community in this neighbourhood is evolving with the introduction of Aura Condominiums, and increasing demands for affordable housing from Ryerson students.

Neighbourhoods that are home to long-term residents and families tend to encourage residents to take greater responsibility for their community, resulting in safer streets and tighter social bonds.

Providing a variety of live-work-play conditions will attract a diverse range of residents.

RECOMMENDATION:

- Target a mixed residential population including:
 - Students
 - First-time property owners
 - Hospital Staff
 - Young families



1 Black House, Utrecht - Bakers Architecten



2 Rochester Riverside (competition entry), Rochester - Alison Brooks Architects



3 Art Stable, Seattle - Olson Kundig Architects



4 Radio City Condominiums, Toronto - architectsAlliance

EMPLOYMENT: HIGH-TECH INCUBATORS

The transforming community on Yonge Street includes a greater institutional presence and a growing number of high-tech businesses and retailers. There is also a growing desire for greater awareness of and access to products that support a sustainable way of life. Yonge Street has the potential to position itself as a retail hub for innovative green businesses that can tap into the energy of the local student population and the vision of high-tech entrepreneurs.

RECOMMENDATIONS:

- Attract quality high-tech retailers and entrepreneurs
- Make Downtown Yonge a destination point for innovative and green businesses
- Seek synergistic opportunities with local institutions, such as Ryerson University



1 ING Direct Café, Toronto



2 ING Direct Café, Toronto



3 Apple Store, 5th Avenue, Manhattan



4 Students at an Engineering Outreach event in the Google Canada Headquarters

CULTURE & ENTERTAINMENT: MUSIC, THEATRE & DIGITAL MEDIA

Yonge Street has a history rich in culture and entertainment. Future developments should reflect some of this heritage by encouraging the return of venues hosting live performances, street events and the establishment of cultural institutions.

RECOMMENDATIONS:

- Encourage a higher frequency of live entertainment events on the street
- Restore live performance venues in both small and medium scale venues
- Increase the visibility of interior events at street level by broadcasting through digital media



1 Nuit Blanche, Toronto



2 Jazz festival, Montreal



3 Digital media installation, Dallas

TEMPORARY STREETSCAPES: VENDORS, MARKETS & SEASONAL EVENTS

Increased foot traffic has been shown to improve retail sales and rents. Street markets and temporary events are effective in drawing crowds out and animating street life.

RECOMMENDATIONS:

- Increase the frequency of street events such as farmer's markets, celebrations, and night markets
- Introduce removable infrastructure to support temporary events



1 Rue Mouffetard, Paris



2 Exmouth Market, London



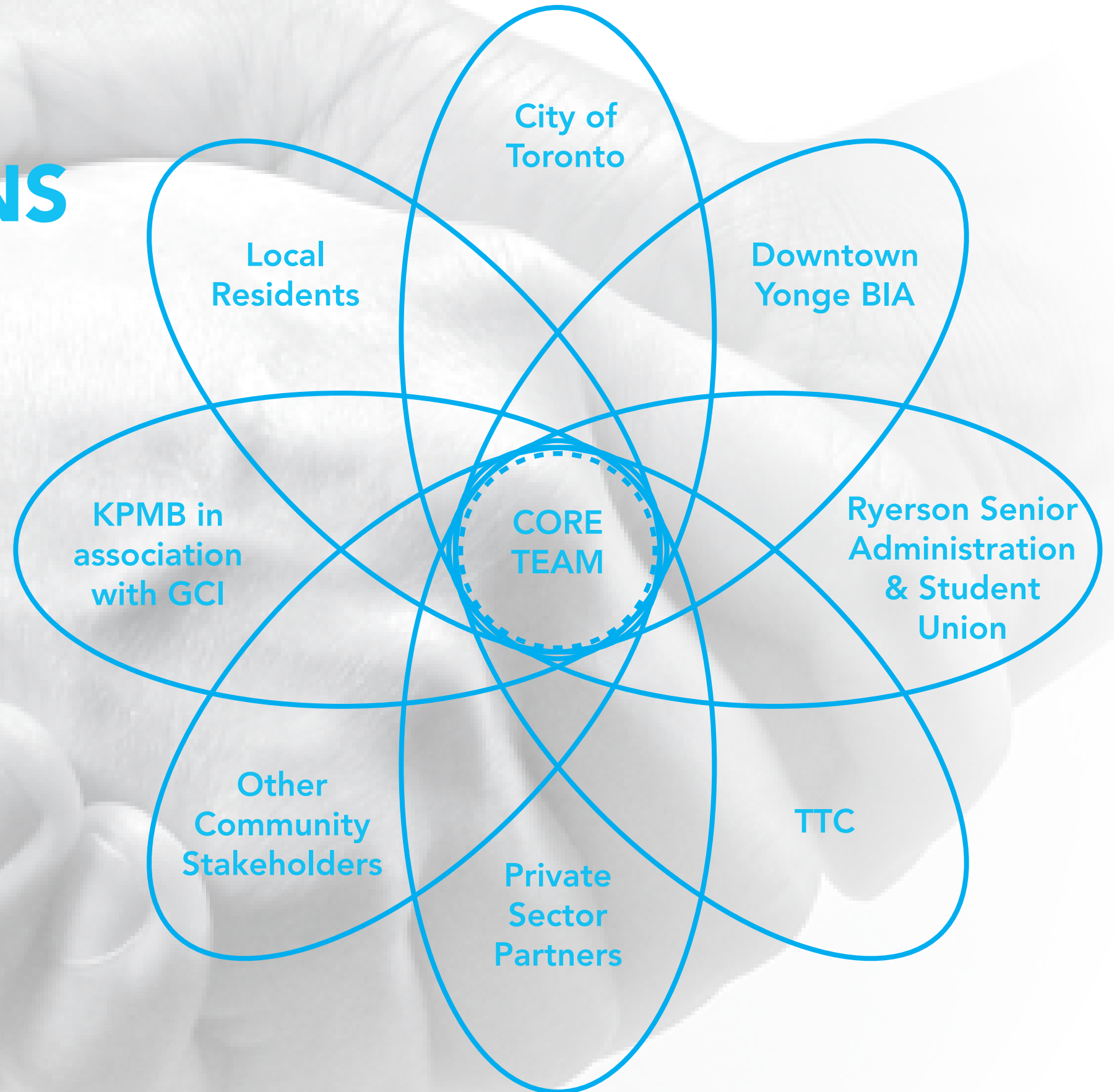
3 Stockholm, Sweden

PROGRAMS & LAND-USE RECOMMENDATIONS OVERVIEW

- 1 Retain fine-grained retail frontages at grade by restricting frontages to a maximum of 16 metres.
- 2 Locate large-format retail either above or below grade.
- 3 Encourage retail activities to spill out onto the sidewalks through the use of active storefronts.
- 4 Increase the frequency of street events and activate the public realm to feed back into and boost local businesses.
- 5 Provide mixed-use and institutional spaces above retail space.
- 6 Promote urban densification with residential units, located on upper levels, targeting a mixed market.
- 7 Attract quality high-tech retailers and entrepreneurs to make Downtown Yonge a destination point for innovative and green businesses.
- 8 Restore Yonge Street's role as a cultural and entertainment centre by increasing the visibility of events at live entertainment venues. Draw interior activities out onto the street.

IMPLEMENTATION RECOMMENDATIONS OVERVIEW

- 1 Develop pilot projects to begin testing changes to the public realm and traffic.
- 2 Revise the zoning by-law to permit intensification and site-specific design guidelines.
- 3 Work with the Toronto Transit Commission to find a reasonable solution for a second entrance-exit at Dundas Station in the near future.
- 4 Use capital programs, such as Section 37, to expand the public realm.



CREDITS

PROJECT TEAM

KPMB Architects & Greenberg Consultants Inc

- Marianne McKenna
- Ken Greenberg
- Myriam Tawadros
- Angela Lim
- Farhan Durrani
- Kristin Ross

With assistance from Ryerson University architecture students:

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- Dov Feinmesser

Yonge Street Heritage Preservation Study provided by students of Ryerson University's Master of Architecture program.

City of Toronto, Ward 27

- Councillor Kristyn Wong-Tam
- Denisa Gavan-Koop
- Jessica Nelligan
- Kevin Beaulieu
- Melissa Wong

STAKEHOLDERS

Local Residents & Community Groups

- McGill-Granby Residents Association
- 38 Elm Street
- Yonge Street Mission
- Church Wellesley Neighbourhood Association
- Community History Project
- Bay Cloverhill Community Association
- Ward 27 Heritage Action

Ryerson University

- Julia Hanisberg
- Sheldon Levy
- Caitlin Smith

Business & Land Owners

- Aaron Barberian, Barberian Steak House
- Allan & David Cooper, Zanzibar
- Delta Chelsea Hotel
- The Lalani Group
- Primaris REIT
- Mang Investments
- Street Food Vendors Association

- Yonge Dundas Square
- Ken Rutherford, Owner of 340 Yonge Street
- Downtown Yonge Business Improvement Association
- The Marble Slab
- Courtyard Marriott
- Ernest & Linda Liu, Salad King

City of Toronto

- City Planning Division
 - Urban Design
 - Community Planning, Downtown
 - Heritage Preservation Services
- Social Development, Finance & Administration Division
- Economic Development & Culture Division
- Transportation Services Division
- Public Realm Office
- Toronto Transit Commission
- Toronto Parking Authority
- Office of Equity, Diversity & Human Rights
- Toronto Hydro Corporation
- Toronto Environment Office



Yonge & Gerrard

The gateway into the 300-blocks of Yonge Street, with vehicular traffic reduced to 2 wide lanes and sidewalks widened to provide outdoor seating for local businesses, additional space for the area's high volume of pedestrians, and lay-bys for service vehicles.

YONGE STREET - HISTORY & CONTEXT

p 8

An Evolving Urban Context

- 1 Yonge Street, circa 1950
Source: City of Toronto Archives
- 2 Downtown Yonge Urban Development Time Line
Source: Ryerson University

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Subway Construction, 1949-1954

- 1 Yonge Subway Line Construction, circa 1950
Source: <http://lecanadian.com/2011/01/12/exhibit-reveals-historic-toronto-1940s/>

Yonge Street Mall, 1971-1974

- 2 Yonge Street Mall, circa 1971-72
Source: <http://lost-toronto.blogspot.com/2011/03/yonge-street-pedestrian-mall.html>

p 10

Media & Music

- 1 Yonge Street, circa 1970
Source: http://lost-toronto.blogspot.com/2011_03_20_archive.html

XXX & the Burlesque

- 2 Yonge Street, 1973
Source: Ryerson University

p 11

Street Lighting

- 1 Yonge Street at night, circa 1970
Source: KPMB Architects

Event Space

- 2 Live Green Festival, July 2010
Source: <http://www.flickr.com/photos/peter-grevstad/2520157828/>

p 12

Evolution of Yonge Street's East Streetscape

- 2 Yonge Street East Streetscape, 2011
Source: KPMB Architects
- 3 Yonge Street East Streetscape, circa 1950
Source: Ryerson University

p 14

Evolution of Yonge Street's West Streetscape

- 2 Yonge Street's West Streetscape, 2011
Source: KPMB Architects
- 3 Yonge Street's East Streetscape, circa 1970
Source: Ryerson University
- 4 Yonge Street's East Streetscape, circa 1950
Source: Ryerson University

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- 1 Present day Yonge Street
Source: <http://www.flickr.com/photos/st-even/3061061961/>

p 17

Street Lighting

- 1 Pedestrian and Vehicular Volumes in Downtown Yonge
Source: Information Tool Kit, 2009/2010, Downtown Yonge BIA

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4 'Urban Villages'

- 1 Barbara Ann Scott Park
Source: <http://www.downtownyonge.com/gallery/all?page=4>
- 2 McGill-Granby
Source: Google Maps
- 3 Edward-Elm - Delta Chelsea Courtyard
Source: <http://www.flickr.com/photos/mutantlog/55205461/>
- 4 Ryerson University - Kerr Hall Quad
Source: <http://www.flickr.com/photos/ivxn/3655455404/sizes/l/in/photostream/>

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Subway Entrances

- 1 East-west Section Along Yonge Street
Source: IBI Group
- 2 Access, Transit & Parking in Downtown Yonge
Source: Information Tool Kit, 2009/2010, Downtown Yonge BIA

p 21

Heritage in the 300-Blocks

- 1 Thornton-Smith Building, 340 Yonge Street
Source: A Progressive Traditionalist: John M

Lyle, Architect, Glenn McArthur

- 2 Richard S Williams Block, 363 Yonge Street
Source: KPMB Architects
- 3 Horatio Boulton Shop, 364 Yonge Street
Source: City of Toronto Archives
- 4 Gerrard Building, 385-395 Yonge Street, circa 1950
Source: <http://torontobefore.blogspot.com/2010/03/yonge-and-gerrard-1950-2009.html>
- 5 Dominion Bank, 378 Yonge Street
Source: A Progressive Traditionalist: John M Lyle, Architect, Glenn McArthur

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Signage on Yonge

- 1-2 Source: Bright Lights - Big City: A Signage Vision for the Downtown Yonge Strip, The Planning Partnership, March 2009

YONGE STREET: A WORLD IN MOTION

p 26

Downtown Yonge BIA - Current Initiatives

- 1 Site Specific Projects for the Downtown Yonge Public Realm Strategy
Source: Public Realm Strategy (DRAFT), Downtown Yonge BIA, December 2010

p 27

Ryerson Master Plan

- 1 School of Image Arts, Diamond Schmitt Architects Inc
Source: <http://www.dsai.ca/#/portfolio/57/>
- 2 Student Learning Centre, Zeidler Partnership Architects & Snøhetta
Source: http://www.cbc.ca/news/canada/toronto/photos/309#iglmgl_d_3610
- 3 Ryerson University Sports & Recreation Centre, BBB Architects Inc
Source: <http://www.ryerson.ca/ryersonbuilds/sportandrec.html>

p 28

Ryerson's Public Realm

- 1 Gould Street, As Seen From Yonge Street
Source: Daoust Lestage Inc
- 2 Signature Lighting
Source: Daoust Lestage Inc
- 3 Devonian Pond
Source: Daoust Lestage Inc
- 4 Victoria Street
Source: Daoust Lestage Inc

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'Tall Buildings' Study

- 1 Cross section of existing & approved buildings fronting Yonge Street
Source: Tall Buildings: Inviting Change in Downtown Toronto, Urban Strategies Inc & Hariri Pontarini Architects

p 32

Aura at College Park

- 1 Aura at College Park
Source: <http://www.collegeparkcondos.com/>
- 2 Retail Plinth
Source: <http://www.collegeparkcondos.com/>
- 3 Retail Above & Below Grade
Source: <http://www.collegeparkcondos.com/>
- 4 Fifth Floor Roof Garden
Source: <http://www.collegeparkcondos.com/>

p 33

The Potential PATH Network Expansion

- 1 Wellington & York
Source: Google Map
- 2 PATH Traffic
Source: <http://network.nationalpost.com/np/blogs/toronto/archive/tags/PATH/default.aspx>
- 3 Adelaide & Yonge
Source: Google Map
- 4 PATH Retail
Source: Urban Strategies
- 5 The Long PATH Into the Future
Source: Urban Strategies

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Recent Land Acquisitions

- 1 385 Yonge Street

Source: KPMB Architects

- 2 377 Yonge Street
Source: KPMB Architects
- 3 369/371 Yonge Street
Source: KPMB Architects
- 4 363/365 Yonge Street
Source: KPMB Architects
- 5 338 Yonge Street
Source: KPMB Architects

WHAT COMES NEXT? WHAT WE HEARD.

p 36

What We Heard From Residents

- 1 Walton Street
Source: Google Maps
- 2 Yonge Street Mission, 1959
Source: http://lost-toronto.blogspot.com/2011/01/yonge-street-1950_04.html
- 3 Yonge & Gerrard
Source: KPMB Architects

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What We Heard From Ryerson

- 1 Future Maple Leaf Gardens
Source: http://www.ryerson.ca/news/media/spotlight/mlg/image/20091201_mlg_01.jpg
- 2 Kerr Hall Quad Access
Source: Google Maps
- 3 O'Keefe Lane
Source: Water Into Wine: O'Keefe Lane Revitalization Study, Toronto City Planning

p 38-39

What We Heard From Landowners

- 1 Land Use Map - Yonge Street
Source: Guiding Framework for the Development of Downtown Yonge (DRAFT), Pirijan Ketheswaran, Samuel Schachar, Anthony Greenberg & Niklaus Ashton
- 2 The Brown Derby, circa 1950
Source: <http://www.flickr.com/photos/asylumbythelake/5614046734/sizes/o/in/photostream/>
- 3 Yonge Street, circa 1970

Source: <http://www.flickr.com/photos/asylumbythelake/5017344095/sizes/o/in/photostream/>

- 4 Yonge Street, Present Day
Source: KPMB Architects

- 5 Building Heights on Yonge Street
Source: Guiding Framework for the Development of Downtown Yonge (DRAFT), Pirijan Ketheswaran, Samuel Schachar, Anthony Greenberg & Niklaus Ashton

- 6 Diverse & Small Scale Retail
Source: http://v2.cache1.c.bigcache.googleapis.com/static.panoramio.com/photos/original/9471692.jpg?redirect_counter=1

- 7 Chess on Gould Street, circa 1970
Source: <http://www.flickr.com/photos/photoparity/496975989/in/photostream>

- 8 Advertise Vision
Source: KPMB Architects

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What We Heard From the City

- 1 Heritage Sites & Landmarks on Yonge Street
Source: Guiding Framework for the Development of Downtown Yonge (DRAFT), Pirijan Ketheswaran, Samuel Schachar, Anthony Greenberg & Niklaus Ashton
- 2 Sam's Before Demolition
Source: <http://www.darksideoftheglass.com/Photos/Toronto/ext/39samrecord.JPG>
- 3 Sam's During Demolition
Source: http://3.bp.blogspot.com/_VfqCl4nEg8g/TSSIdCPQi6I/AAAAAAAAAwc/ruMnLzCUpdM/s1600/P1030204.JPG
- 4 Lalani Building - Collapse of the Façade
Source: <http://urbantoronto.ca/showthread.php?12297-Reynolds-Block-Empress-Hotel-Trouble-on-Gould-Street-%28Yonge-Gould-Lalani-Group%29&p=393108>

PUBLIC REALM & TRANSPORTATION

p 44

Precedents & Inspiration: King Street Streetscaping, Kitchener, Ontario

- 1 Source: <http://www.landscapeonline.com/>

[research/article/13721](http://www.flickr.com/photos/asylumbythelake/5017344095/sizes/o/in/photostream/)

- 2 Source: <http://www.downtownkitchener.ca/news/kingstreet>

- 3 Source: <http://www.kitchener.ca/en/businessinkitchener/kingstreetmasterplan.asp>

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Recommendation 2: Curbless & Flexible Streets, Precedents & Inspiration

- 1 Strøget, Copenhagen
Source: <http://fashionlover.com/1555/the-worlds-greatest-catwalk/>
- 2 Ginza Street Festival, Tokyo
Source: Greenberg Consultants Inc
- 3 Ginza at Rush Hour, Tokyo
Source: <http://worldtravel.bloguez.com/worldtravel/1083713/Ginza>
- 4 Drottninggatan, Stockholm
Source: http://lappi.typepad.com/photos/uncategorized/622_1604_photo217jpg.jpg

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Recommendation 3: Begin Immediately With Pilot Projects

- 1-3 Broadway New York City
Source: http://www.nyc.gov/html/dot/downloads/pdf/broadway_0223409.pdf

p 46

Building on Ryerson's Public Realm Initiatives

- 1-3 Ryerson University's Public Realm
Source: Daoust Lestage Inc

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Dundas Station Second Exit

- 1 Place Jean-Paul Riopelle, Montréal, Daoust Lestage Inc
Source: KPMB Architects
- 2 Subway Entrance at Place Jean-Paul Riopelle, Montréal, Daoust Lestage Inc
Source: <http://kenkaminesky.photoshelter.com/gallery-image/Montreal-Canada-Travel-Photography-Stock-Photos/G0000gkJzgwqVP04/I0000YtcyQH0Qm9Q>
- 3 Subway Cut at Place Jean-Paul Riopelle,

Montréal, Daoust Lestage Inc
Source: KPMB Architects

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Enhance Fine-Grained Networks & Connect Major Spaces

- 1 St Joseph & Yonge, Hariri Pontarini Architects
Source: <http://www.hariripontarini.com/projects/mixed-use/st-joseph-yonge>
- 2 Strøget, Copenhagen
Source: <http://www.thecolorsmagazine.com/wp-content/uploads/2009/08/stroget.jpg>

p 54

Street Lighting

- 1-2 Rue Sainte-Catherine & Rue Sainte-Laurent, Montréal
Source: Daoust Lestage Inc

PROGRAMS & LAND USE

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Cafés & Restaurants

- 1 Rue Mouffetard, Paris
Source: Greenberg Consultants Inc
- 2 Ginza, Tokyo
Source: Greenberg Consultants Inc
- 3 St Christopher's Place, London
Source: <http://www.flickr.com/photos/snapshotlondon/962086915/sizes/l/in/photostream/>

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Active Storefronts

- 1 Cinquecento Trattoria, Toronto
Source: <http://www.blogto.com/restaurants/cafecinquecento>
- 2 The 3 Brewers Restaurant Micro-Brewery, Toronto
Source: Downtown Yonge BIA
- 3 Cinquecento Trattoria, Toronto
Source: <http://www.blogto.com/restaurants/cinquecento-trattoria-toronto>

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Residential Target Groups

- 1 Black House, Utrecht, The Netherlands -

Bakers Architecten
Source: <http://www.archdaily.com/77061/black-house-bakers-architecten/jan-bakers-architecten/>

- 2 Rochester Riverside and the Cedar Loft Apartments & Hotel, Competition Entry
Source: <http://www.alisonbrooksarchitects.com/>

- 3 Art Stable, Seattle - Olson Kundig Architects
Source: <http://www.archdaily.com/91356/art-stable-olson-kundig-architects/art-stable-4/>

- 4 Radio City Condominiums, Toronto - architectsAlliance
Source: KPMB Architects

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Employment: High-tech Incubators

- 1-2 ING Direct Café, Toronto
Source: http://www.blogto.com/city/2011/04/ing_launches_cafe_workspace_at_yonge_shuter/
- 3 Apple Store, 5th Avenue, Manhattan
Source: http://momondo.com/blogs/culture/apple_shop.jpg
- 4 Students at an Engineering Outreach event in the Google Canada Headquarters on Yonge Street
Source: http://www.engineering.utoronto.ca/About/Engineering_in_the_News/11_10_2010a.htm

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Culture & Entertainment: Music, Theatre & Digital Media

- 1 Nuit Blanche, Toronto
Source: http://www.boston.com/travel/getaways/canada/articles/2008/09/07/art_music_modernity_revelry_all_nuit_long/?comments=all
- 2 Jazz Festival Montréal
Source: http://image50.webshots.com/150/6/8/12/517460812kmKfoG_fs.jpg
- 3 Digital Media Installation, Dallas
Source: <http://www.youtube.com/watch?v=XSR0Xady02o&feature=related>

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Temporary Streetscapes: Vendors, Markets & Seasonal Events

- 1 Rue Mouffetard, Paris
Source: <http://www.pps.org/articles/9-great-streets-around-the-world/>
- 2 Exmouth Market, London
Source: <http://www.flickr.com/photos/mrl-erone/26820326/>
- 3 Stockholm, Sweden
Source: Greenberg Consultants Inc

