

**ST. LAWRENCE  
MARKET**  
NEIGHBOURHOOD BIA  
PUBLIC REALM  
MASTER PLAN

MAY 2015

**dtah**

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**Cover image:** The Gooderham and Worts Flatiron Building is a beloved Toronto landmark, and serves as the inspiration for the St. Lawrence Market Neighbourhood BIA's logo.

**Credit:** SLMNBIA

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The St. Lawrence Market Neighbourhood is a highly dynamic urban setting that embraces the future and respects its past

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# INTRODUCTION

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**PURPOSE**

The St. Lawrence Market Neighbourhood Business Improvement Area (BIA) is one of the oldest and largest of the 78 BIAs within the City of Toronto, representing 1200 businesses in the lower east side of the city core. The BIA’s mandate is to work cooperatively with its membership, residents and the City to improve the public realm, promote the neighbourhood, and support local businesses.

The BIA initiated a process in mid-2014 to prepare a master plan to guide public realm improvements within their boundaries. This document provides an overall vision for the neighbourhoods public spaces, one that

can be implemented by private and public investment. It endorses roadway and streetscape improvements in addition to a sustainable public space network that can act as a catalyst for private development and to support a vibrant and dynamic neighbourhood.

This public realm plan will inform the BIA’s position on the future of St. Lawrence Market Neighbourhood’s public realm. It conceptually illustrates a number of improvement projects that the BIA could become involved with and support. This plan will also identify potential project scheduling and possible partners to deliver the various improvements.



The Flatiron Building, surrounded largely by parking lots, as it appeared in the early 1970s. A vivid illustration of how much the neighbourhood has changed in a relatively short period of time

## COORDINATION WITH PAST EFFORTS

This is the first overall public realm master plan for the BIA. Over the past decades, a great deal of work has taken place in this oldest part of Toronto. This project is to coordinate with the numerous existing policies and guides and propose a cohesive direction to guide future improvements.

The existing policy and guidelines that this plan refers to includes: The King-Parliament Secondary Plan (1996), Community Improvement Plan (1997), and Urban Design Guidelines (2004), St. Lawrence Urban Design Guidelines (2004) and Community Improvement Plan (2005); Old Town Heritage Lighting Master Plan (2011) and Heritage Interpretation Master Plan (2013). The City of Toronto is currently preparing a Heritage Conservation District Plan for the neighbourhood which will work with this plan to create a stronger Old Town.

## THE URBAN DESIGN APPROACH

The project approach to develop this public space plan and implementation strategy concentrates on shaping the streets and outdoor public spaces to enhance the already existing strong sense of place particular to the St. Lawrence Market Neighbourhood. This can be accomplished by creating a connected sequence of legible urban spaces, a network of smaller scale pedestrian-oriented special streets and a cohesive streetscape and landscape palette of materials and details.

## PROJECT SETTING

After expanding in 2007 and 2011, the St. Lawrence Market Neighbourhood BIA now encompasses a large portion of east downtown Toronto, meshing with the Financial District to the west, and Corktown/ Distillery District to the east. In terms of the street grid, the

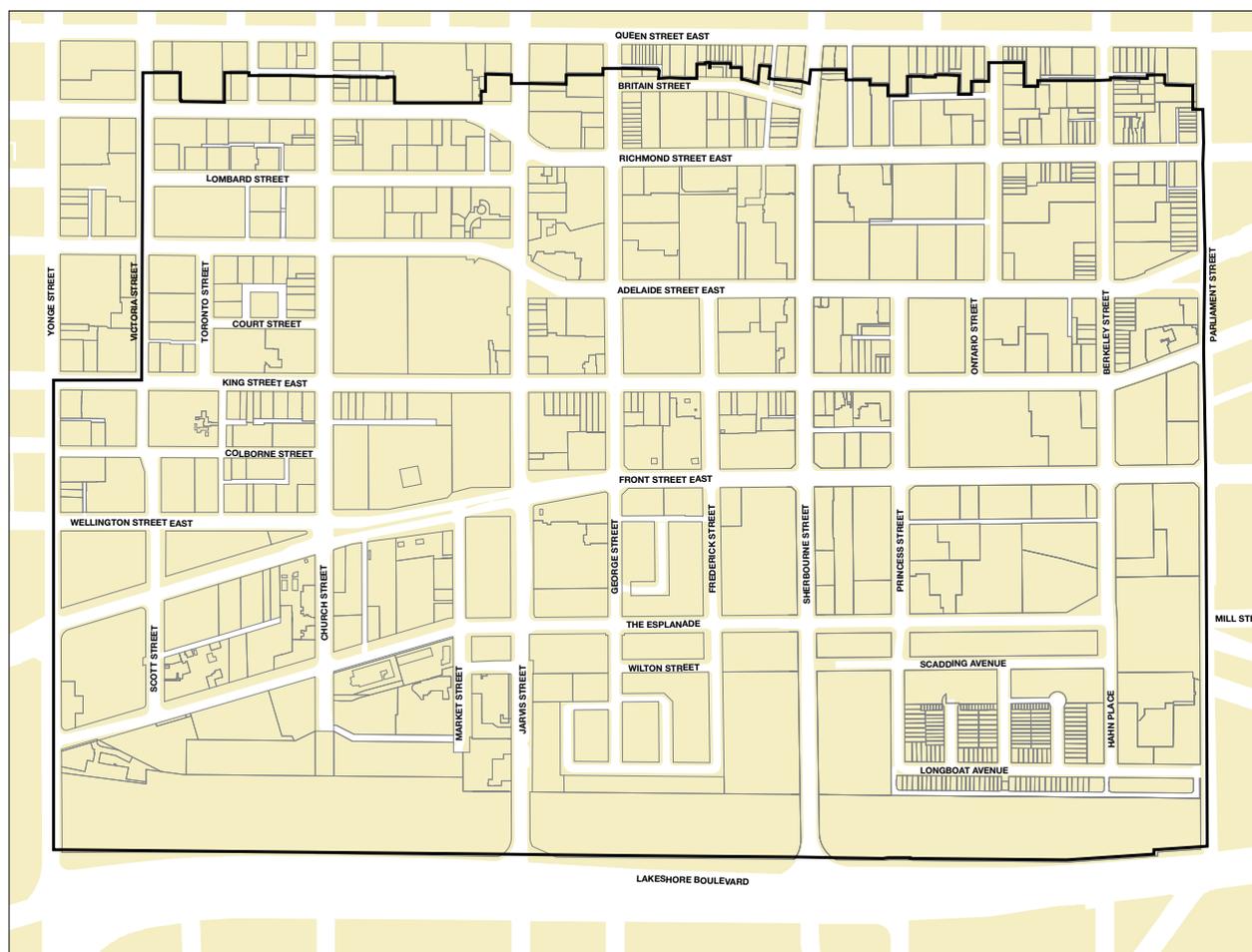


FIGURE 1: BIA BOUNDARIES

BIA stretches west to east from Yonge to Parliament Streets and Lakeshore Road to the South. To the north, the BIA extends up to properties backing on to Queen Street East.

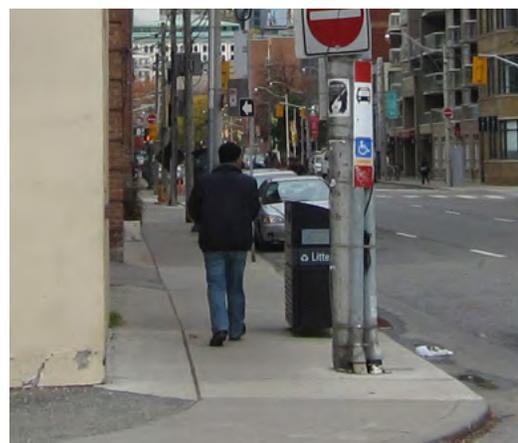
Many of the other Toronto BIAs focus their efforts on a corridor or a few consolidated blocks. The BIA is larger than many entire city centres for well-known places such as Copenhagen, Denmark and Stockholm, Sweden. Within such a large area there are opportunities to create distinct areas, districts, and multiple spaces that together can form a comprehensive and consolidated identity and sense of place.

**ABOUT THE ST. LAWRENCE MARKET NEIGHBOURHOOD BIA**

The St. Lawrence Market Neighbourhood BIA is a non-profit organization whose membership includes

every business and commercial property owner within the St. Lawrence Market Neighbourhood. They work cooperatively to improve the public realm, promote the neighbourhood, events, and support local business.

Their mandate includes developing and implementing streetscape beautification including heritage lighting and signage, and promotional programs with a view to increasing business revenues and tourism in the area. The St. Lawrence Market Neighbourhood BIA is actively working with area residents, government agencies and consultants to enhance the quality of the environment in which we work and live. These projects are financed through a levy, which is applied to all businesses located within the geographical boundaries of the BIA.



The St. Lawrence Market Neighbourhood benefits from a rich legacy of historic architecture, and a number of successful recent public realm improvement projects, including Market Street, upgrades to Front Street and The Esplanade and the revitalization of Berczy Park. On the other hand, the neighbourhood is also is saddled with narrow sidewalks, dark and unappealing underpasses, and a lack of successful street trees.

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# STUDY PROCESS

The Public Realm Plan was completed between November 2014 and March 2015, and included a number of research consultation elements.

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## BACKGROUND RESEARCH

The Project Team relied heavily on the Transition Document, which had previously been prepared by the BIA. This report included an analysis of the existing physical conditions, and a summary of recent studies and policies. These studies and policies were also directly reviewed by the Project Team.

## SITE WALKS

In November, the BIA staff led the Project Team on a site walk, to identify some of the recent public realm improvement efforts as well as areas in need of revitalization. Photographs taken during that walk appear throughout this report. Additional subsequent visits to the BIA were made later by the Project Team, to take photographs and investigate current conditions.

## MEETINGS WITH BIA MEMBERS AND CITY STAFF

Throughout the Plan process, the Project Team held meetings with BIA and City staff. These meetings provided an opportunity to ask questions about the status of ongoing and planned improvements, and to discuss the feasibility and desirability of recommendations that the Plan would make.

## SURVEYS

The primary consultation method early in the Plan process were two online surveys, directed at BIA member businesses and local residents respectively. The residents' survey drew a significant response, with 247 people responding. Highlights of the results included:

- *Areas of the BIA most frequented:* Residents were most likely to say that they spent time immediately around the St. Lawrence Market. Significant numbers also mentioned the King East Design District and St. Lawrence Neighbourhood.
- *Modes of transportation:* Residents were far more likely to walk than use any other mode of transportation. Transit came second, followed by driving and cycling.
- *Area of improvement:* The majority of residents believed that improvements should be directed to all parts of the BIA equally.
- *Current conditions:* When asked to rate the condition of Sidewalks, Laneways, Parks, Street Furniture, Street Trees and Signage within the BIA, Sidewalks were ranked the best and Street Furniture the worst, followed by Street Trees. However, all elements were rated poorly—between 1 and 3 out of 5.
- *Priorities for improvement:* When asked to prioritize future improvements, the greatest level of support was for pedestrianized or flexible streets. The lowest level was for additional or improved street furniture.
- *Sidewalk use:* A significant number of residents were supportive of businesses using sidewalk or street space for outdoor patios or displays.
- *Connections:* If connectivity were to be improved to an adjacent neighbourhood, residents were most interested in links to the Financial District and Waterfront.
- *Location:* The largest number of participating residents lived in the St. Lawrence Neighbourhood (the southeastern corner of the BIA). Significant numbers also lived immediately around the St. Lawrence Market and one the western edge of the BIA.

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The members survey only drew a small response, with 26 businesses participating. Highlights of the results included:

- *Location:* The largest number of participating businesses were in the area immediately surrounding St. Lawrence Market.
- *Business type:* Most businesses were offices, and most had fewer than five employees.
- *Area of improvement:* The majority of participants believed that improvements should be directed to all parts of the BIA equally.
- *Current conditions:* When asked to rate the condition of Sidewalks, Laneways, Parks, Street Furniture, Street Trees and Signage within the BIA, Sidewalks were ranked the best and Street Trees the worst. However, all elements were rated poorly—between 1 and 3 out of 5.
- *Priorities for improvement:* When asked to prioritize future improvements, the greatest level of support was for pedestrianized or flexible streets. The lowest level was for burying overhead wires.
- *Sidewalk use:* A significant number of businesses said they would be interested in additional sidewalk or street space for outdoor patios or displays, should it become available.
- *Connections:* If connectivity were to be improved to an adjacent neighbourhood, businesses were most interested in links to the Financial District and Distillery District.

Both residents and businesses were also invited to generally comment on the current conditions of the neighbourhood and their hopes for its future.

Some of the most frequent comments included:

- A moderately positive appraisal of the BIA's current public realm. Most said that it was "pretty good."
- A desire for ongoing future improvements to the public realm, especially to certain areas that felt "tired" or "dated."
- A desire for green space or vegetation in what has become one of the city's densest neighbourhoods.
- A particular interest in widening and improving surface conditions of sidewalks, and generally prioritizing the interests of pedestrians.

#### **PUBLIC OPEN HOUSE**

On February 26, 2015, a Public Open House was held at George Brown College to present the draft recommendations of the Public Realm Plan. The presentation allowed both individual BIA members and local residents to directly engage with the Project Team and provide their feedback.

In general, there was enthusiastic support for the Plan. Specific recommendations included stronger direction with respect to built form and the impact on the quality of the street environment, how to best consider the needs of a growing population including those with pets.

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# GUIDING PRINCIPLES

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Guiding Principles were developed to inform the design explorations and recommendations. These principles were informed by the surveys, comments expressed by the BIA, and neighbourhood observations.

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## 1. GREEN THE NEIGHBOURHOOD

Foster conditions for healthier street tree growth and pursue opportunities for new open spaces and upgrades to existing ones.

## 2. FAVOUR THE PEDESTRIAN

Widen and beautify sidewalks, enhance certain intersections, encourage mid-block connections, and rebalance street design priorities to encourage pedestrian activities.

## 3. CREATE QUALITY PUBLIC SPACES

As a vital neighbourhood for living and commercial activity, and one of Toronto's tourist showpieces, St. Lawrence should have only the highest quality urban parks, squares and streetscapes.

## 4. CELEBRATE UNIQUENESS AND CONTINUITY OF NEIGHBOURHOOD STREETS

Some streets should be considered unique destinations with special treatments, while others should have a sense of continuity as they extend into other neighbourhoods.

## 5. MAKE THE NEIGHBOURHOOD A SHOWCASE FOR PUBLIC ART

Public art has the power to amuse, inform and challenge, and can add vitality to public streets and parks.

## 6. CREATE STREETS AND LANES AS PUBLIC SPACE

In a dense, urban area such as St. Lawrence, streets and lanes hold the most promise for future public space. Through boulevard widenings, flex streets and temporary closures, streets can also serve as public squares.

## 7. CONTINUE AND COMPLETE FACILITIES TO SUPPORT AND ENCOURAGE CYCLING

Complete and expand on plans already in the works to add new cycling facilities to the neighbourhood.

## 8. CONNECT TO ADJACENT NEIGHBOURHOODS

Take advantage of recent development and new activity along the Waterfront and in the West Don Lands and Distillery District, by improving the underpasses and links across Parliament Street.

## 9. MOVE FORWARD STRATEGICALLY

Link recommended improvements to upcoming road upgrades, as well as to future private and public development.

## 10. DEFINE THE PUBLIC REALM WITH COMMON MATERIALS AND FURNISHINGS

Employ a common palette of materials and furnishings in the public realm to contribute to the identity and place making of the neighbourhood.

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# STRATEGIES

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boulevards  
street trees  
mid-block connections  
special streets  
cycling

parks + open spaces  
materials and furnishings  
public art

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The St. Lawrence Market Neighbourhood is a dynamic area. Over the past 50 years, it has seen some of the Toronto’s most dramatic and successful interventions in built form and public realm. Well before the Plan process began, a number of additional improvements were already in the works.

The Strategies described in the following pages offer a complementary and comprehensible vision for Boulevards, Street Trees, Mid-Block Connections,

Parks, Cycling, Public Art and Special Street Treatments, dealing with all part of the BIA. In most cases, they are presented alongside precedent images that provide good examples of similar work done elsewhere.

The Strategies are intentionally broad and open to interpretation in their detailed outcomes. Some of these potential outcomes are illustrated in the Demonstrations section, while the Implementation section offers an approach to achieving them.



Most of the strategies included in this Public Realm Plan focus on finding ways for St. Lawrence to get more out of its streets and existing public spaces

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## Boulevards

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In a highly urban area with relatively few open spaces, boulevards are the predominant element of the public realm. They provide space for pedestrian movement, social interactions and gatherings, commercial patio and display space, trees and vegetation, certain public art, lighting and utilities, street furniture and bicycle parking. This myriad of demands can fall heavily on what are sometimes narrow and restricted spaces. As with many other aspects of its public realm, St. Lawrence's boulevards are inconsistent, ranging from relatively generous to substandard, the latter largely a legacy of the recent industrial past.

This Plan recommends that, as a long term project, all boulevards in the area be expanded to at least 3.5m in

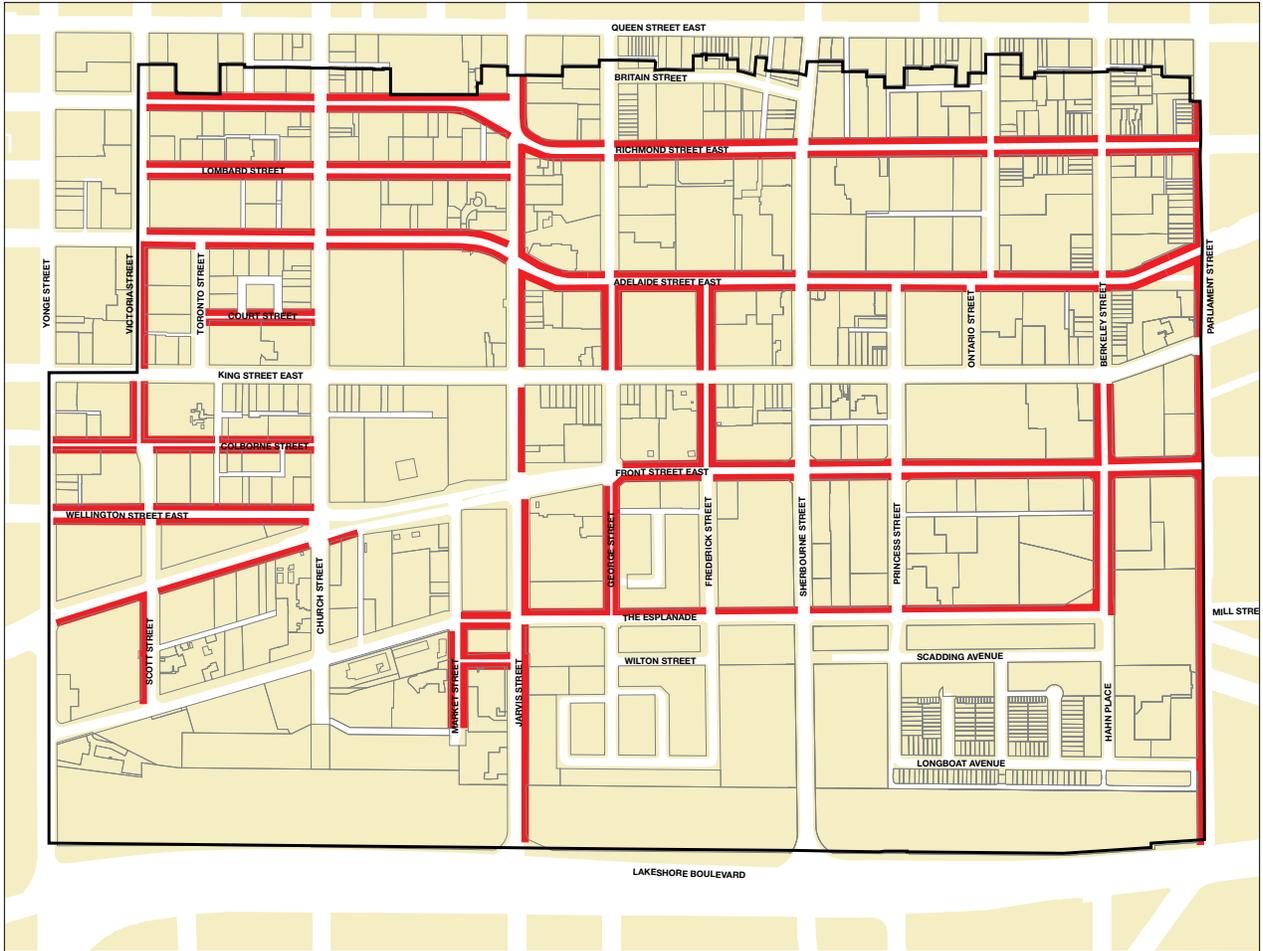
width, wherever possible. This is the minimum required to successfully grow street trees. The diagram at right illustrates all of the places where this could happen.

Such widenings will have to be at the expense of the roadway, which could be achieved in several ways:

- Narrowing of lanes, especially with the new standards for road design. A number of side streets, in particular, have excessively wide lanes.
- Removal of turning lanes, where they exist.
- "Road diets" to strategically reduce the number of lanes on certain streets.



Wide boulevards can provide space to support pedestrian movement and to accommodate seasonal seating and tables



**FIGURE 2: POTENTIAL BOULEVARD WIDENINGS**

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## Street Trees

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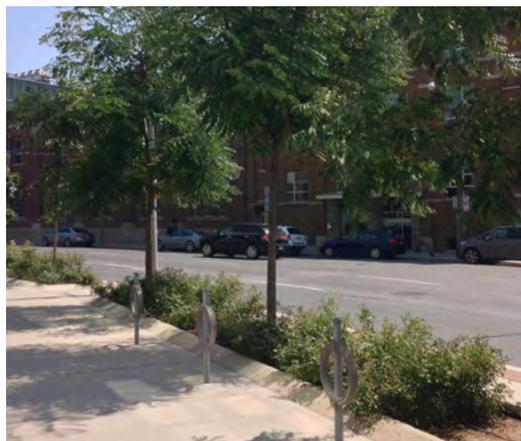
Street trees provide shade and crucial green relief in parts of the city with few open spaces. However, in much of the St. Lawrence Market Neighbourhood street tree growth has been poor. This is substantially due to insufficient boulevard space and ineffective or outmoded street tree planting details.

Street trees should be planted wherever boulevard width permits (the minimum width being 3.5m), according to the details outlined in the Tree Planting Solutions Manual. Open trench designs should be favoured wherever space permits, due to their benefits to tree health and lower costs. Open trenches can be protected using low tree fences.

No attempts should be made to plant street trees on boulevards less than 3.5m in width, or where other adverse conditions hamper their chances of survival. As a rule, it is preferable not to plant street trees rather than to plant them in substandard conditions.

On the other hand, all efforts should be made to protect existing street trees that are thriving.

The diagram at right illustrates places where relatively successful, consistent street tree plantings are present, and where they could be achieved in future, once boulevard widenings or other improvements occur.



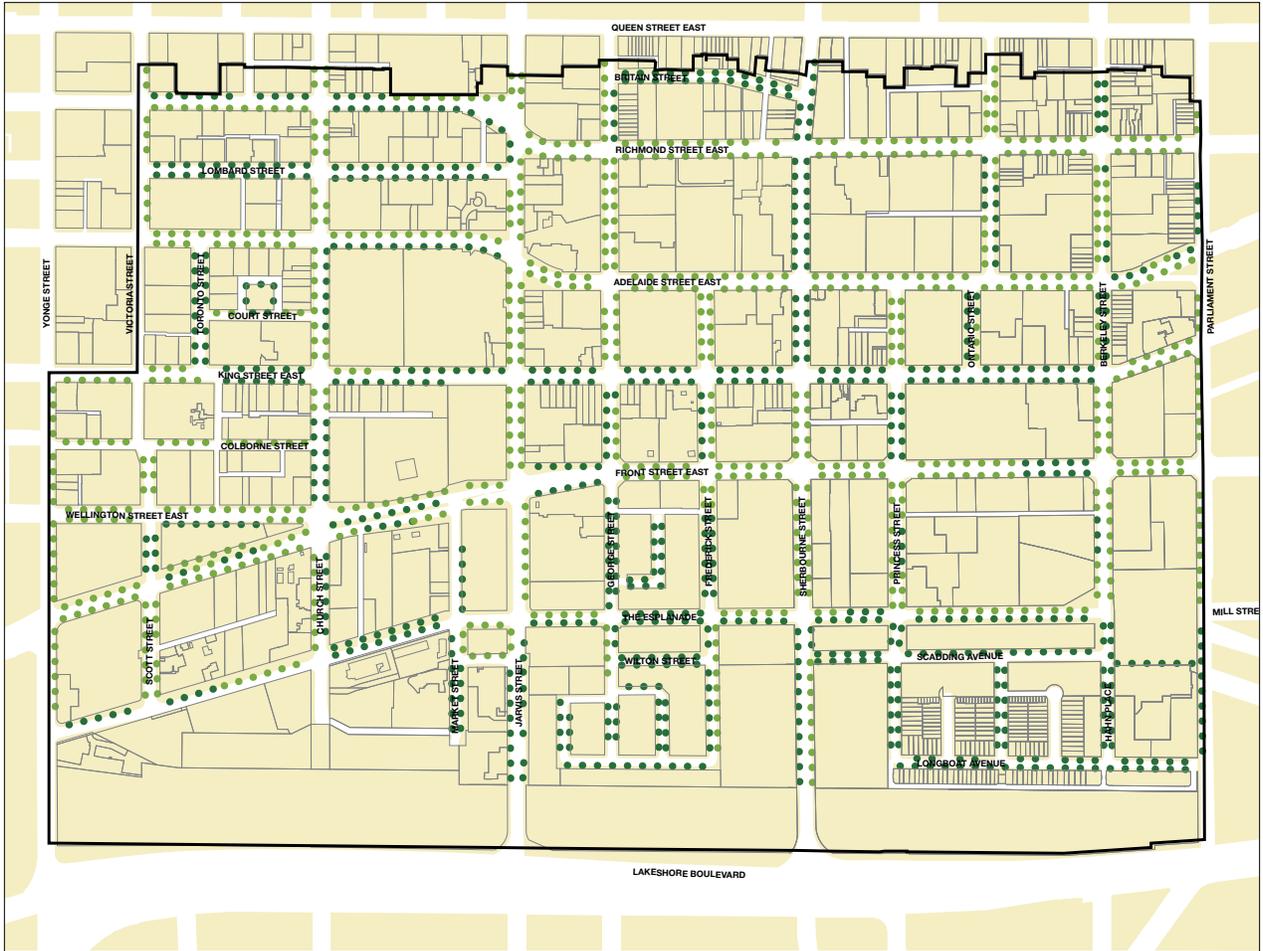
Open trench planting is a less expensive and better way to grow street trees but requires wider boulevards of at least 5.0 metres (Adelaide Street East)



The minimum boulevard width required to plant trees is 3.5 metres (Richmond Street West at Spadina Avenue)



Example of protective tree fencing



**FIGURE 3: EXISTING AND POTENTIAL STREET TREE PLANTINGS**

- Existing, Well-Established Street Trees
- Potential New Street Tree Plantings

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## Mid-Block Connections

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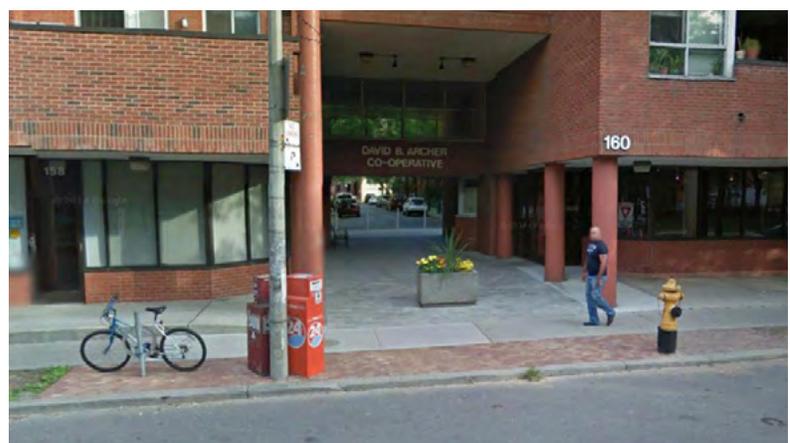
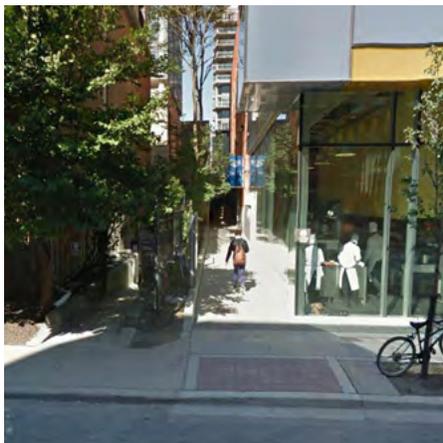
Average block sizes in the St. Lawrence Market Neighbourhood are relatively small, compared to other parts of the city, especially in the suburbs. The original square blocks along King Street East are especially fine. Additionally, when the St. Lawrence Neighbourhood was constructed between the 1970s and 90s, a number of mid-block connections were successfully built into it.

However, some of the blocks in the neighbourhood are still excessively large, and would be improved by greater permeability for pedestrians.

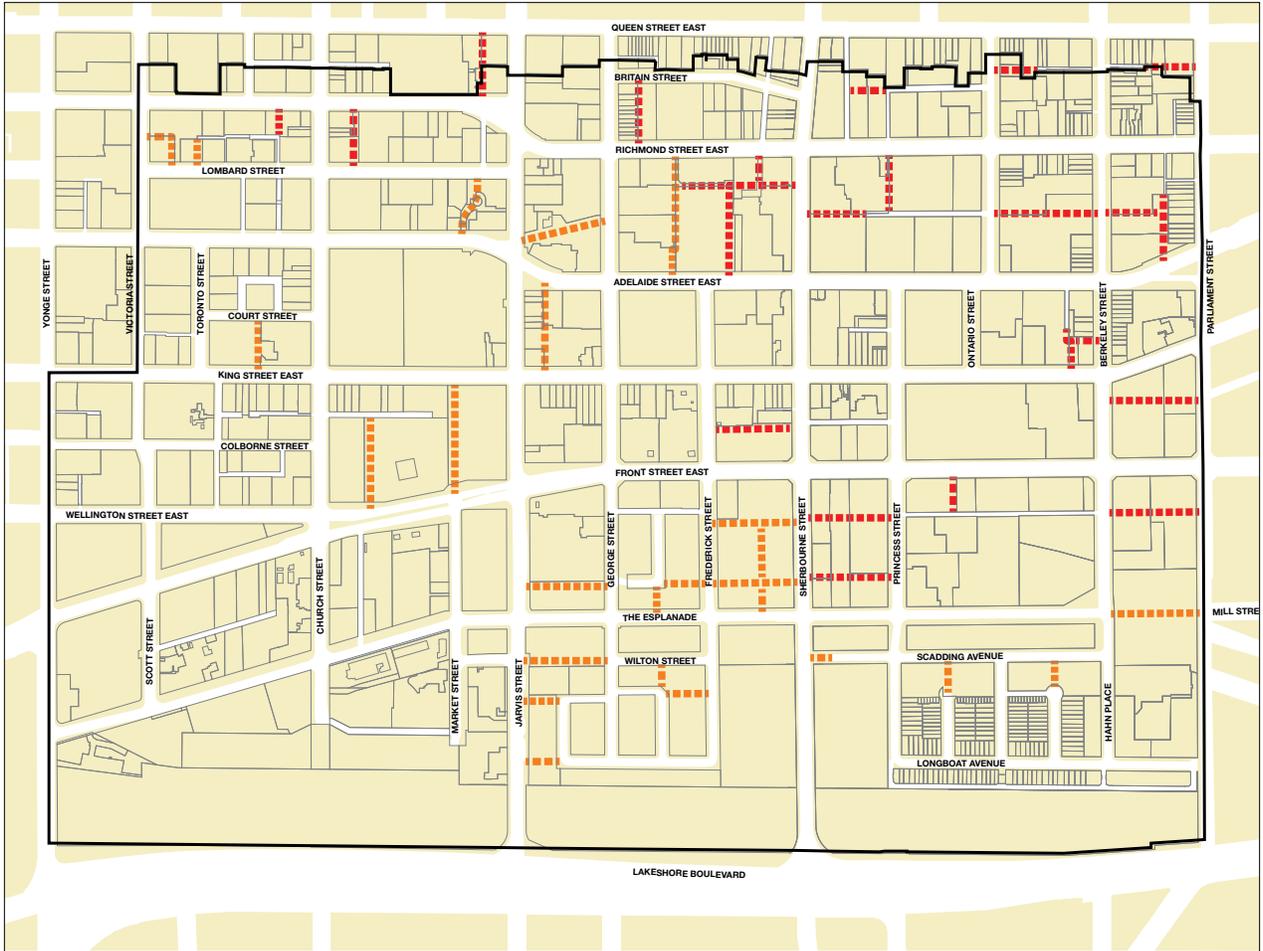
New mid-block connections could best be achieved by building on the existing laneway system, which is

highly fragmented and inconsistent. The diagram at right illustrates the existing and potential mid-block connections.

Unlike most of the other recommendations in this Plan, which relate to the public realm, the development of mid-block connections will mostly take place on private property and can only be achieved with redevelopment. The BIA should request that the City consider the mid-block connections illustrated here when development proposals come forward.



Existing mid-block connections in the area. A substantial number of mid-block connections were built into the St. Lawrence neighbourhood, between the 1970s and 90s



**FIGURE 4: EXISTING AND POTENTIAL MID-BLOCK CONNECTIONS**

- Existing Mid-Block Connections
- Potential Mid-Block Connections

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## Parks + Open Spaces

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Like most parts of Toronto’s downtown, the St. Lawrence Market Neighbourhood has relatively few open spaces. However, those that it does have tend to be high profile and subject to substantial improvement efforts. Berczy Park is currently undergoing a redesign that will see it substantially overhauled. Similar revitalizations are planned for St. James Park and Market Lane Park, while new parks are being planned for the block south of St. Lawrence Market and on the First Parliament site.

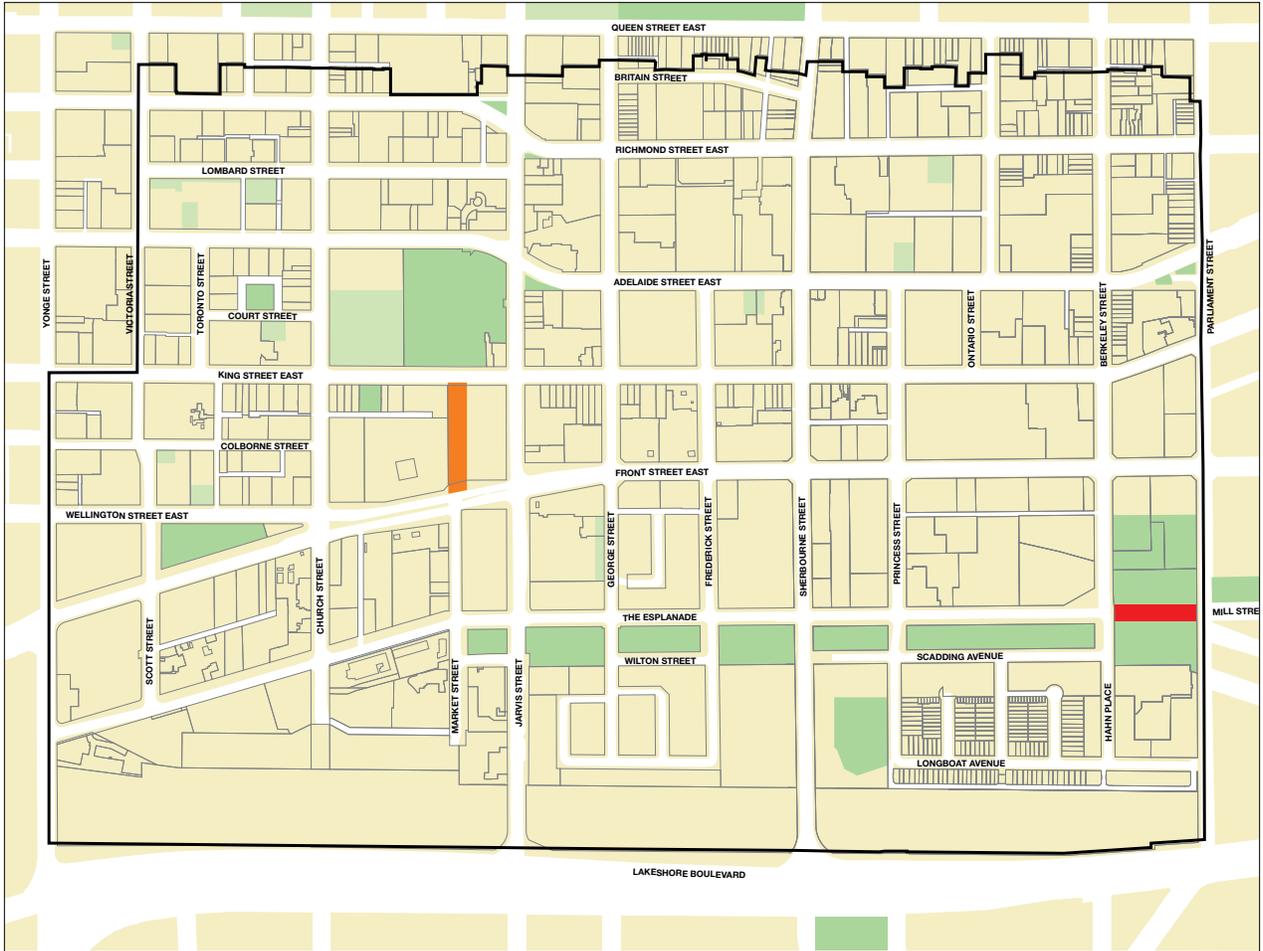
There are few other obvious opportunities for major new parks. However, the Plan recommends that the turn lane at Adelaide and Jarvis Streets be studied for removal and replacement with a parkette. A smaller similar space could be added on the bumpout at the corner of Richmond and Jarvis Streets.

When the First Parliament site is developed, the intersection of Berkeley Street and the Esplanade should be considered to regularize it into a “T.” The current trail link to Parliament Street should be drastically widened and aligned with The Esplanade and Mill Street, to emphasize their continuity and appear like a pedestrianized street. This can be achieved without compromising the playing fields located immediately to the south.

Additional opportunities for privately owned public spaces (or “POPS”) should be pursued whenever major redevelopments occur.



The revitalization of Berczy Park and redesign of Scott Street will energize this part of the neighbourhood and invite more visitors to the area. This project can serve as a catalyst for other improvements like the proposed Wellington Street and extension of the Special Streets network



**FIGURE 5: EXISTING AND POTENTIAL PARKS**

- Existing Parks
- Potential Future Parks
- Existing Pedestrian 'Streets' Through Parks
- Potential Pedestrian 'Streets' Through Parks
- Privately-Owned Public Spaces

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# Cycling

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The St. Lawrence Market Neighbourhood is already subject to two major ongoing cycling initiatives: the extension of the separated Sherbourne Street cycle tracks to Lake Shore Boulevard, and extension of the recent Richmond and Adelaide Street bicycle lanes to Sherbourne Street.

It is recommended that the Richmond and Adelaide be considered for further future extension to Parliament Street. The Esplanade (and Mill Street) should be indicated as a signed cycling route, marked with sharrows, as indicated in the City’s Bike Plan. While the street is not busy or wide enough to warrant a full bicycle lane, a signed route would emphasize it as a

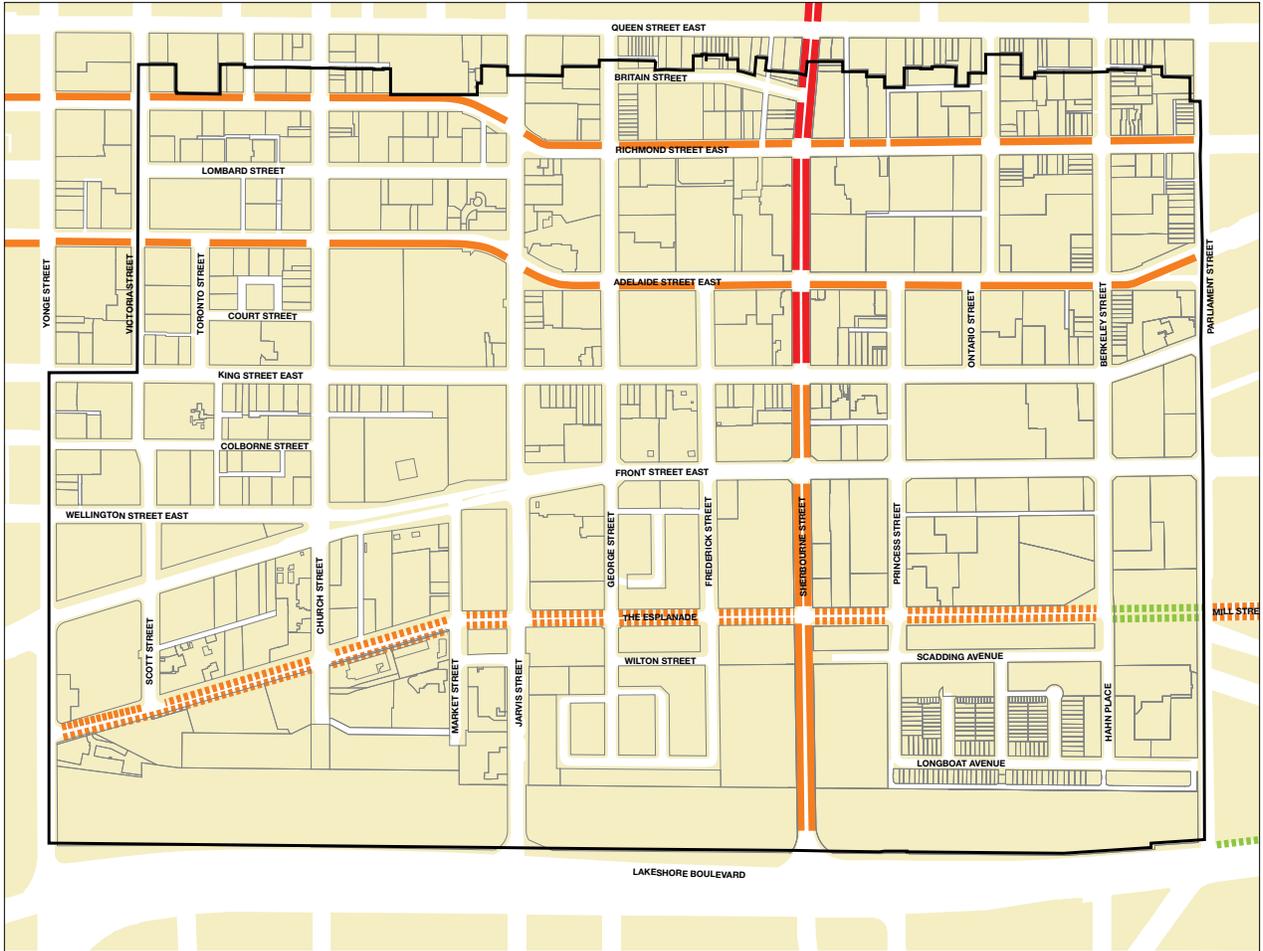
safe and pleasant connection for cyclists to make. It would also serve to further integrate the St. Lawrence Market neighbourhood with the Distillery District and West Donlands.

Even those streets that are not identified to receive dedicated bike facilities shall be designed to safely accommodate cyclists. The City’s Complete Street initiative will provide further guidance for the design of streets consider all users.

Additional bicycle locking facilities should be added during boulevard reconstructions, as they occur.



Protected cycle lanes, like those proposed for Adelaide Street and Richmond Street East, will encourage a higher number of cyclists as well as a broader range of users who may not typically not choose to bike without such an attractive facility



**FIGURE 6: EXISTING AND POTENTIAL CYCLING FACILITIES**

- Existing Cycle Track
- Proposed Cycle Track
- Proposed Signed Route
- Link Through Park or Trail

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## Special Streets

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The St. Lawrence Market Neighbourhood has an enviable number of smaller scale streets that were originally designed many years before the introduction of motor vehicles. The vision for these special streets is to reinforce their unique qualities to create a network that supports a vital public realm with higher pedestrian volumes, and where all users move at low speeds.

Located throughout the neighbourhood, the special streets will often include an enhanced paved surface either in the roadway or on the boulevards, with street trees depending on available space. The special streets do not serve a major role in the broader transportation network, and will most often emphasize pedestrian movement. Service vehicle access should occur during designated hours. Special streets may include short-term, transactional parking. The opportunity exists to

potentially close these streets to through traffic during special events.

The special streets will support active commercial uses on the ground floors, such as dining, shopping, theatres, civic and cultural uses. They will often have outdoor retail and café seating, and function as social public spaces.

### SHARED STREETS AND 'FLEX' STREETS

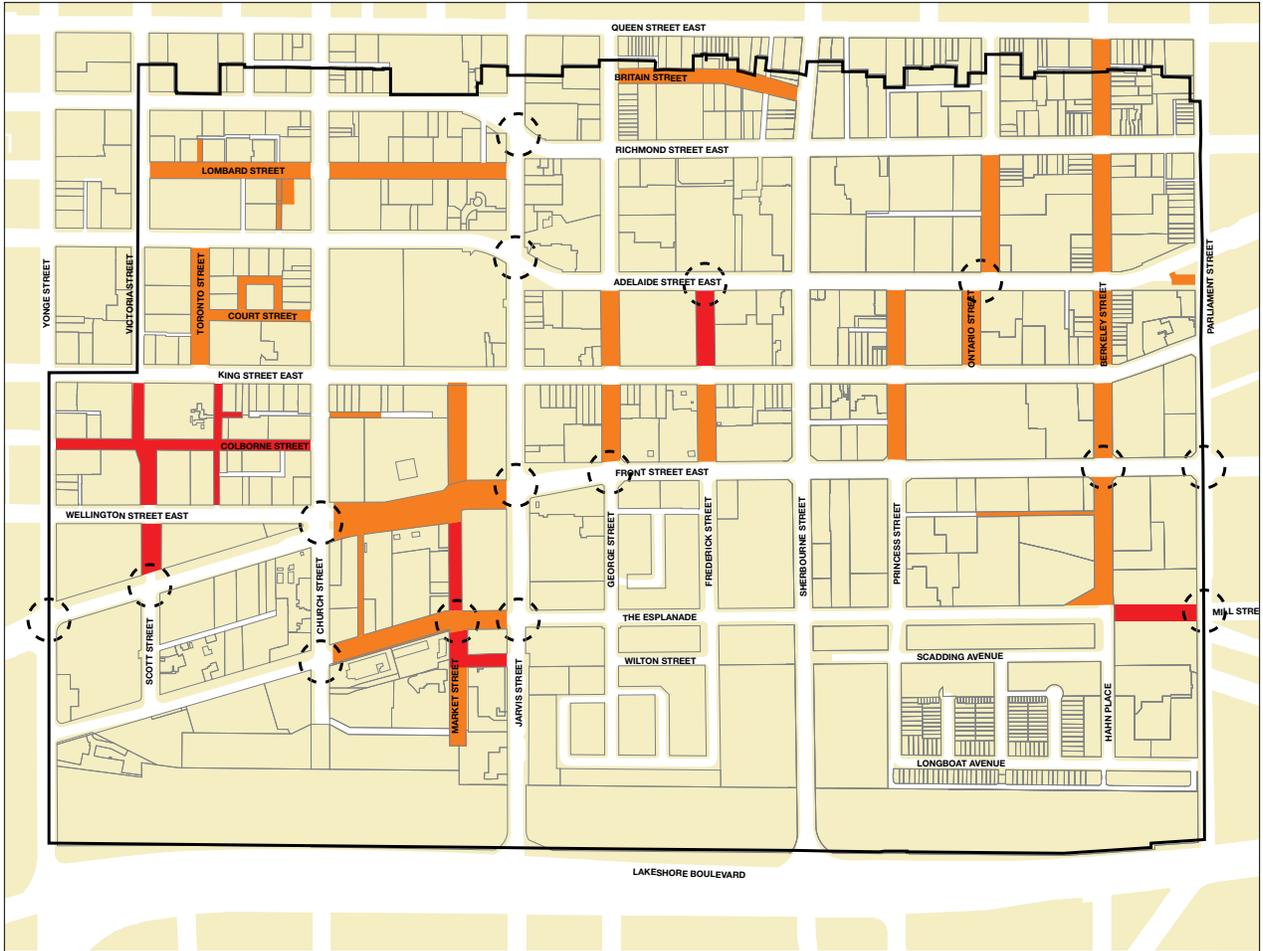
Shared streets are typically designed without curbs to define the travelway, with all parts of the street blended together as a single grade or surface. All modes of travel are welcome but move at extremely low speeds. Buildings are generally located close to the property line and clearly define the street edges. Shared Streets can support a variety of land uses, including commercial, entertainment, dining, and residences.



Market Street is the model for the Special Streets network throughout the neighbourhood



The Special Streets could be detailed without curbs as a Shared Street or with curbs, similar to this example from Quebec City



**FIGURE 7: PROPOSED SPECIAL STREETS**

- Potential Specially Paved Areas
- Potential Shared Street or Flex Street Areas
- Potential Special Intersections

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The success of the recently completed Market Street serves as the model for the expansion of shared streets and 'flex' streets in the neighbourhood. Scott Street adjacent to Berczy Park is proposed as a shared street. 'Flex' streets are shared streets that provide a more flexible design, with portions of the street serving more than one role. In the case of Market Street, the west side is designed to change or 'flex' between a widened boulevard or a parking lane, usually on a seasonal basis to accommodate seating.

**SPECIAL PAVING**

Many of the special streets should receive enhanced paving treatments. All shared and flex streets require a single level surface and must be paved in the same or similar materials. On other streets, it may be appropriate to only have special paving in the roadway and not on the boulevards. The special paving details should be similar to what is currently found on Market Street and the future Scott Street. Over time, a network of streets will develop that contributes to a cohesive neighbourhood identity.

**LANEWAYS**

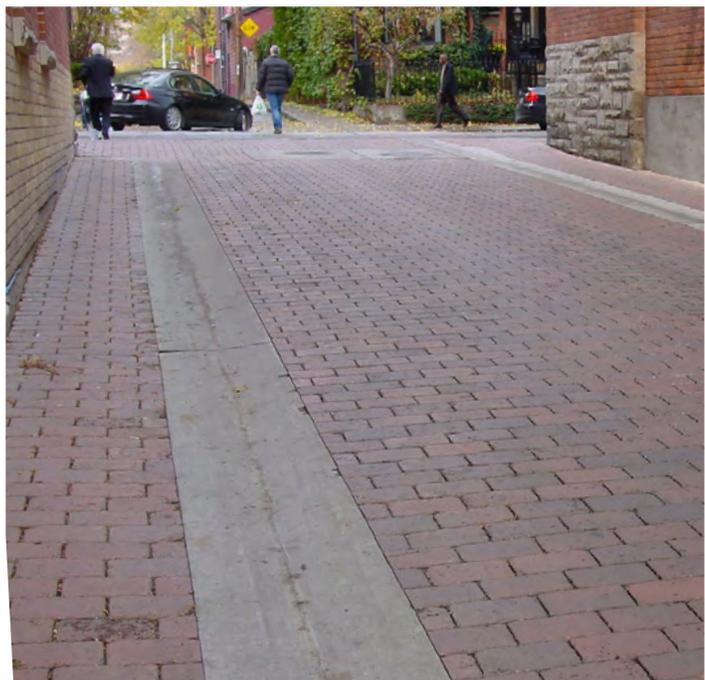
The laneways that provides rear access to properties also serve as a secondary pedestrian network. Combined with the mid-block connections, these routes can expand the overall opportunities for movement, connectivity, and improved public realm character. Not all the laneways require the full suite of potential improvements, but a few like Leader Lane, should be enhanced.

**INTERSECTIONS**

In locations with high levels of pedestrian activity, this plan recommends that the BIA and City consider improving the design of intersections. Potential improvements could include enhanced paving, raised intersections (similar to those found along the Esplanade), enhanced crossings, reduced curb radii, and curb extensions.



Special paving in intersections



Special paving in laneway



Special Street with curbs



Shared Street or flex street without curbs

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## Materials and Furnishings

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The ground plane of the streets and public spaces through the neighbourhood should aid with navigation through paving materials, patterns, and level of finish. A consistent theme or variation of a theme would create an identifiable image of the place, similar to the current decorative paving band detail used extensively throughout the City or the more recent use of pavers in the roadway for Market Street and Scott Street.

Street lights, pedestrian level lights in public spaces, and furnishings are visible vertical elements that should contribute to the character and identity of the neighbourhood. An elegant and respectful style is most appropriate given the heritage context of the area.

The following guidelines will help to ensure a high quality public realm:

- Paving materials and details used throughout neighbourhood public spaces should be of high quality and of a related design theme or character.
- Establish a coordinated street furniture programme. The furnishings-benches, waste receptacles, bollards, shelters, etc., should reflect the heritage character of the neighbourhood and relate to the family of paving materials and patterns and lighting.
- Continue to introduce the St. Lawrence Market Neighbourhood lighting plan to all pedestrian routes for safety and to extend the use of public spaces and further reinforce the heritage character of Old Town.
- Lighting should be energy efficient, and be able to accommodate LED luminaries when the technology advances to an acceptable level for the City.



The consistent use of the same or similar pavers, curb details, and street furnishings can create a cohesive and elegant public realm



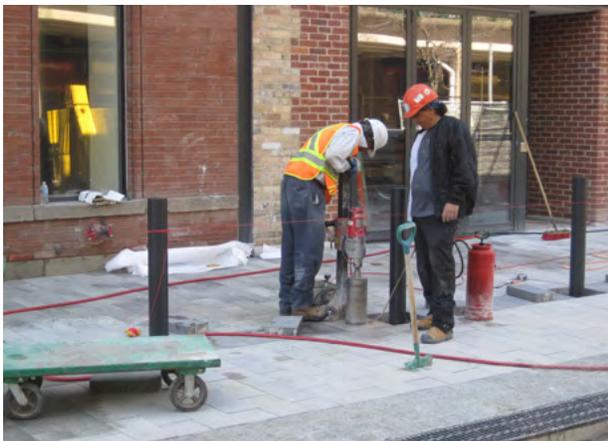
Materials should relate to and enhance neighbourhood character



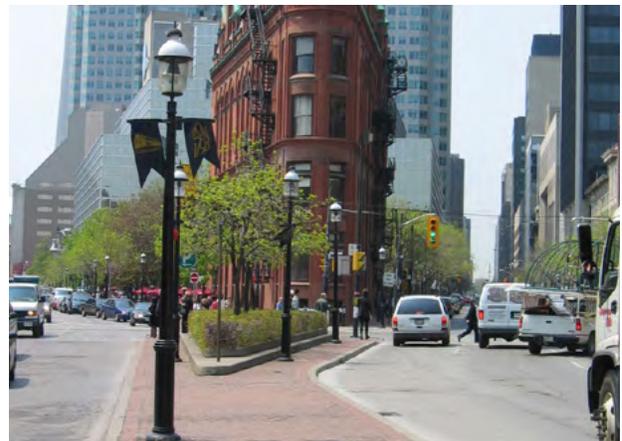
Seasonal projects should have a positive contribution



All of the materials and furnishings should work together to create a rich pedestrian experience



Skilled construction with thoughtful installation is essential



Victorian lighting is a neighbourhood defining feature

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# Public Art

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Public art should contribute to the overall cultural vitality of the neighbourhood, be complementary to the specific qualities of sites and to help articulate the sequence of public spaces.

The neighbourhood has a growing collection of public art, primarily within the parks and other open spaces. The future revitalization of Berczy Park is an exciting opportunity to introduce a major new installation. Upcoming work to St. James Park also provides the potential to include public art as part of its improvements.

The role of public art should be to elevate the visibility and profile of the public spaces. Opportunities to add new public art should be explored. New installations should be strategically located to assist with identity, place making and orientation.

This plan process was not at a sufficient scale or level of detail to address all of the technical issues related to public art. To further share the story of the St. Lawrence neighbourhood, this plan recommends that the City commission a suitable public art master plan for this important part of Toronto.



Art has the potential to transform challenging urban environments and tell stories about the neighbourhood's heritage



Temporary art installations can enliven and energize the public realm

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# DEMONSTRATION PLAN

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A Demonstration Plan illustrates one way the public realm for the St. Lawrence Market Neighbourhood could be implemented over time. This plan provides guidance its coordinated development. The purpose of the Demonstration Plan is to:

- Demonstrate how the public realm could be developed over time
- Illustrate how the principles and guidelines can be achieved
- Provide a means for establishing and monitoring implementation progress.

The Demonstration Plan should only be considered as a high-level road map, and its precise realization will be affected by the processes in which its component projects are implemented. The following pages contain renderings that illustrate what the Demonstration Plan could achieve when implemented.

The demonstration plan includes a description of three key special character areas, and applies the recommendations to a series of representative special streets to illustrate how they may be improved if the public realm plan is followed.



The North Market project is an exciting project that will contribute public realm benefit with the coordinated improvements to Market Lane



ANCE STREET

YONGE STREET

IDA STREET

EMS Station

St. James Park

Courthouse Square

COURT STREET

King Edward Hotel

COLBORNE STREET

WELLINGTON STREET EAST

Berczy Park

FRONT STREET EAST

St. Lawrence Centre

Sony Centre

SCOTT STREET

CHURCH STREET

Toronto Sculpture Garden

St. Lawrence Hall

New North Market

South Market

Future Park

WILTON STREET

Downtown Alternative School

HENRY LANE TERRACE

GREEN STREET EAST

STAIN STREET

THOMSON STREET EAST

ELAIDE STREET EAST

ING STREET EAST

FRONT STREET EAST

THE ESPLANADE

WILTON STREET

RAIL CORRIDOR



DERBY STREET

51 Division Police Station

Library Administrative Building

Future Park

MILL STREET

GRISTMILL LANE

DISTILLERY LANE

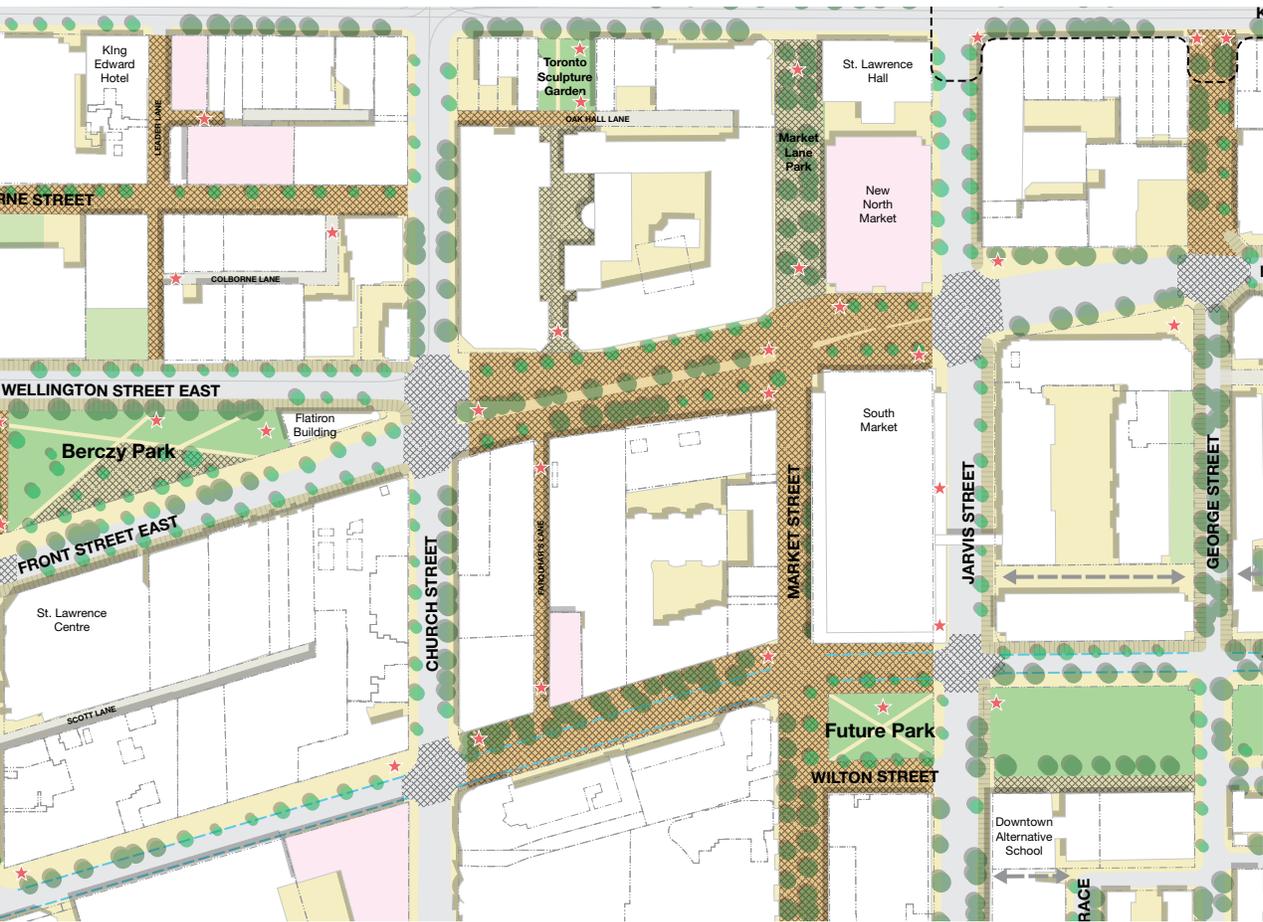
PARLIAMENT STREET

# Focus Areas

## The Market Area

The St. Lawrence Market is the most recognizable landmark in the neighbourhood and one of the most cherished in the city. The proposed redevelopment of the north Market will further strengthen this area. Associated with the North Market building project is the revitalization of Market Lane Park. The future park to the south of the St. Lawrence Market between Esplanade and Wilton Street will serve as a westward open space extension of David Crombie Park. With the

revitalization of Market Street and recent improvements to the Esplanade between Market Street and Church Street, a clear area of distinct character has developed. In the six blocks framed by King Street East, Church Street, Jarvis Street and Lakeshore Boulevard. The recommendation for all of the streets and intersections within this area is to provide a special paving treatment to indicate its importance and to signal to other users that they are within a different place where they should behave accordingly.



Demonstration - Market Area

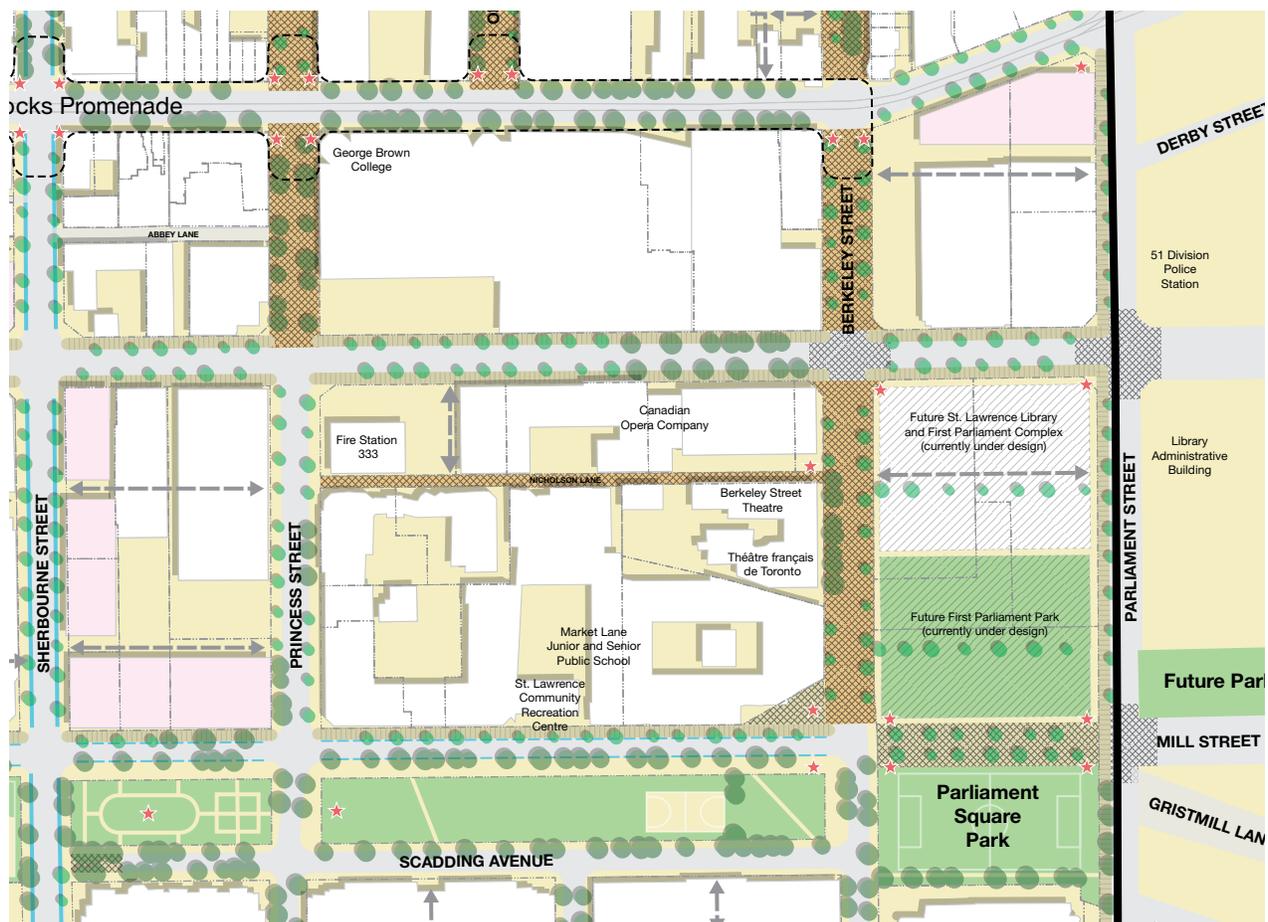
Front Street East serves as the primary focus for this character area. This part of the neighbourhood supports the highest level of pedestrian activity, particularly on Market Saturdays. Front Street East could receive a similar treatment and details as the segment between York Street and Bay Street as part of Union Station, where it's a special street with pedestrian priority. Vehicles must be more aware of their surroundings, especially with higher volumes of people present.

**First Parliament Site**

The First Parliament Site, located at Front Street between Berkeley and Parliament Streets, is a special place in the city and is a centre piece at the heart of a cultural-historic district. The site of Upper Canada's initial Parliament buildings and the birthplace of Toronto

in 1804, this block will soon include the future St. Lawrence Library and First Parliament Complex and Park, all currently under design.

Additional strategically coordinated public realm improvement projects could include the redesign of Berkeley Street from King Street to the Esplanade to provide a strong street address that relates to the historic Berkeley Theatre. The intersection of Berkeley Street and the Esplanade could be improved to create a more typical three-way stop arrangement, and more strongly align with Mill Street in the Distillery District. This would also strengthen the relationship between the proposed Trinity Square open space at Parliament and Mill Street with the future First Parliament Park, and more broadly the St. Lawrence neighbourhood, Distillery District and West Don Lands.



Demonstration - First Parliament Site

**Original Blocks Promenade/King Street East Design District**

The five blocks of King Street East between Jarvis Street and Berkeley Street serve as the focus for the Original 10 Blocks and Design District. This area was the first in the neighbourhood to receive streetscape improvements several years ago. Earlier streetscape improvements elevated the paving materials on boulevards and introduced the historic street lighting found today. As the surrounding neighbourhood has redeveloped and the quality of the overall public realm has improved, the original 10 blocks no longer stand out as they once did. Many other improvements have taken place; George Brown College has further established its urban campus around George Street; new development has brought new residents to the neighbourhood and the Design District has grown to become a vibrant destination commercial area.

Given the transportation role of King Street, few opportunities exist to modify the roadway or adjust the location of curbs. This plan recommends that the majority of future improvements, beyond new tree planting and further lighting of buildings, focus on the special streets one block to the north and south of King Street East. Curb extensions at the corners would provide opportunities for additional seating, planting and public art placement. They would also reduce intersection crossing distances to support more comfortable pedestrian movement. George Street between King and Adelaide could become a higher order special street to serve as the primary public space for George Brown College, St. James Campus. Improvements to the other streets could include wider boulevards, tree planting, heritage lighting and special paving within the roadway.



Demonstration - Original Blocks Promenade

# Adelaide Street East

At the time of writing this report, Adelaide Street (along with Richmond, Simcoe and Peter Streets) is the subject of a current Municipal Class Environmental Assessment (EA) to determine how to best introduce dedicated cycling facilities within the downtown. A successful pilot project was installed on segments of Adelaide to the west of Simcoe to inform the EA evaluation process. Although the EA is not yet complete, the extension of cycle tracks on Richmond and Adelaide eastward to Sherbourne and Parliament Streets already has Council direction. The portion of Adelaide within the study area is scheduled for coordinated reconstruction in 2018. This provides the opportunity to relocate curbs, widen sidewalks, and introduce new lighting, street trees and introduce a protected cycle track facility.



Adelaide Street East: Existing



Demonstration - Adelaide Street East: Potential

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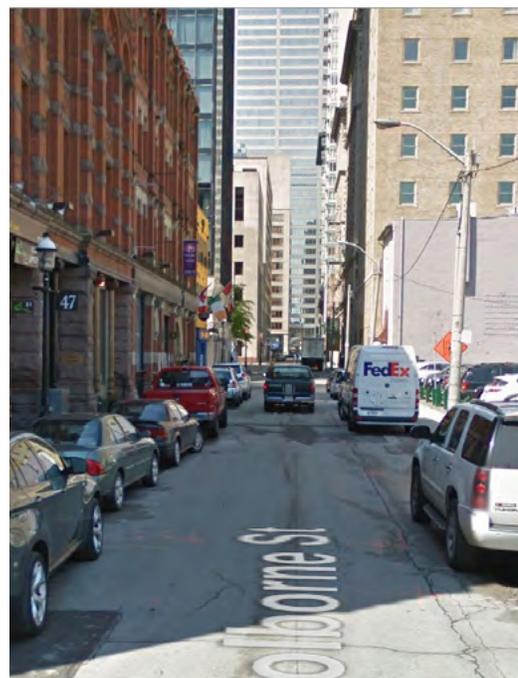
## Colborne Street

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There are few streets in Toronto as charming as Colborne. The ornate and well-maintained south side buildings collectively provide one of the great historic facades in the city. The street itself is narrow at only 12.0 metres between property lines. It is unique in the neighbourhood and together with parts of Victoria Street, Leader Lane and rear lanes create an intimate pedestrian environment.

This plan recommends that Colborne Street could become a similar place to Market Street, where restaurants occupy the boulevard in the outdoor dining seasons and parking is only permitted in the other times of the year.

The street could take on a shared or flex street design with or without curbs. Pavers within the travelway would indicate to all users that they shall move at slow speeds. It is also possible that even with a narrow right-of-way, trees could be added to the north side if the two sides of the street had slightly different boulevard widths.



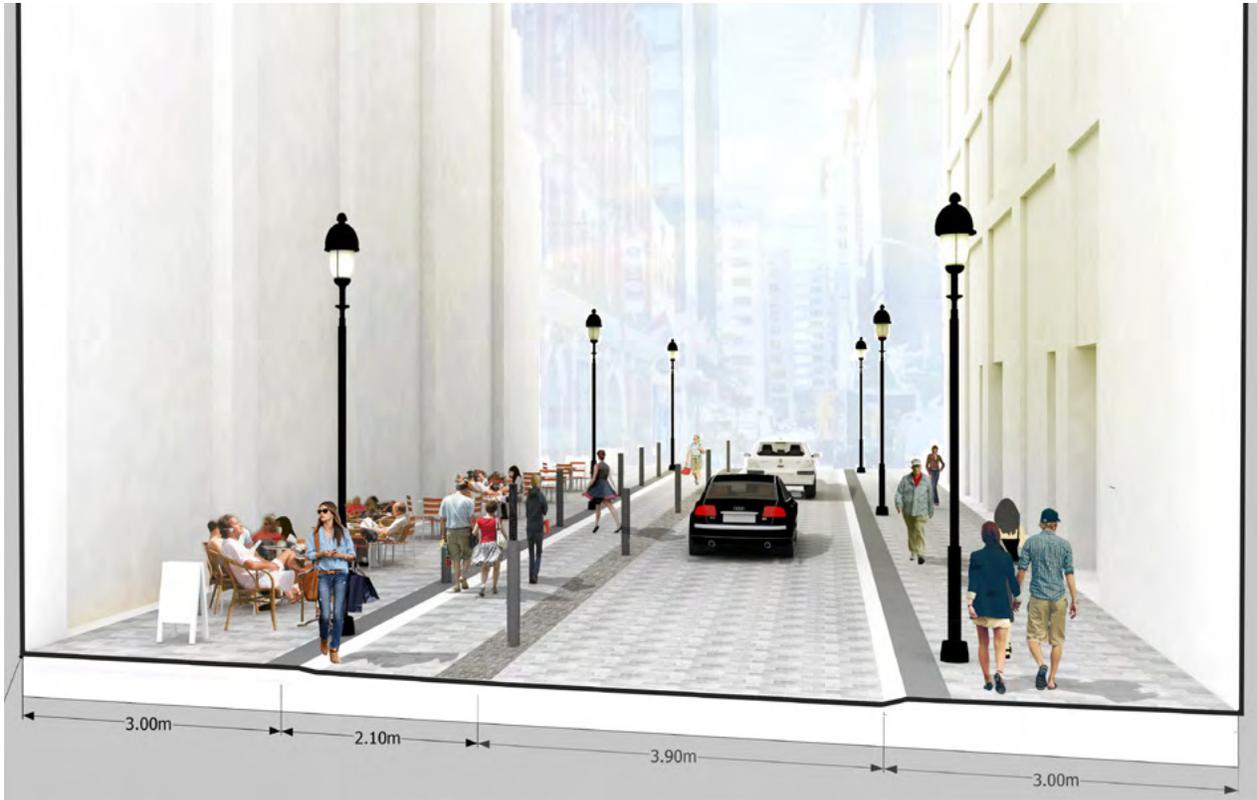
Colborne George Street: Existing



The Colborne Street Heritage Block is one of the enduring parts of the neighbourhood



Demonstration - Colborne George Street: Potential - Option 1 with Trees on North side



Demonstration - Colborne George Street: Potential - Option 2 with No Trees

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## Front Street East

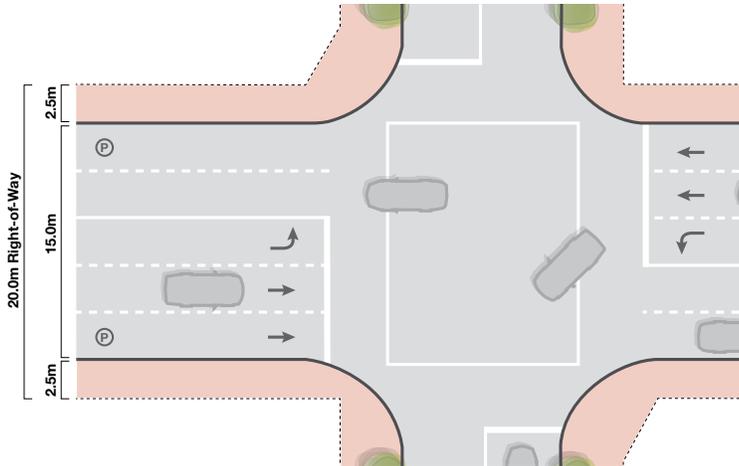
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The importance of Front Street within the neighbourhood and broader city is without question. Yet, between George Street and Parliament Street it demonstrates little of the qualities that it deserves. With its narrow sidewalks, lack of trees, and dedicated left turn lanes, this part of Front Street is a remnant of its former role as an extension of the Eastern Avenue overpass and ramp to the Don Valley Parkway. To the east in the West Don Lands, Front Street is being shaped as the central public space of a new community. To the west as part of the Union Station revitalization, Front Street is transforming into a special pedestrian priority street. Within this plan, improvements to the segment between Church and Jarvis will further elevate its status within the neighbourhood.

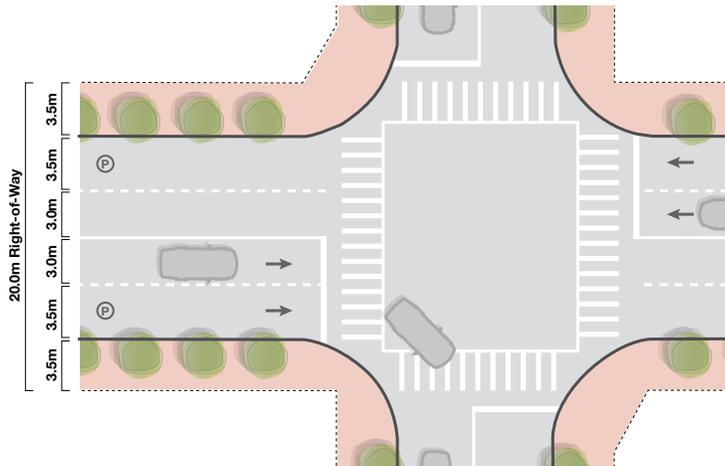
In the absence of a supporting transportation study which would be required to make any major changes, this plan suggests that Front Street East could be modified to at least reflect a typical arrangement for similar streets like King Street and Queen Street. This would provide sufficient space to widen sidewalks and plant trees. It is also reasonable to suggest that if the curb lanes were converted to full time parking, then further streetscape and pedestrian improvements would be possible. Despite this potential, the timing of any likely large scale modifications to Front Street are in the long-term given it has recently been reconstructed. However, it may be possible to work within the existing street to reassign space and create a more comfortable and supportive environment better suited to the neighbourhood.



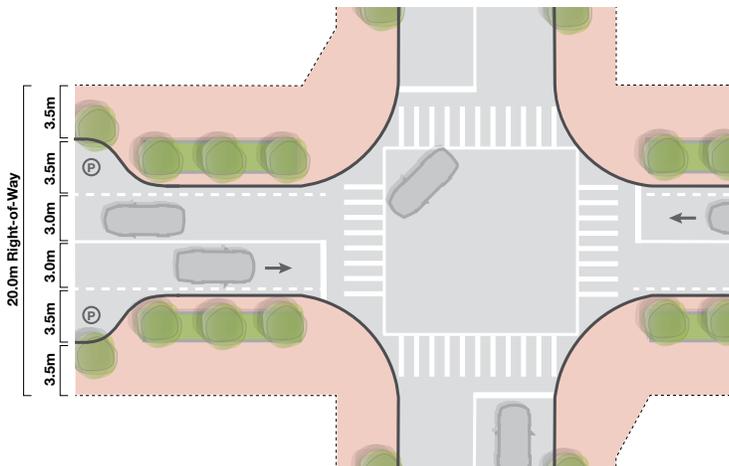
Front Street is being improved for much of its length from Union Station (top) to Corktown Common in the West Don Lands (bottom), with the exception the segment between George and Parliament Streets. There is a great opportunity to complete the gap through the neighbourhood.



Front Street: Existing Condition with narrow boulevards, no trees, and turning lanes which are not common in the neighbourhood



Option 1: Lane Diet. Reconfigure to reflect design found on similar neighbourhood streets like King Street

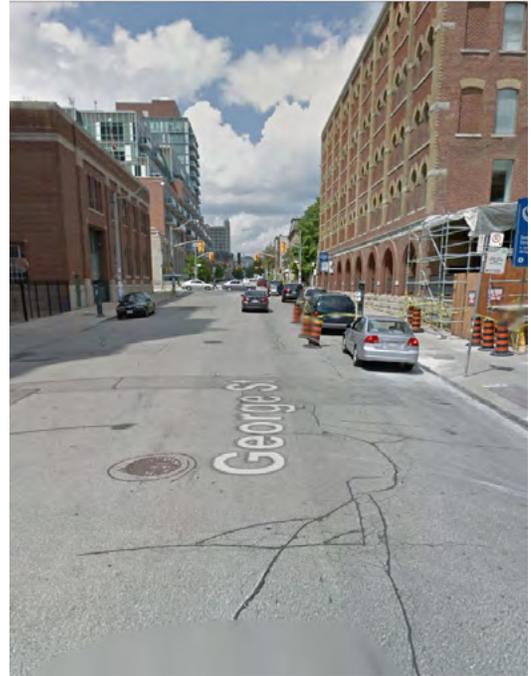


Option 2: Road Diet. Reconfigure to add curb extensions, reduce crossing distance and make parking full time



# George Street

George Street south of King Street has already been redesigned to have wider boulevards, street trees, and decorative street lighting with two travel lanes and a single lane of parking. To the north of King Street, the street has two travel lanes and parking on both sides with no improvements. This plan suggests by applying the various strategies and the existing design concept from the more southerly block, the boulevards between King and Adelaide could be sufficiently widened to introduce street trees in open planters with one travel lane in each direction and parking on one side of the street. Decorative lighting, furnishings and the City's Streetscape Manual boulevard detail would provide the final touches to a greatly improved street.



George Street: Existing



Demonstration - George Street: Potential

# Frederick Street / George Brown College

Part of the Original 10 Blocks, Frederick Street between King Street East and Adelaide Street East is identified in the George Brown College Master Plan as a suitable street to become the main outdoor gathering space for the St. James Campus. This street could serve a similar role to George Brown College as Gould Street does for Ryerson University, another downtown institution that makes use of public streets to largely form their public realm.

This plan suggests that a vibrant public space is possible with high quality paving, lighting and furnishings, trees in open planters, and on-street parking in a different arrangement. The travelway could be defined by curbs or be part of a shared street surface like Market Street or the proposed Scott Street redesign as part of Berczy Park. The street would continue to provide access to properties but could become a new focal point for the college. Whatever the ultimate design, any future work should be coordinated with the college, BIA and City.



Frederick Street: Existing



Demonstration - Frederick Street: Potential

# Wellington Street East

The blocks of Wellington Street west of Church Street provides a great opportunity to enliven the public realm, introduce new outdoor tables and seating, and take advantage of the upcoming improvements to Berczy Park and Scott Street.

The current street has two sets of Toronto Transit Commission streetcar tracks from when Wellington provided two-way vehicular traffic in the past. Given that Wellington Street no longer provides two-way traffic, the eastbound tracks are redundant.

With the removal of one set of tracks and the closure of the northern curb lane to traffic, the curb can be extended to create an enhanced boulevard with sufficient dimension to accommodate street trees, a generous pedestrian environment, and introduce the opportunity for restaurants, cafes, and other retail uses to occupy and animate the edges of Wellington with wonderful views of the park. Potential on-street parking, loading and drop-off can be provided in lay-bys further west.



Wellington Street East: Existing



Demonstration - Wellington Street East: Potential

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# IMPLEMENTATION

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Decisive action is required to achieve the proposed vision for the St. Lawrence Market Neighbourhood. The path to implementation should be a logical, incremental process with each step building upon those before it. Certain initiatives, already underway, must be pushed forward and the momentum from these leveraged to initiate new actions.

This chapter identifies implementation strategies and discrete tasks—identified as either a project or action—that the BIA will carry out to implement the public realm vision. The projects are organized into one of three time horizons: currently underway, immediate-near term (0 to 5 years), and mid-term (6 to 15 years). The actions are administrative in nature and can be initiated in the near term.

Further development and improvement to the neighbourhood's public realm must acknowledge its size and the realities related to ownership, the market and access to potential funding sources. The improvements recommended in this public realm plan will largely proceed as a private-public partnership between the BIA, its various members and the City. The BIA will invest in elements of the neighbourhood as will the City. The specifics will be defined through the appropriate street and public space planning and design processes.

## IMPLEMENTATION STRATEGIES

**Work in a Coordinated and Strategic Way.** The BIA will need to work together with all of its partners to successfully deliver the recommendations presented in this plan. This implementation plan should be linked to City work plans to ensure the efficient delivery of each project.

**Focus Funding and Physical Improvements in Concentrated Areas.** The majority of projects will rely heavily on municipal funds to deliver the public realm improvements. To the BIA's advantage, the public realm is in public ownership thus increasing the opportunity to successfully leverage private investment for public improvements alongside the BIA's contribution. Projects could include new streets, streetscapes, pedestrian connections, or improvements to parks and squares.

**Update Regularly.** The BIA should revisit and update the Implementation Strategy on a recommended annual basis. Any changes should be done with due regard to the main principles of this Plan.

**Create Project Specific Guidelines.** The BIA with the City should develop specific public realm guidelines in advance of all major projects. These guidelines should be prepared in collaboration with the City or other project partners or proponents.

**Measure Success over Time.** The plan has a long-term time frame, and not all projects identified will occur immediately. Several factors will determine the pace of progress: funding availability, and changes in BIA, City and neighbourhood priorities. However, the plan identifies a number of short to mid-term priority projects and actions that the BIA can comfortably move forward in the coming years, and largely coordinated with the City's 10-year Capital Improvement Plan, which is updated on an annual cycle. The BIA should take steps to document the successes that result from improving the neighbourhood's public realm, to learn from previous projects and apply those lessons to the those that follow.

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# Projects

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Identified below are the projects recommended by this study to improve the public realm in the St. Lawrence Market Neighbourhood. The order of the projects can accelerate with availability of funding and changing priorities.

## IMPROVEMENTS CURRENTLY UNDERWAY

- **Berczy Park Revitalization.** The exciting redesign of Berczy Park will begin construction in 2015. The park will include a new central fountain, upgraded paving and new plantings, and new street edges along both Wellington and Front Streets.
- **First Parliament Site: Library Complex and Park - Design.** The City is currently developing plans and designs to commemorate the First Parliament Site of Upper Canada. The program for this site will include cultural facilities and a new park that will connect to the Esplanade and David Crombie Park.
- **New North Market Building.** Construction of this exciting facility will begin in late 2015. The existing market vendors will temporarily relocate to the parking lot south of the Esplanade during construction.
- **Market Lane Park Revitalization.** This existing park facility will be revitalized as part of the North Market Building project.
- **Richmond-Adelaide Protected Bike Lane Extension.** Council has directed that the Richmond Adelaide protected bike lanes should extend to Sherbourne Street and potentially Parliament Street. Currently, these facilities are pilot projects on the west side of downtown, but can be extended eastward without major reconstruction. They could be added prior to the scheduled major reconstruction of Adelaide Street from Parliament Street to west of Jarvis Street in 2018.
- **Scott Street.** Associated with the revitalization of Berczy Park scheduled to begin construction late 2015, this single block of Scott Street between Wellington and Front Streets will become a shared street with a single paved surface without curbs. It will appear similar to Market Street but without a flexible parking zone.
- **Sherbourne Cycle Track Extension.** As of early 2015, the City is constructing the extension of the Sherbourne Cycle Tracks to Lakeshore Boulevard, providing connections from the east side of downtown to the East Bayfront.

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## IMMEDIATE/SHORT TERM (0 TO 5 YEARS)

The following actions are designated as priority projects to occur in the next five years to advance the BIA and neighbourhood vision as defined in this plan. It is encouraging that many of the initial opportunities to realize the public realm plan are beyond the BIA's former boundary before the 2007 and 2011 expansions. In the immediate and near term are projects associated with major public works, potential partnerships with local institutions, and strategic opportunities. It is imperative that the BIA and its partners collaborate and coordinate the planning, design and delivery of this first suite of improvements.

- **Adelaide Reconstruction.** The City has scheduled major upgrades to below grade utilities and reconstruction of the street in 2018, including sidewalks and roadway. This project provides the opportunity to introduce wider boulevards with new decorative paving, add street trees, furnishings and heritage lighting fixtures, and modify the roadway to include a protected bicycle lane. The City and BIA should commit to the funding of these improvements and further refine the design of materials and details.
- **First Parliament Site and Adjacent Area Improvements.** With the redevelopment of this important site comes the opportunity to connect the St. Lawrence Neighbourhood with the Distillery District and West Don Lands. The streets, lanes and parks that border this site should be improved to take advantage of this wonderful new cultural facility and connect to the other cultural facilities in the eastern part of the neighbourhood.
- **Esplanade Signed Cycle Route.** The City should implement this long standing proposal to add a cycle route to the Esplanade. This route will connect the bike facilities along Mill Street and Bayview Avenue in the West Don Lands to the Sherbourne Cycle Tracks and the Market Area.
- **Frederick Street/George Brown College.** The City and BIA are currently discussing with George Brown College how to advance the design and implementation of improvements to Frederick Street between King Street and Adelaide Street.
- **Future Park South of Market.** Following the completion of the North Market Building, this site will become a new park, extending the green linear open space that defines the southern boundary of the Esplanade from Parliament to Jarvis Streets.
- **St. James Park Revitalization.** The City is currently studying how to best improve St. James Park. Improvements are anticipated to begin within the next five years.
- **Wellington Street Improvements.** The City and BIA are currently discussing opportunities to widen the north boulevard of Wellington Street west of Church Street. This would require the repurposing of one of the four westbound travel lanes and removal of one of the two streetcar tracks. With boulevard widening, tables and seating could be added to help animate the public realm. Wider boulevards could also provide sufficient space to plant street trees and introduce laybys to allow for loading and deliveries. These improvements, along with the Berczy Park revitalization and Scott Street, would work together to further elevate this part of the neighbourhood.

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## MID-TERM (6 TO 15 YEARS)

- **Colborne Street/Scott Street Area.** The network of small streets between Wellington and Adelaide Streets east of Yonge Street are special streets in the neighbourhood and unique in Toronto. All of the streets in this area (Colborne, Victoria, Scott, Leader Lane) should be improved to include special paving and historic lighting. They could all become shared streets or special streets with curbs. The City and BIA should commit to the funding of these improvements and further refine the design of materials and details.
- **Court Street.** This narrow east-west street should be improved to better connect the lovely yet perhaps under-appreciated Courthouse Square to Church and Toronto Streets. Proposed improvements should include special paving within the roadway and boulevards, with or without curbs. The BIA and City should encourage redevelopment of the parking lot to the east of the Square to have a positive address to the Square. Efforts should also be made to encourage retail commercial uses at grade to animate the Square.
- **Complete the South Market Renovation.** Following the construction of the North Market Building and the new park, the BIA and City should focus on completing improvements to the South Market Building, both to the interior and exterior. Of special interest to the public realm is the east side of the Market Building, where the pedestrian environment is constrained and uninviting.
- **Market Area Precinct Completion.** This plan recommends that Front Street from Church to Jarvis Street be redesigned to reflect its importance to the neighbourhood and better accommodate the high level of pedestrians in the area. This work should follow the construction of the new North Market and Market Lane Park.
- **Improvements to Remaining Special Streets Network.** This plan recommends improvements to the majority of smaller, local neighbourhood streets to enhance the unique character of the St. Lawrence Market and Old Town. Improvements could happen during smaller scale resurfacing projects which afford the opportunity to introduce special paving within the roadway, or during complete street reconstruction. Given the 10 year City Capital Plan is not yet identified, it is not known when all the streets will require maintenance or improvements. However, it is understood that some of the special streets will begin in the near term, some in the mid-term and some in the longer term.

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## Actions

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In addition to the projects described above, a series of administrative actions, studies, and next steps are recommended to effectively achieve the vision identified in this public realm plan.

- **Front Street Redesign.** The City should conduct a study to determine the possible improvements to Front Street from Parliament Street to George Street. Potential improvements could include a lane or road diet, wider boulevards, street tree planting, new furnishings, and undergrounding the overhead wires as was completed to the blocks west of George Street. Such improvements would be possible with a full reconstruction of the street, which might not take place for several decades. However, as part of the study interim improvements should be explored to enhance the pedestrian experience along one of Toronto's most historic streets that connects Garrison Creek to the Lower Don River.
- **Prepare a St. Lawrence Market Neighbourhood Public Art Master Plan.** The City and BIA should prepare a public art master plan for the neighbourhood to guide acquisitions, ensure the quality, location and placement for new installations, and inform the relocation of existing pieces if necessary.
- **Prepare a Parliament Street Promenade Plan.** Improvements to all of the main north-south streets West of Parliament Street have a formal promenade plan to direct improvements for pedestrians, cyclists and streetscape materials and furnishings. The City and BIA should prepare a Promenade Plan for this important connection to the waterfront as identified in the Central Waterfront Secondary Plan. Potential improvements could include wider sidewalks, enhanced crossings, safer cycling conditions, improved materials and furnishings.
- **Study Potential Improvements to Lower Jarvis Street.** The segment of Jarvis Street south of Front Street does not fit within the changing context of the neighbourhood. It is designed to facilitate higher speed vehicle movement over all other users of the street. With the construction of the new park south of the Market and introduction of the Esplanade signed cycle route, the east-west crossings will likely see increased activity. Further, with the future redevelopment of the Lower Yonge Precinct and the East Bayfront, and the new North Market building, Jarvis Street will become an increasingly important north-south pedestrian route. The City and BIA should study how to improve the street from both a place making and functional perspective.
- **Study the Potential for a Pedestrian Link to Lower Yonge Precinct.** Similar to the recently completed pedestrian link beneath the Gardiner Expressway across Lakeshore boulevard between Bay and York Streets, the recent Lower Yonge Precinct Plan recommends a pedestrian link to connect that redevelopment area to the St. Lawrence Market Neighbourhood in the vicinity of Church Street. As that project advances, the BIA should ensure their involvement in the planning and design discussions to ensure that the most appropriate connection to serve their interests is considered.

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- **Study the Adelaide at Jarvis Intersection/ Parkette.** The City and BIA should study how to improve the design and function of the Jarvis Street and Adelaide Street intersection. There is an opportunity to repurpose available space to create small public spaces similar to the corner of Parliament and Adelaide Streets at the eastern end of the neighbourhood.
  - **Develop BIA Public Realm Performance Measures.** The BIA with assistance from the City should develop a system to measure the success and performance of the public realm improvements. Performance indicators—such as retail sales, number of new and retained businesses, pedestrian and cycling counts, number of tables and chairs added—taken before and after improvements would support the public realm efforts by the BIA and City, and help to communicate the benefits that such improvements have on the livability and viability of a neighbourhood.
  - **Neighbourhood Parking Study.** The BIA and City should study parking in the neighbourhood to help guide decisions about making the best use of limited public realm space, particularly on the boulevards and curbside. Most communities believe they have a parking supply shortage while the evidence often suggests the opposite is often the case. The parking study should focus on availability not supply, and to determine the origin and destination of customers to the neighbourhood. Given the great majority of residents, visitors and employees in the downtown choose to move either by foot, bike or transit, the issue of parking may tend to be one more of convenience than necessity. The parking study should recommend tools that the BIA and City can use to monitor performance over time.

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# APPENDICES

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**STREET CROSS SECTIONS - EXISTING AND POTENTIAL  
SAMPLE SURVEY  
IMAGE CREDITS**



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# Appendix A: Street Cross Sections. Existing and Potential

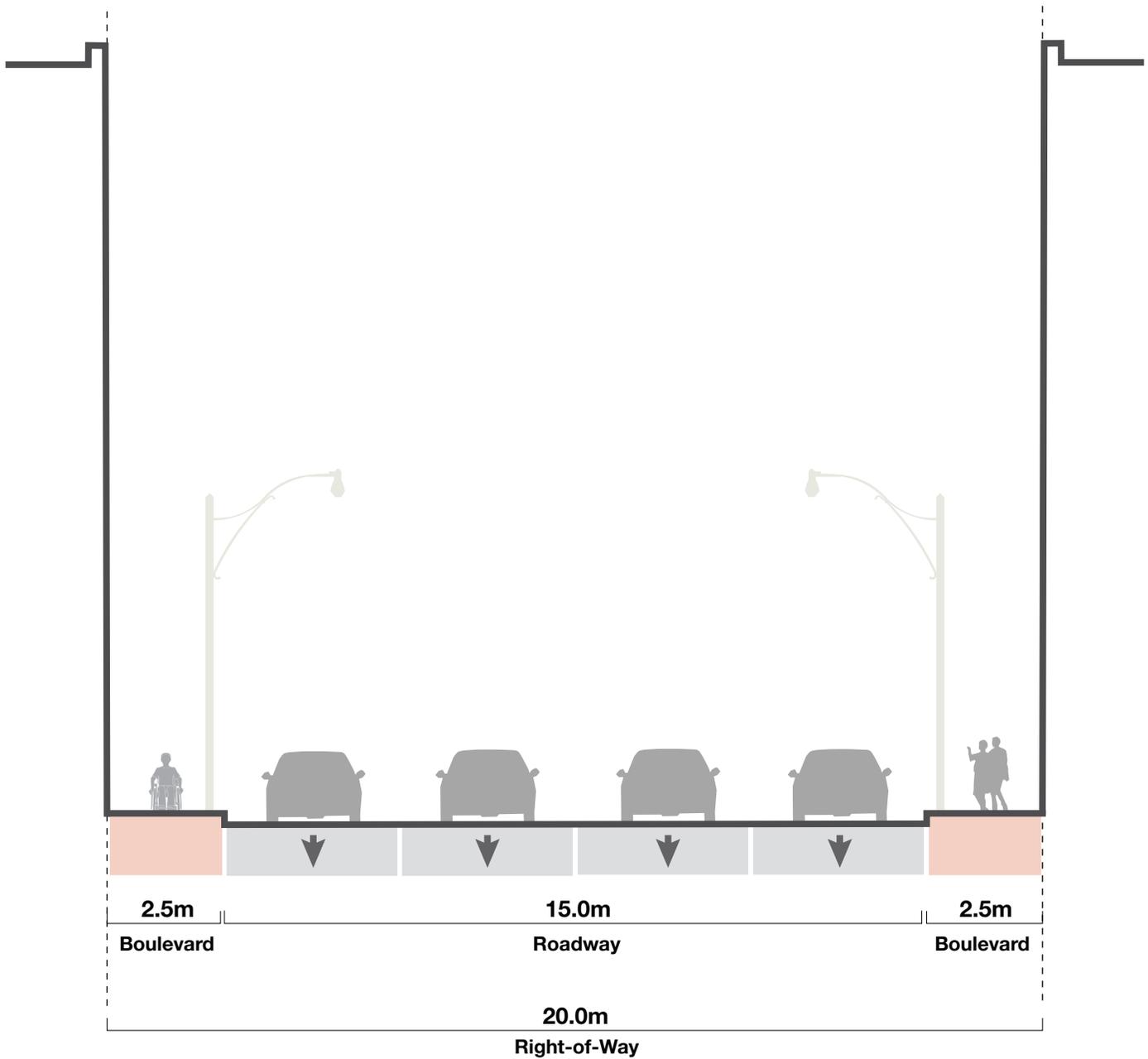
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The following sections illustrate the mid block condition for many of the streets within the BIA boundary, and suggest potential improvements for boulevard widening, tree planting, and other possible adjustments to improve the quality and character of the public realm. Please note that not every street is illustrated.

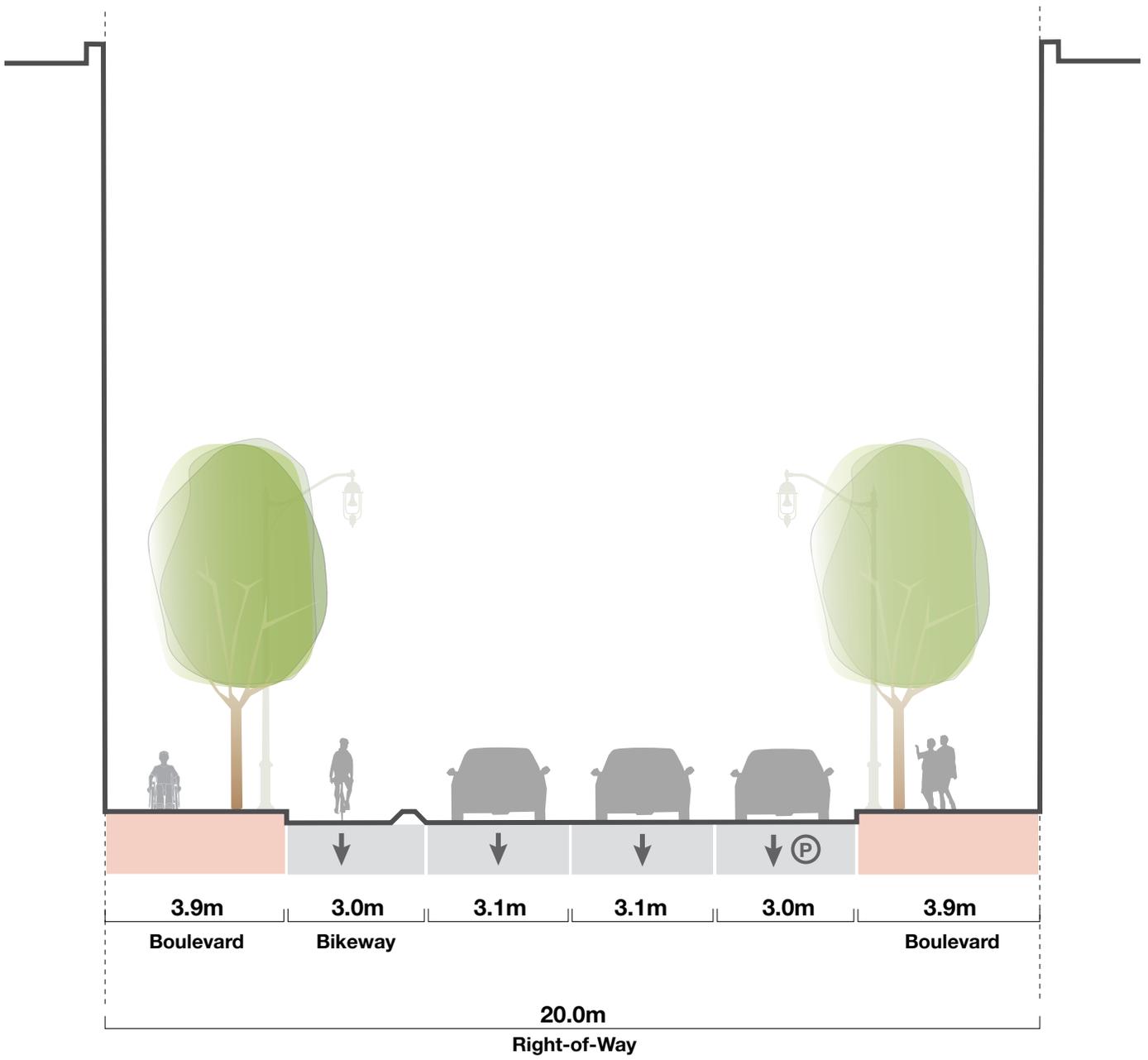
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Adelaide & Richmond Streets E	A-1
Berkeley Street: North of King	A-3
Berkeley Street: South of King	A-5
Britain Street	A-7
Church Street	A-8
Colborne Street	A-9
Court Street	A-12
The Esplanade: East of Jarvis	A-14
The Esplanade: West of Jarvis	A-16
Frederick Street: North of King E	A-17
Frederick Street: South of King E	A-18
Front Street E: East of George	A-19
George Street: North of Adelaide, South of King	A-21
George Street: King E to Adelaide E	A-22
George Street: The Esplanade to Front E	A-24
Jarvis Street	A-26
King Street E	A-28
Lombard Street	A-29
Ontario Street: South of Adelaide	A-31
Ontario Street: North of Adelaide	A-33
Parliament Street	A-35
Princess Street	A-37
Scott Street: South of Front E	A-38
Toronto Street	A-40
Victoria Street: North of Adelaide	A-41
Victoria Street: South of Adelaide	A-42
Wellington Street E	A-43
Yonge Street	A-45

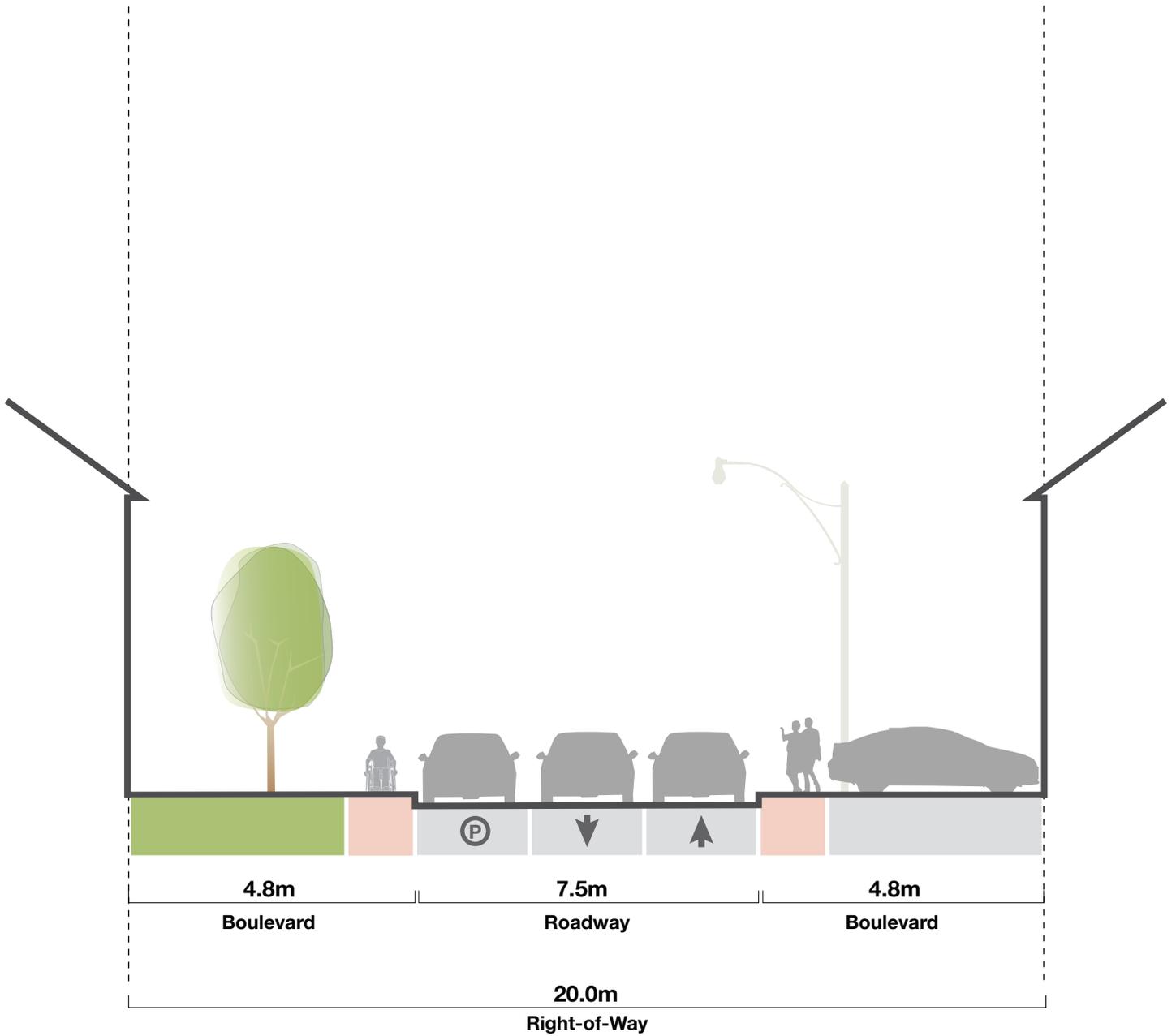
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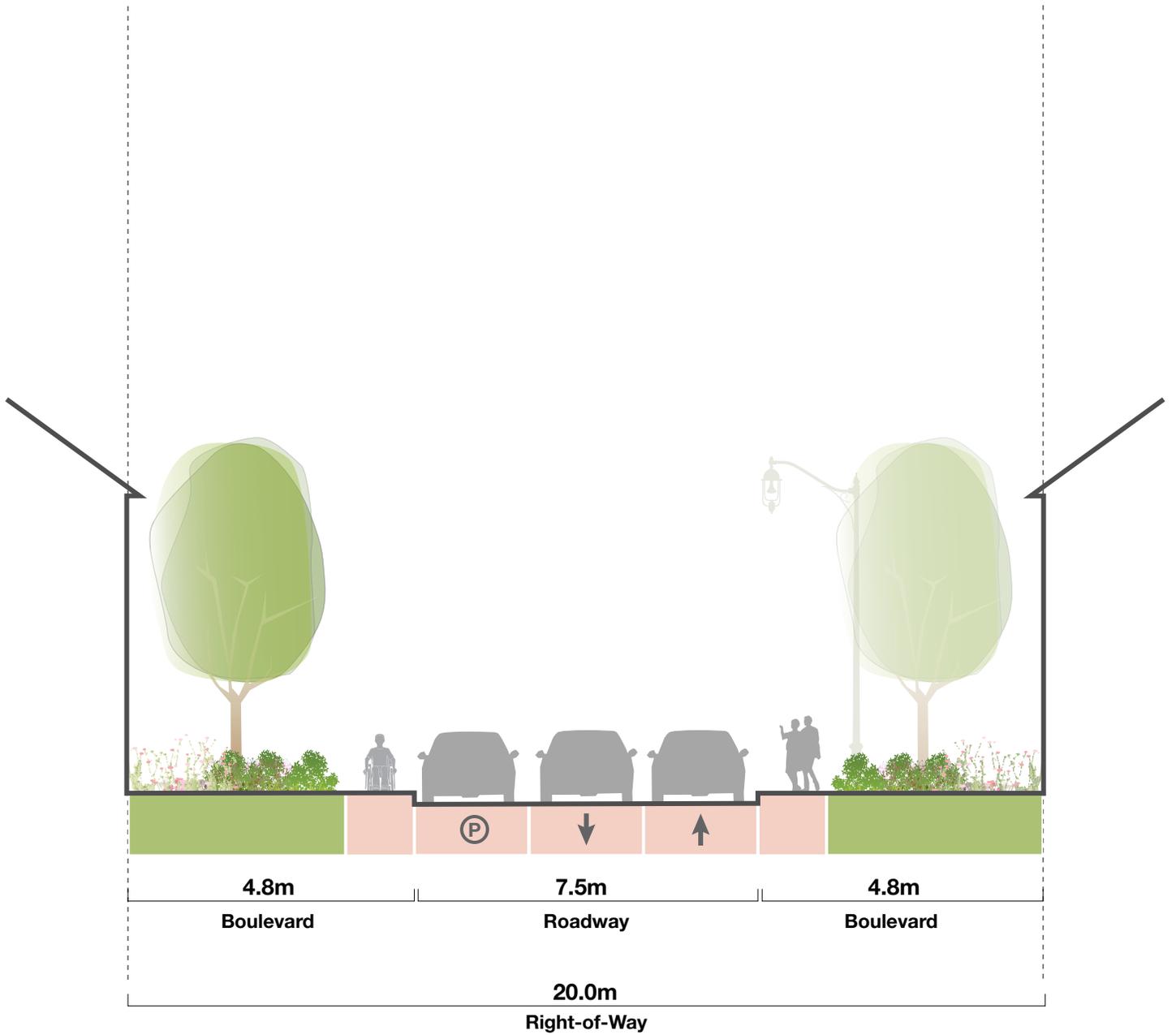
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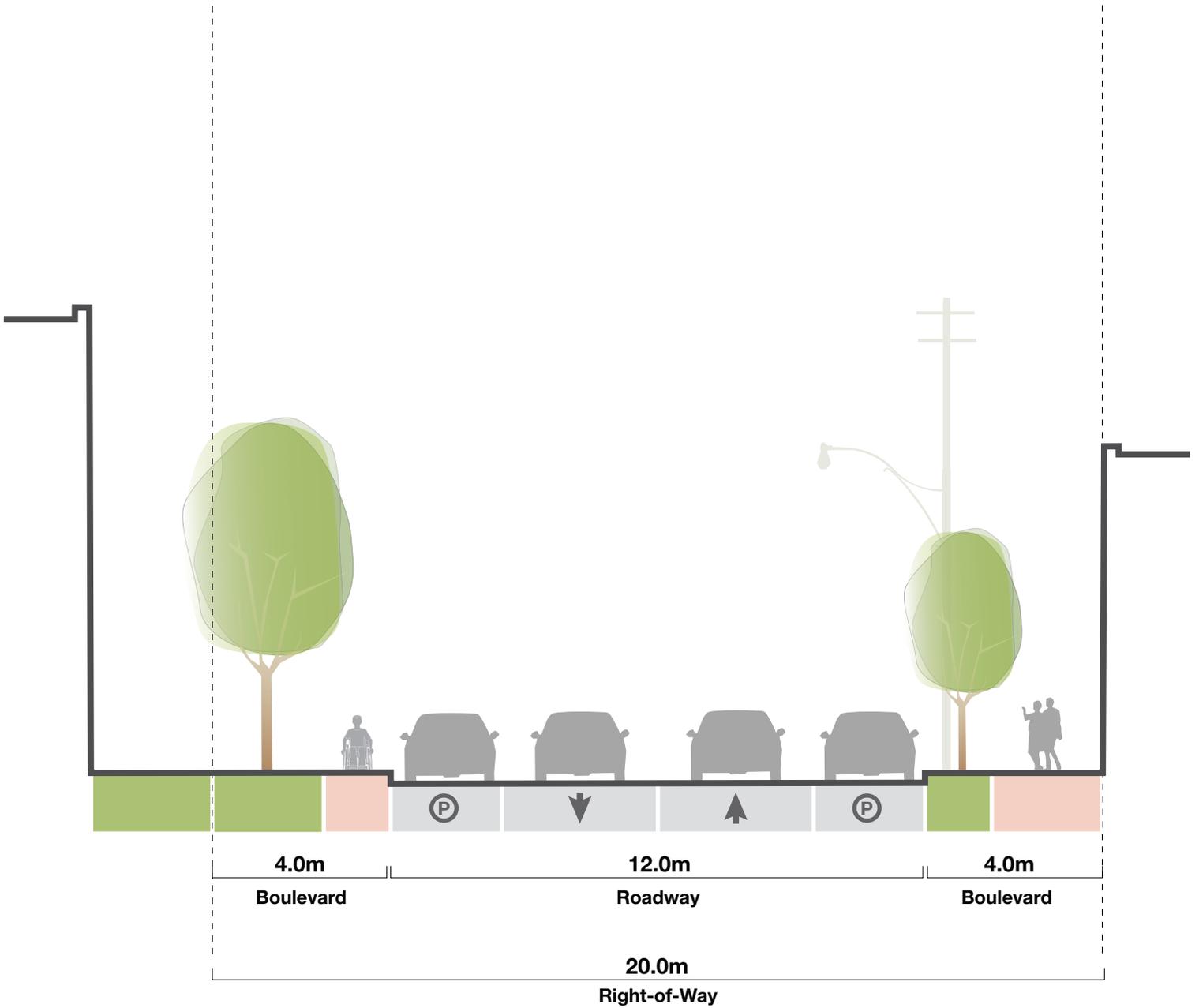
Potential  
Adelaide & Richmond Streets E



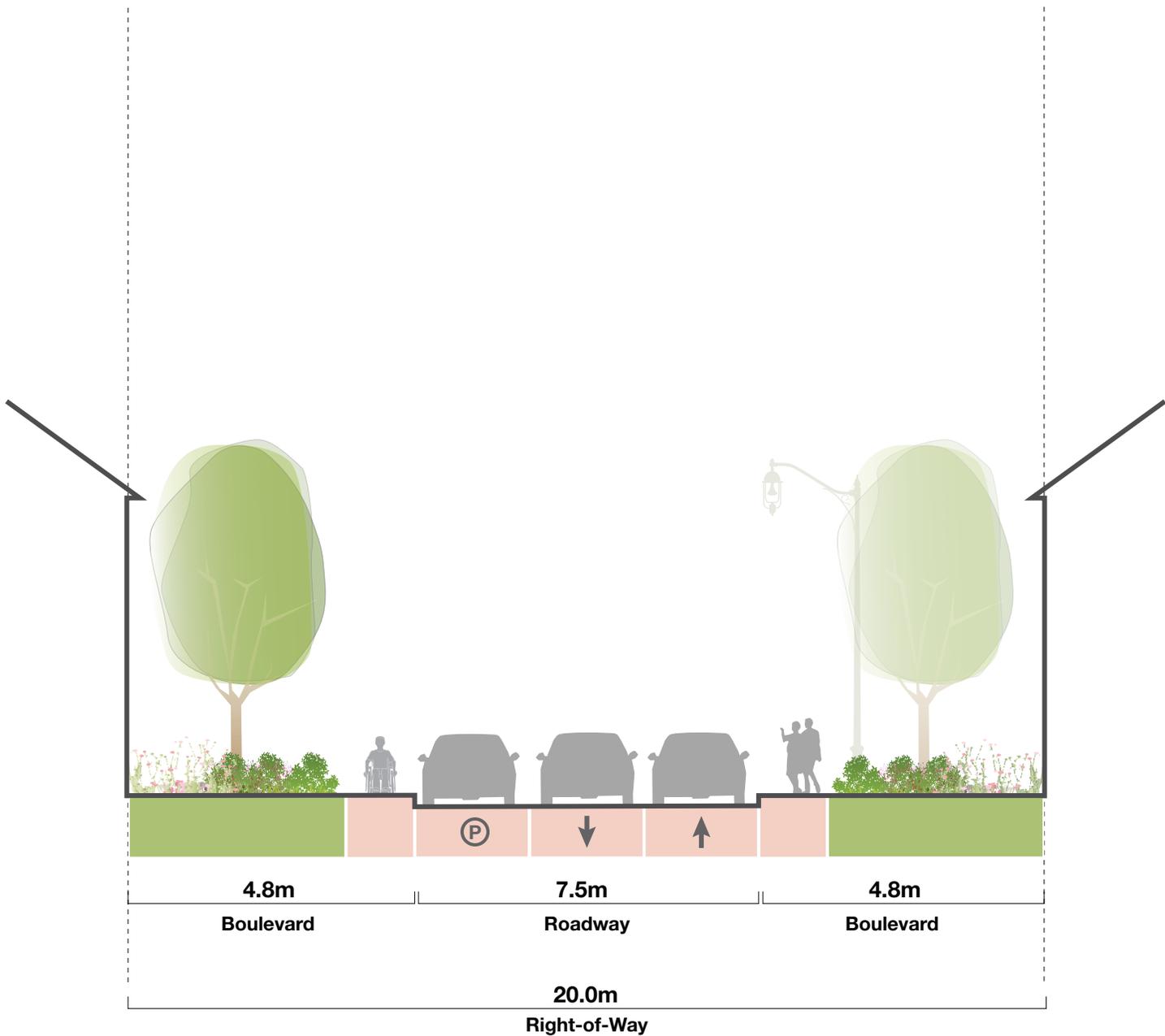
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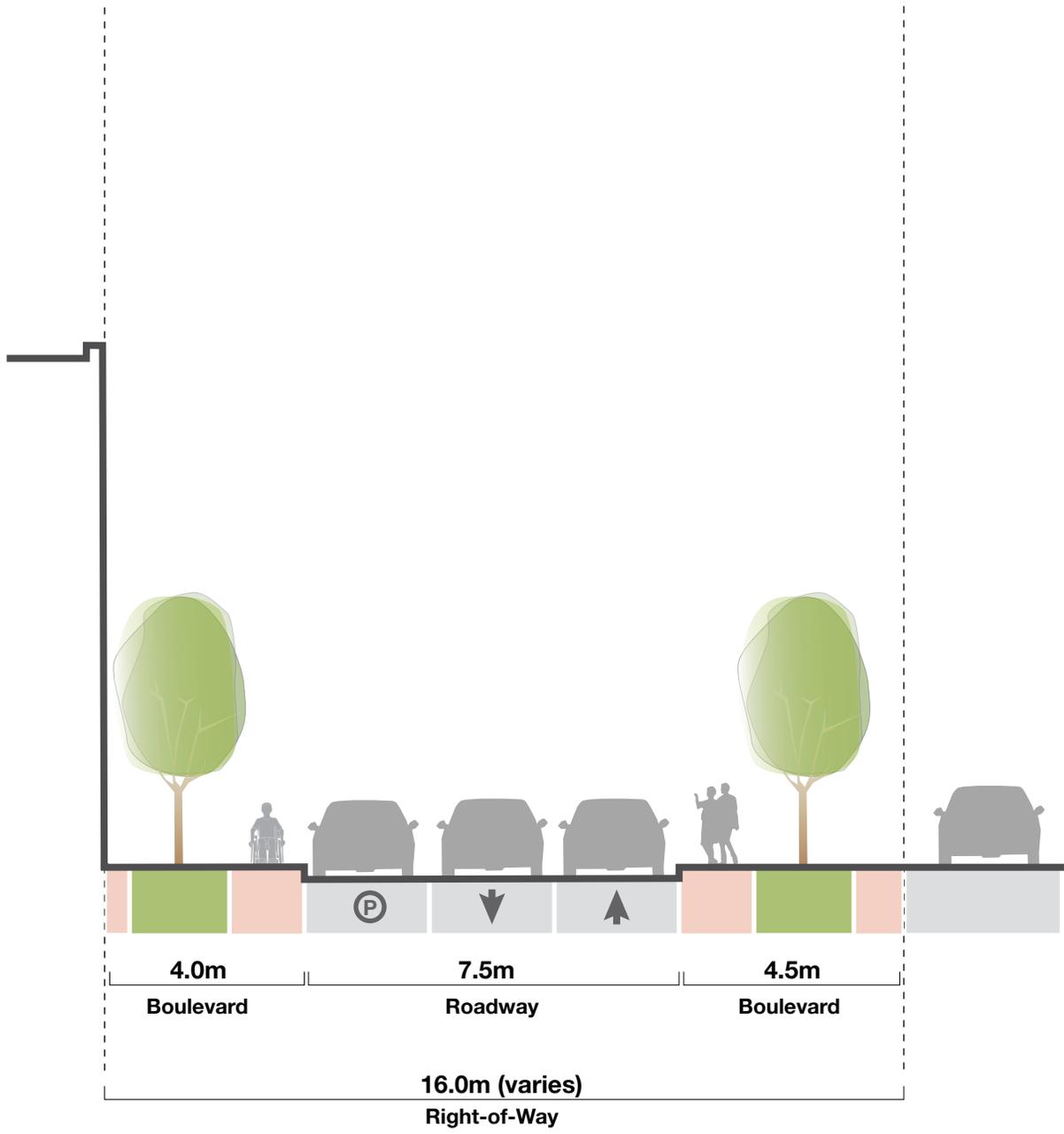
Potential  
Berkeley Street: North of King



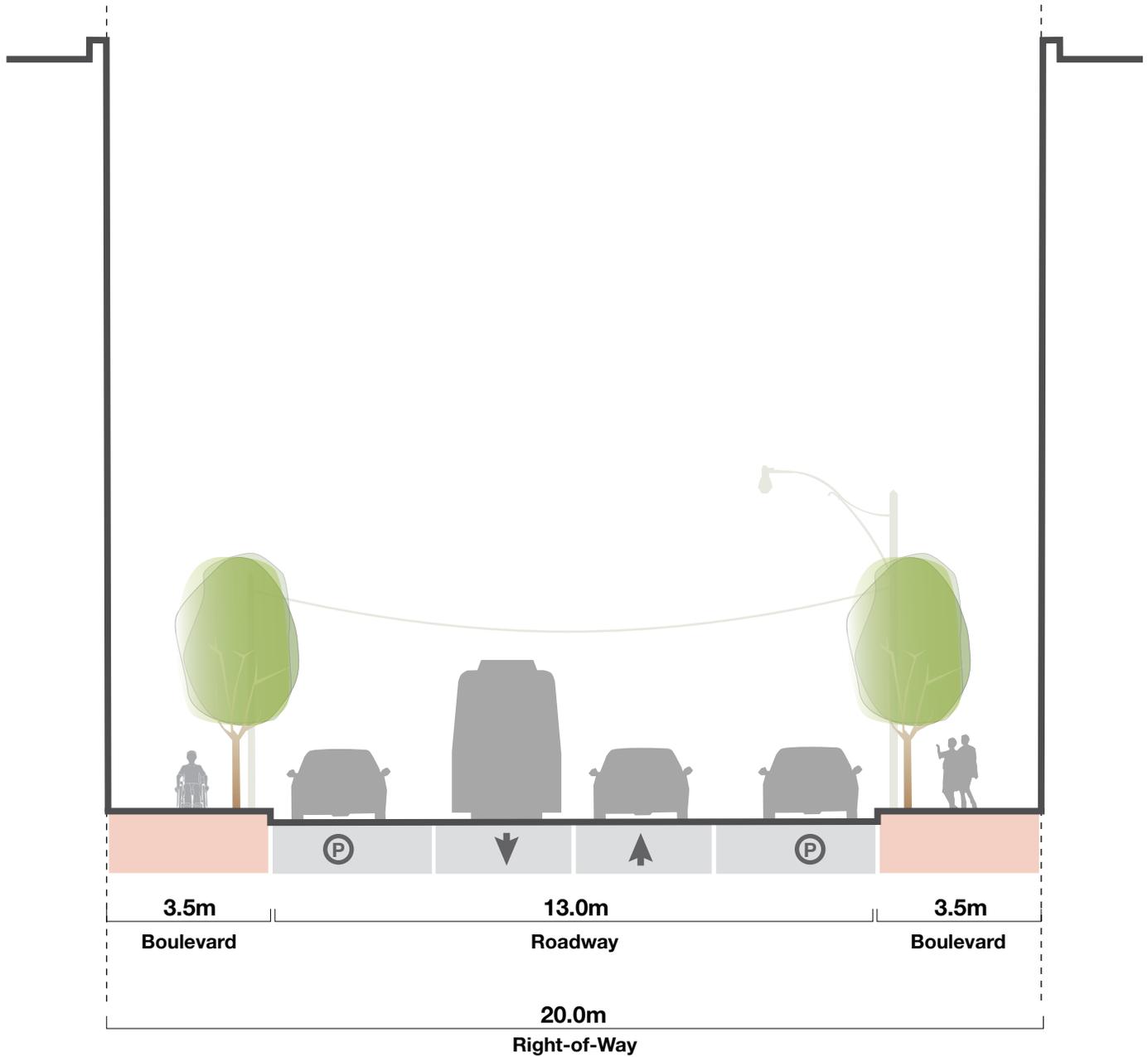
Existing  
Berkeley Street: South of King



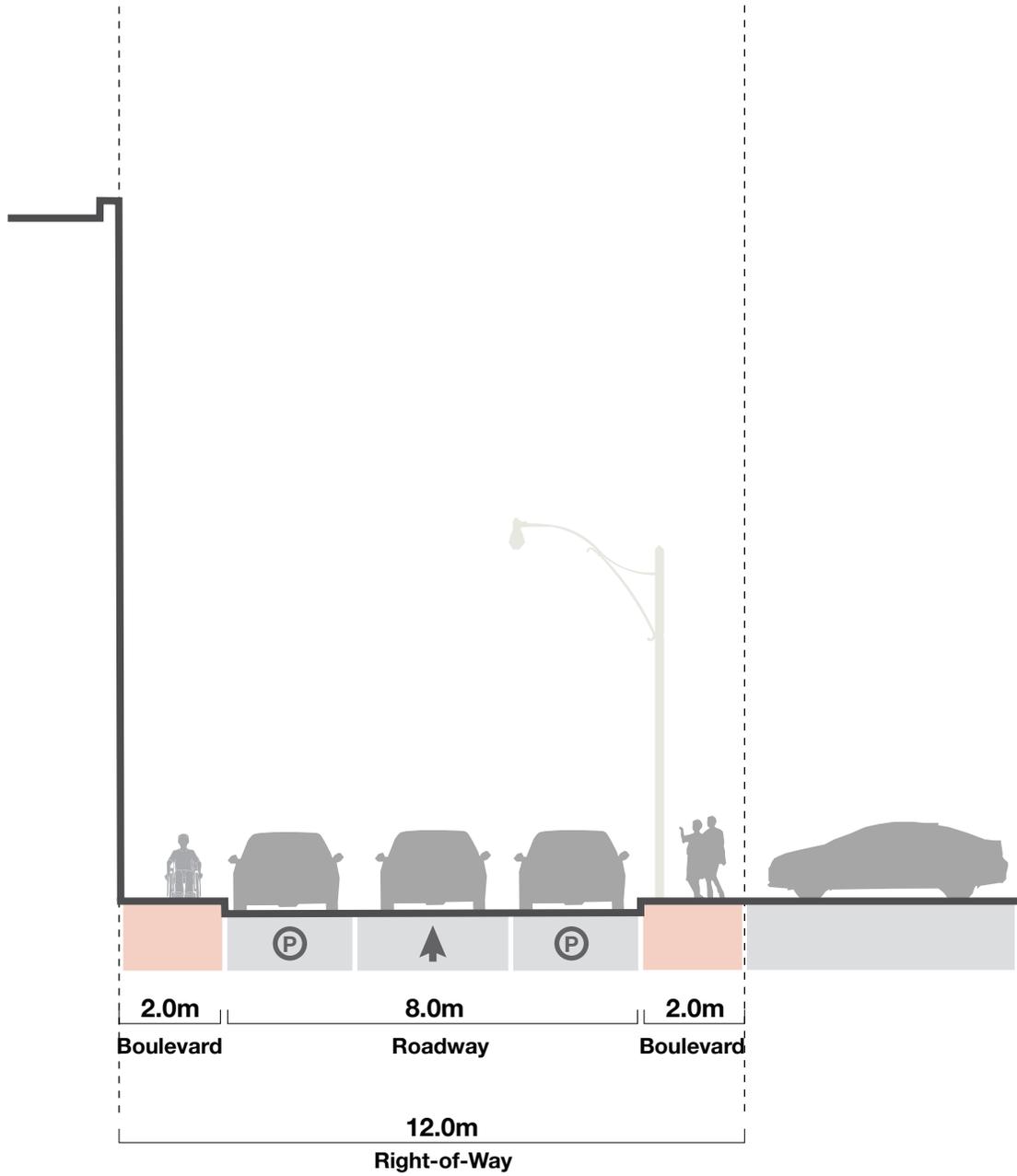
Potential  
Berkeley Street: South of King



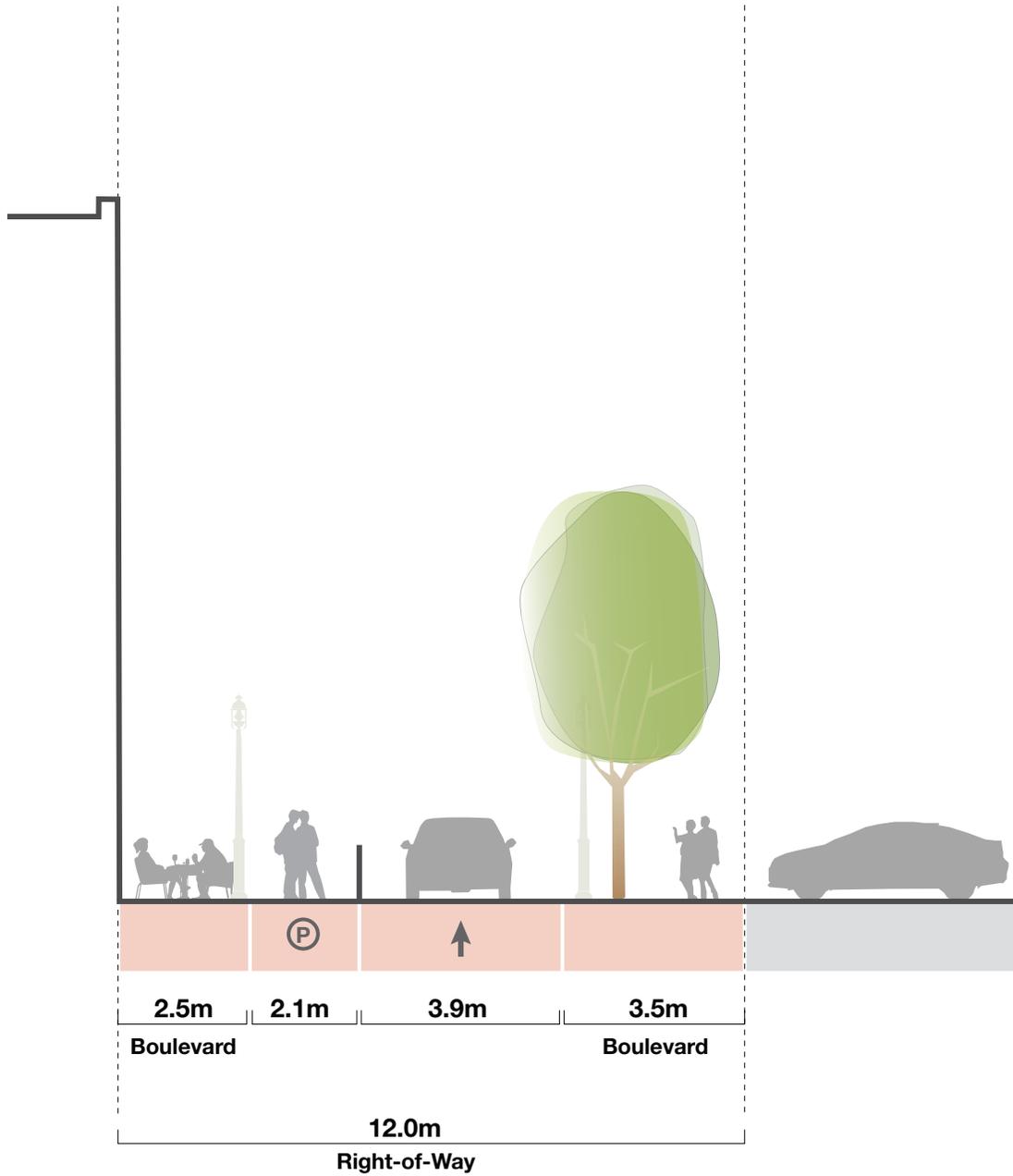
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Britain Street

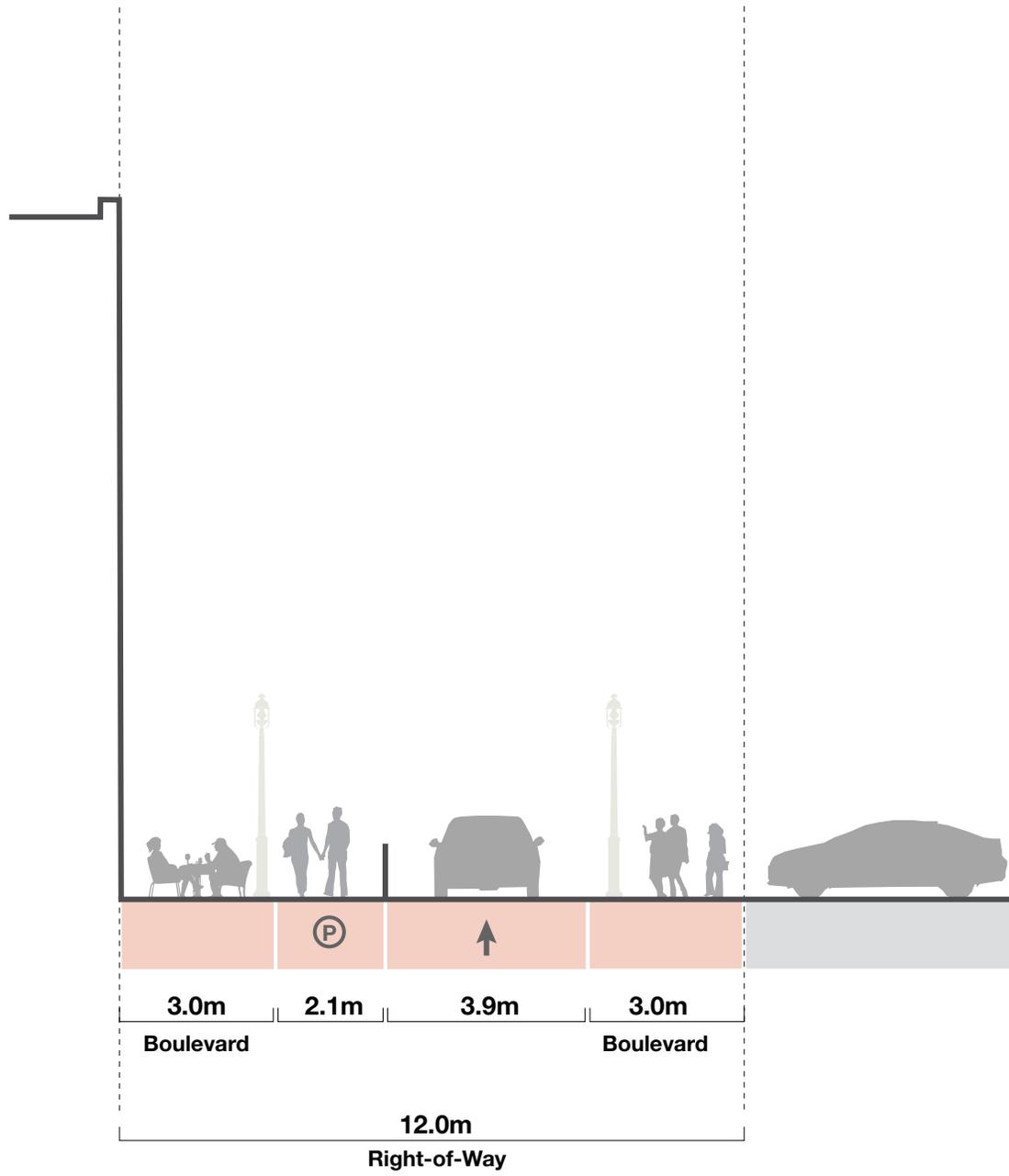


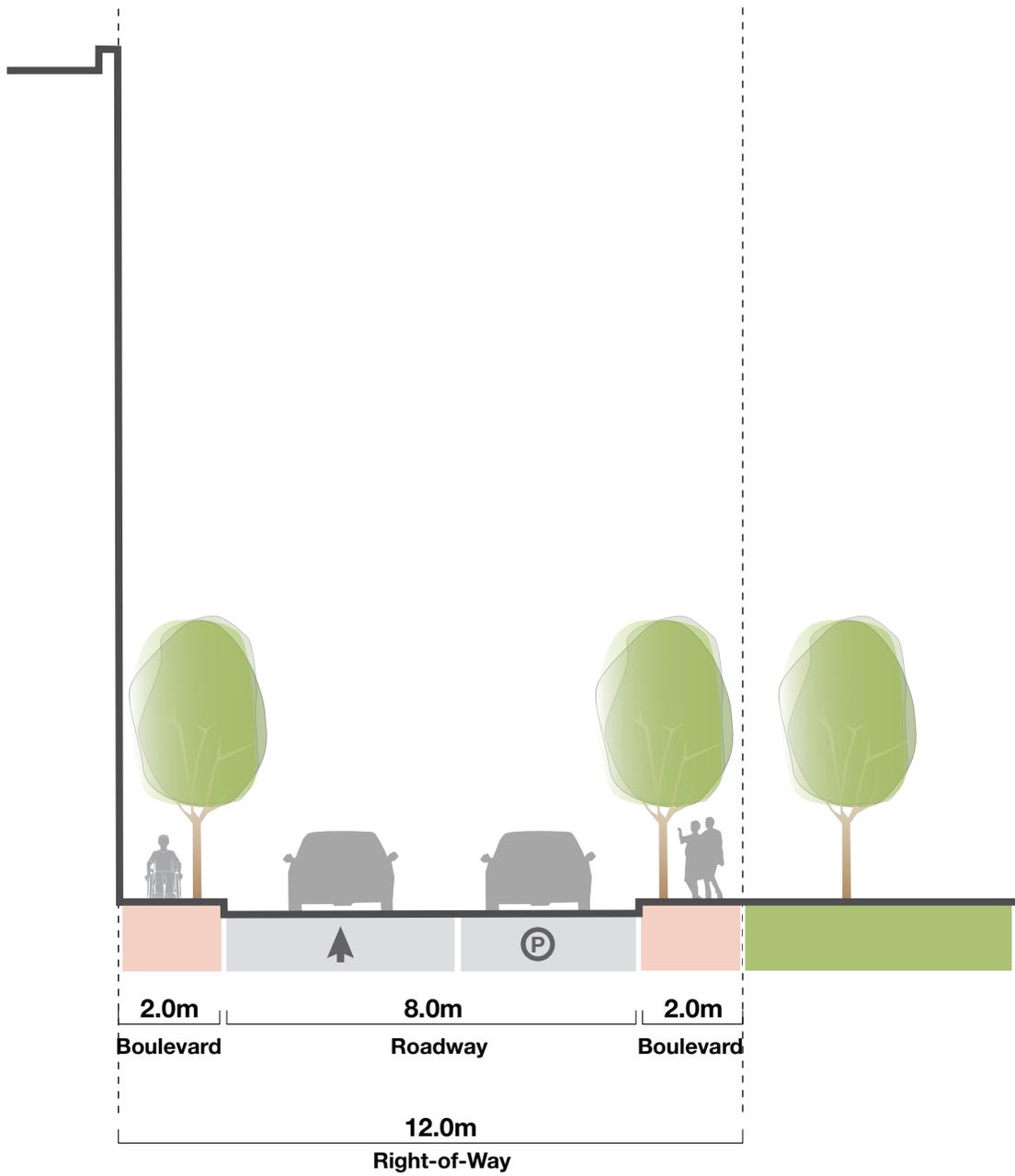
Existing  
Church Street



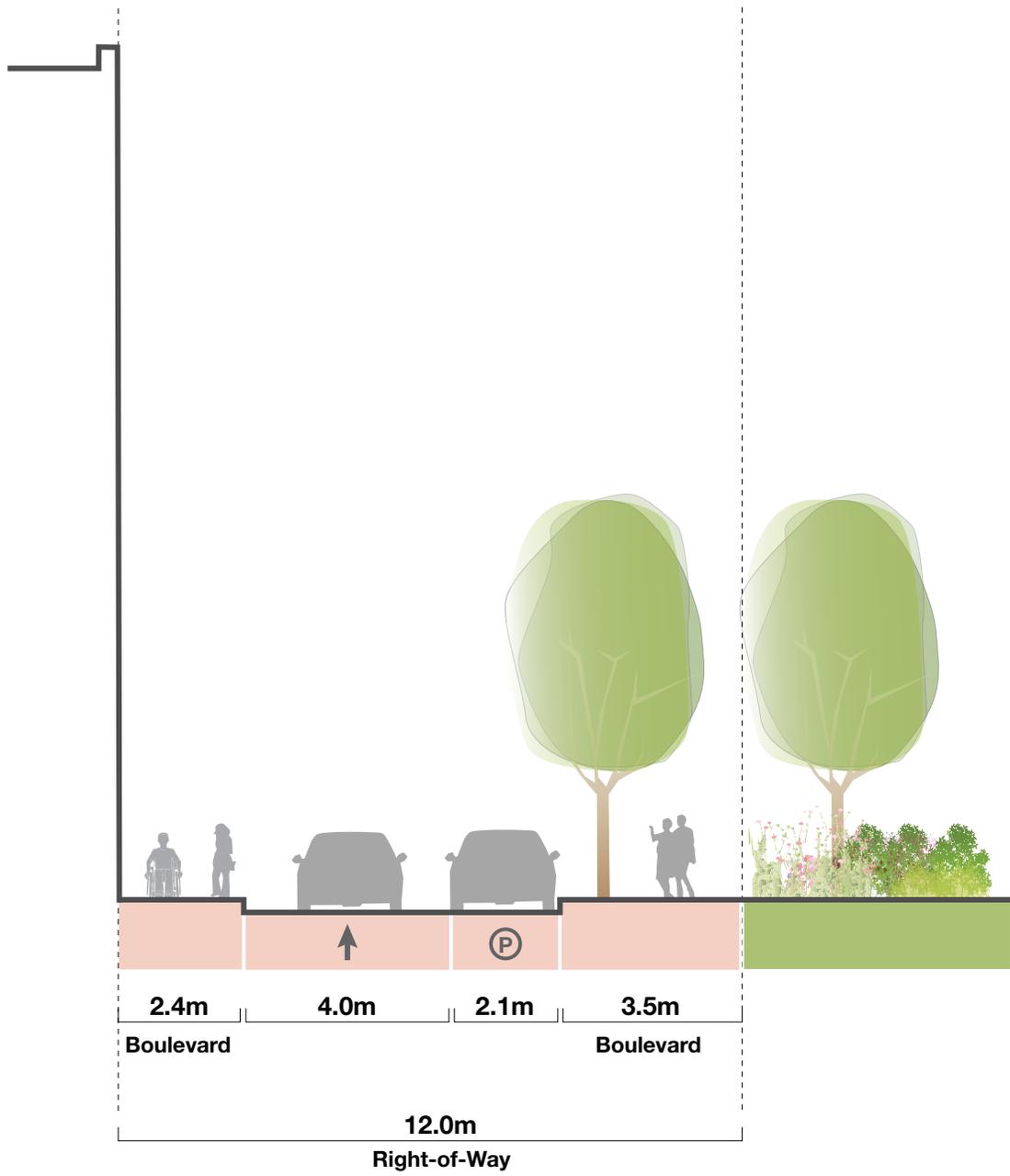
Existing  
Colborne Street







Existing  
Court Street



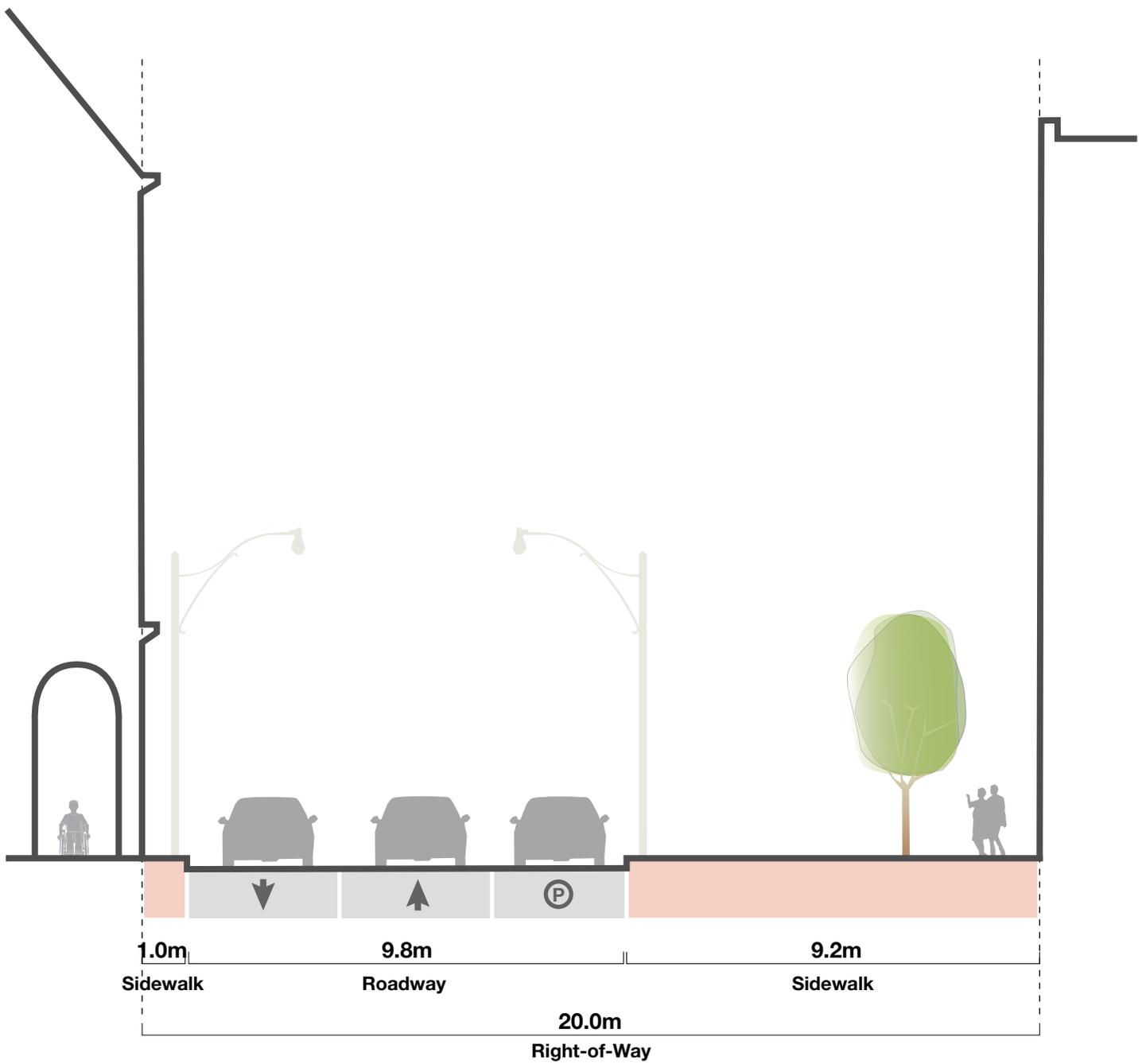
Potential  
Court Street



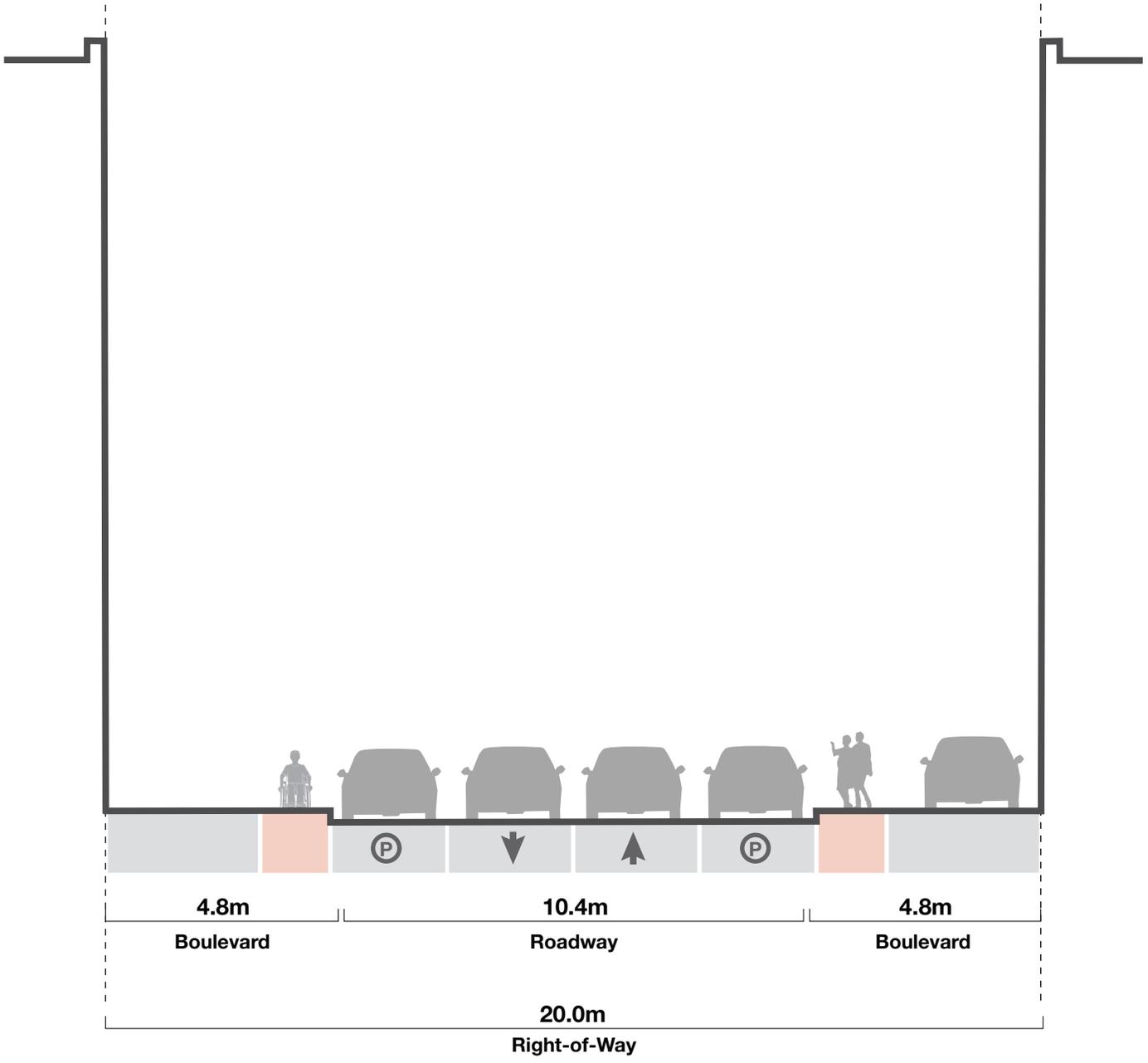
Existing  
The Esplanade: East of Jarvis



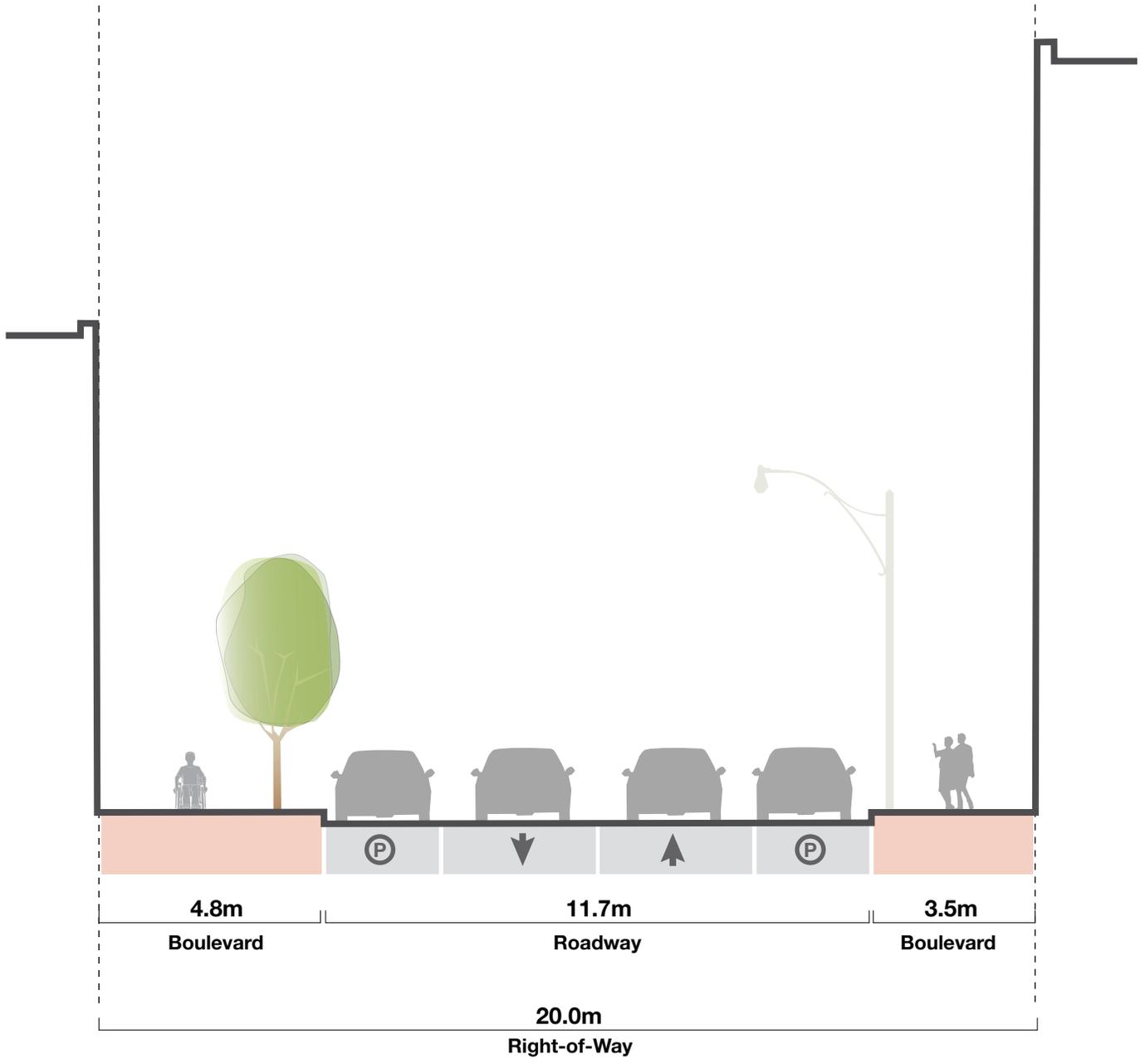
Potential  
The Esplanade: East of Jarvis



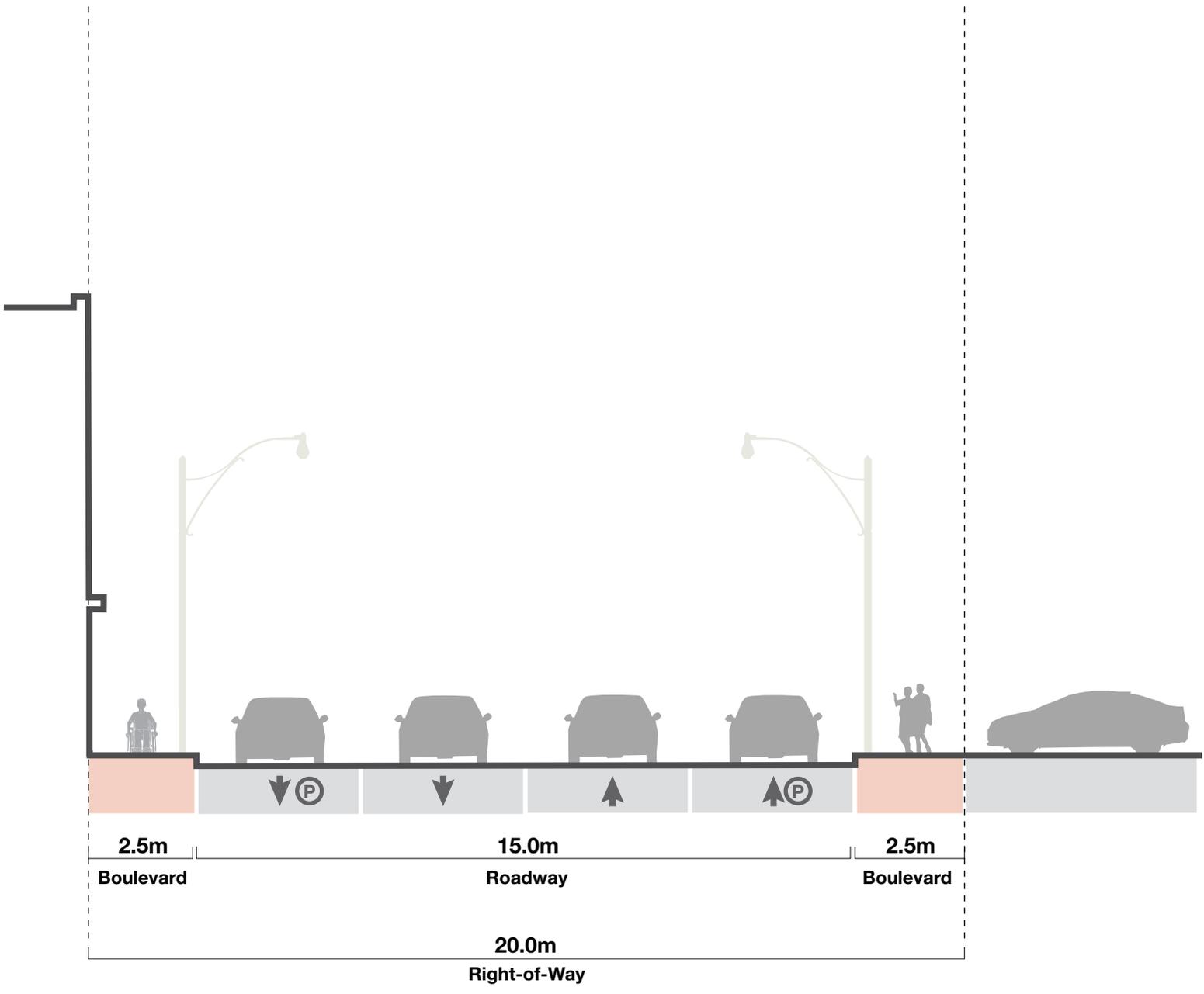
Existing  
The Esplanade: West of Jarvis



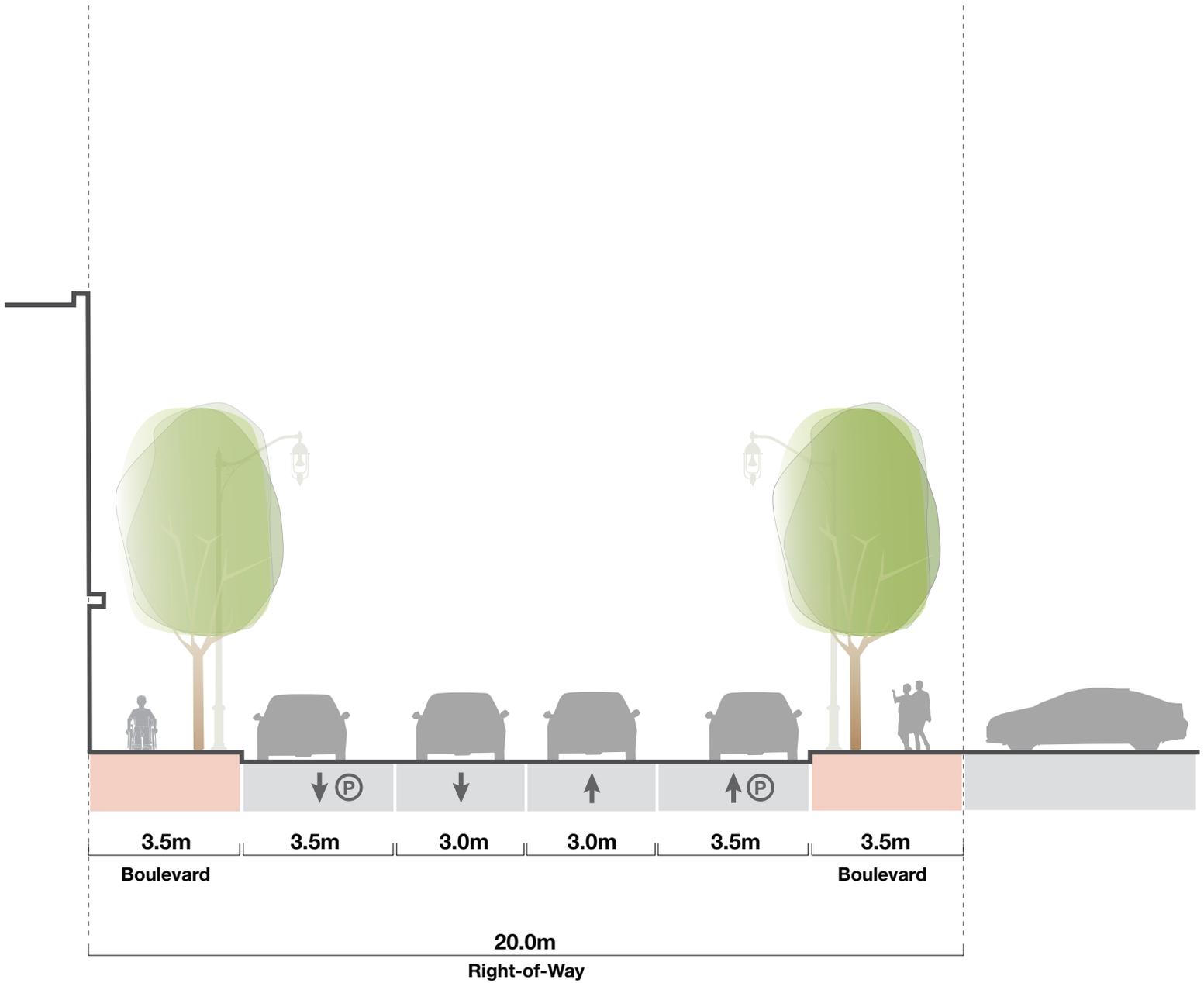
Existing  
 Frederick Street: North of King



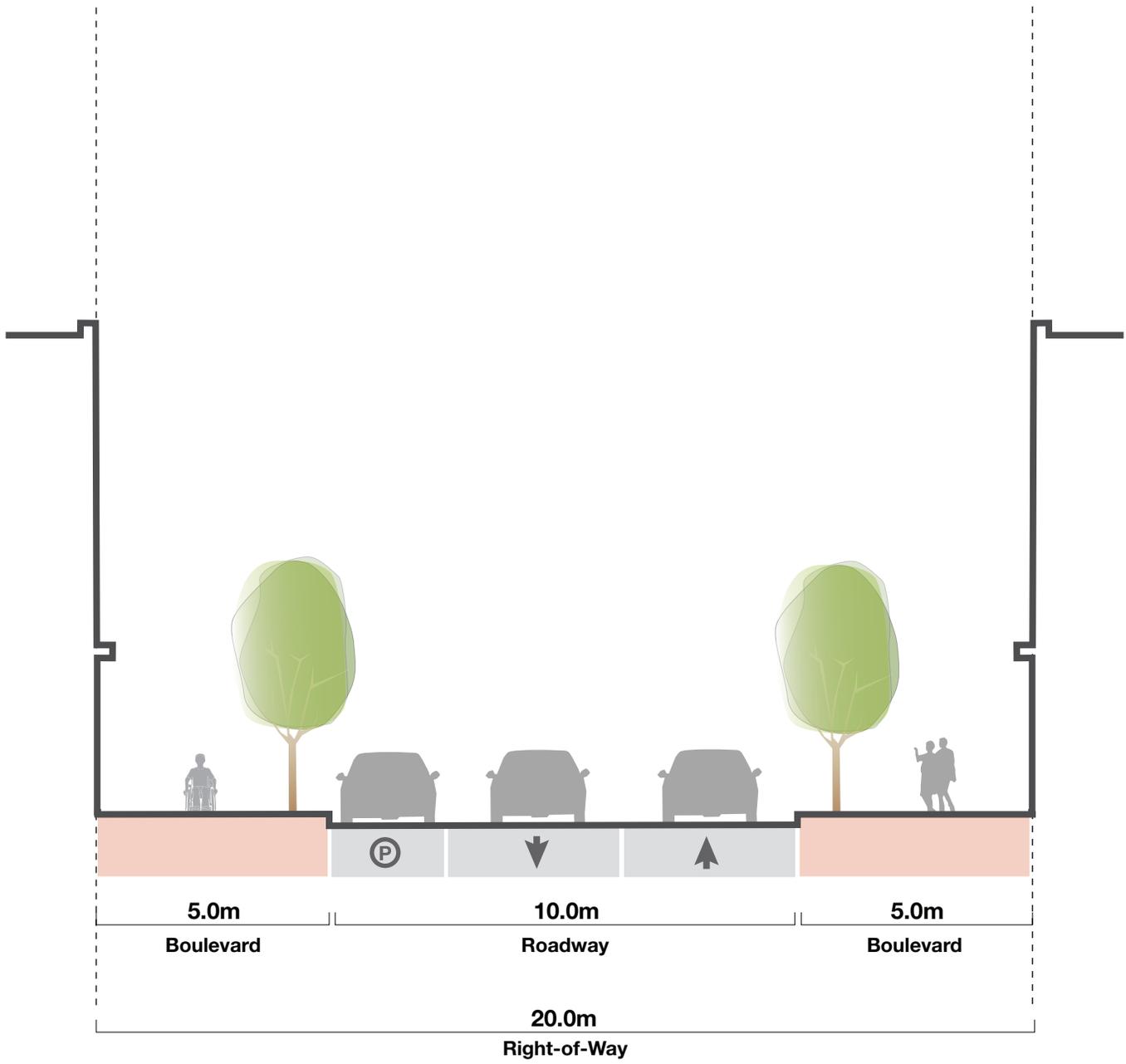
Existing  
 Frederick Street: South of King



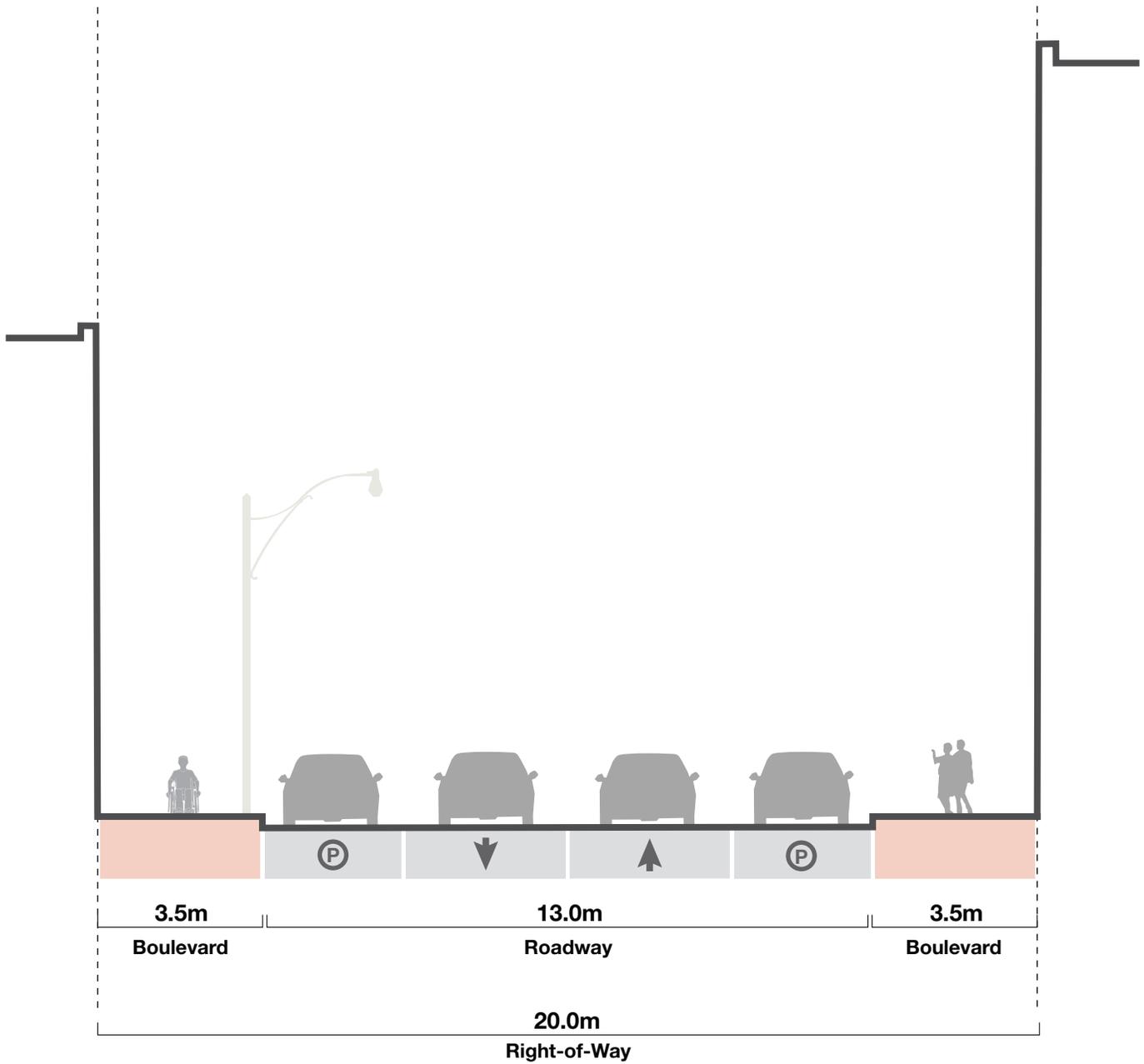
Existing  
Front Street E: East of George



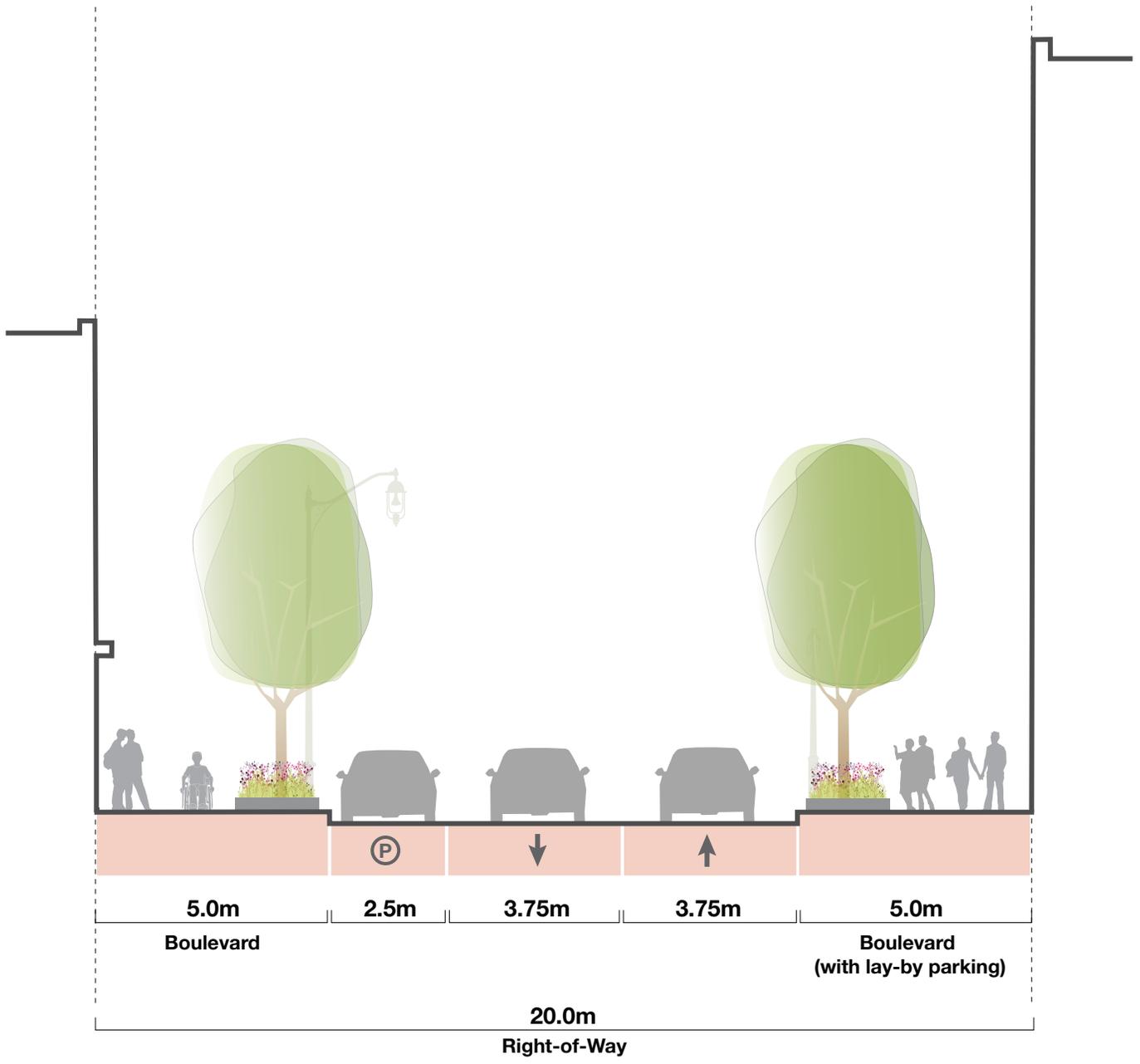
Potential  
Front Street E: East of George



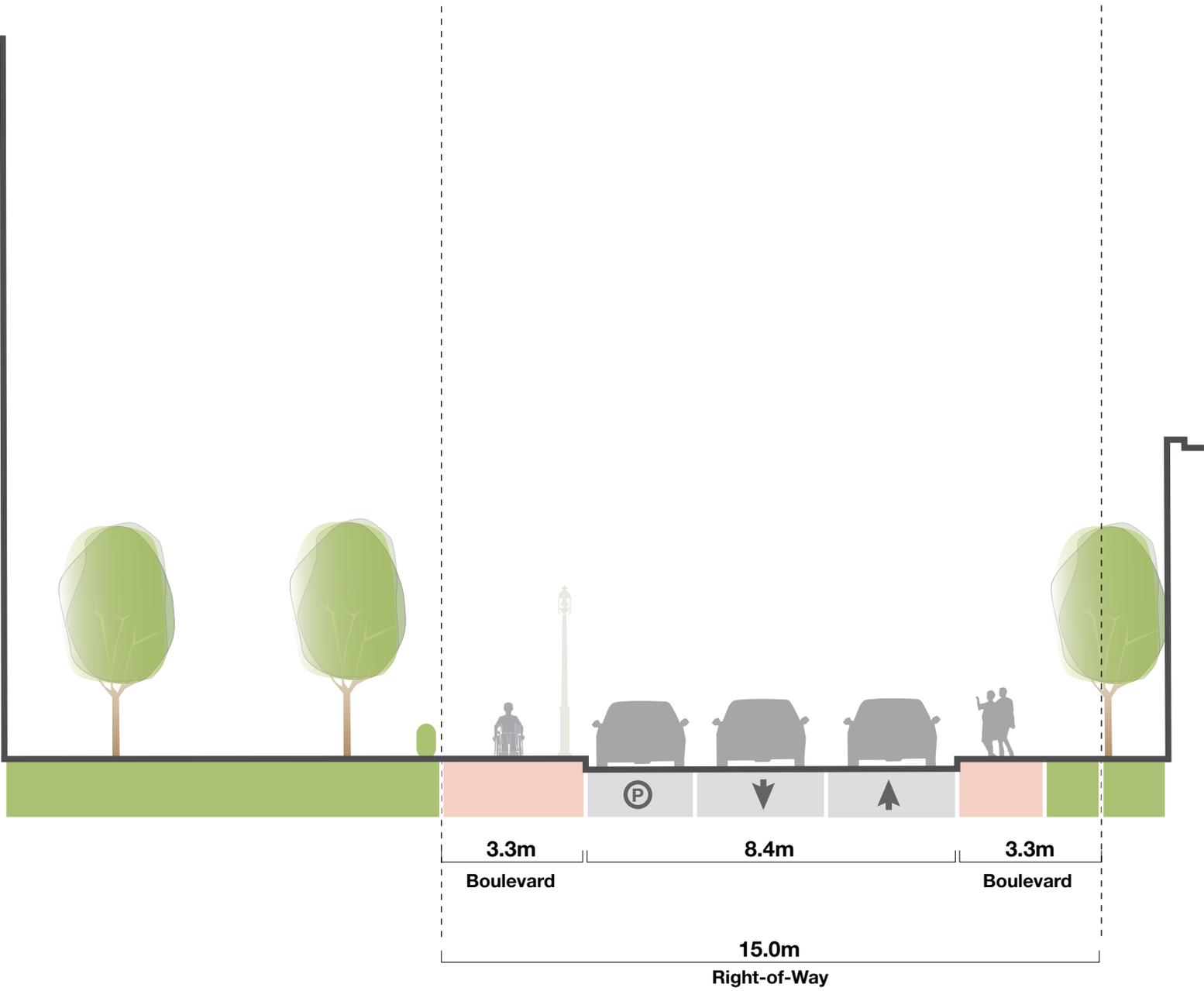
Existing  
 George Street:  
 North of Adelaide, South of King



Existing  
George Street: King E to Adelaide E

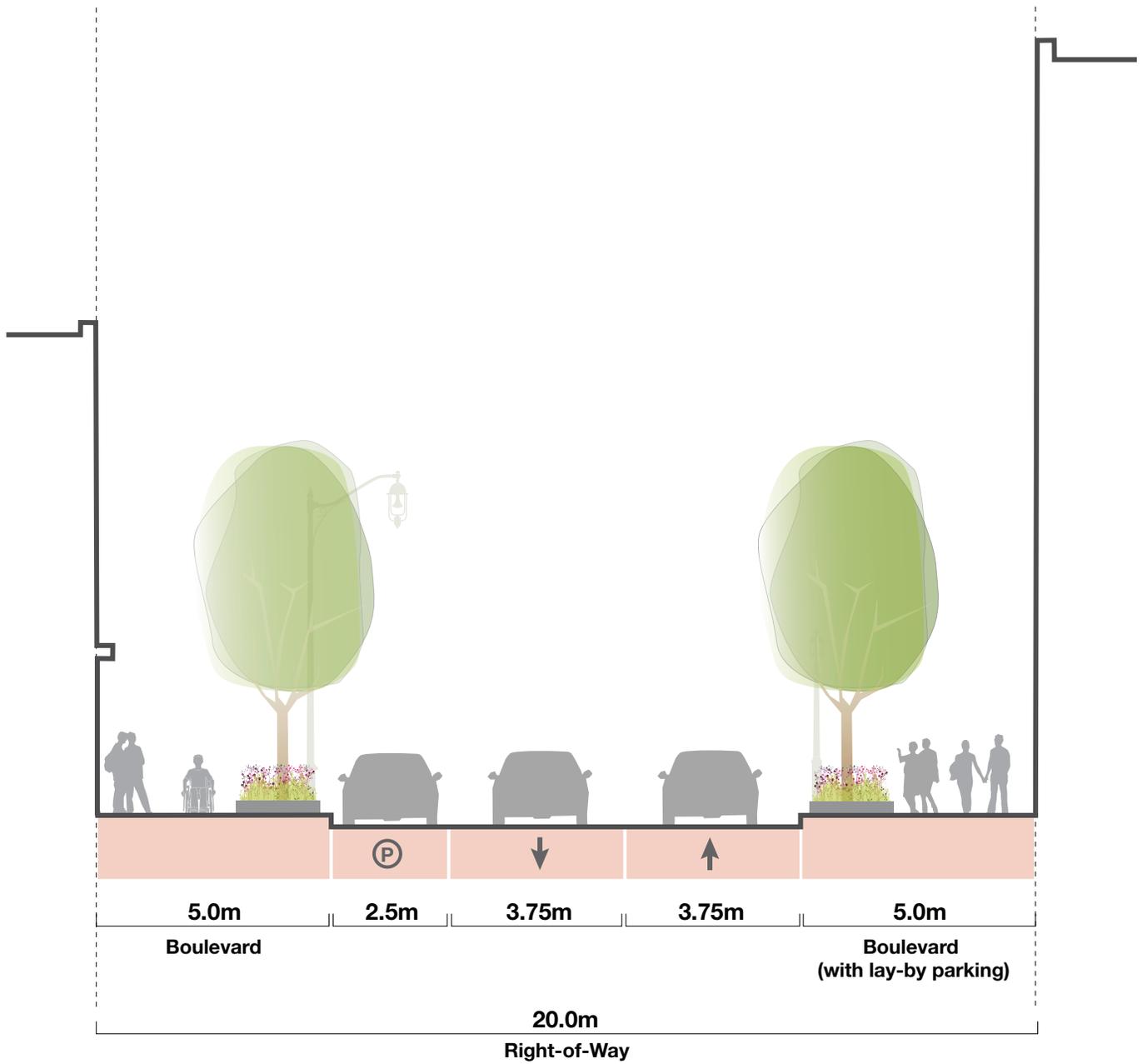


Potential  
George Street: King E to Adelaide E

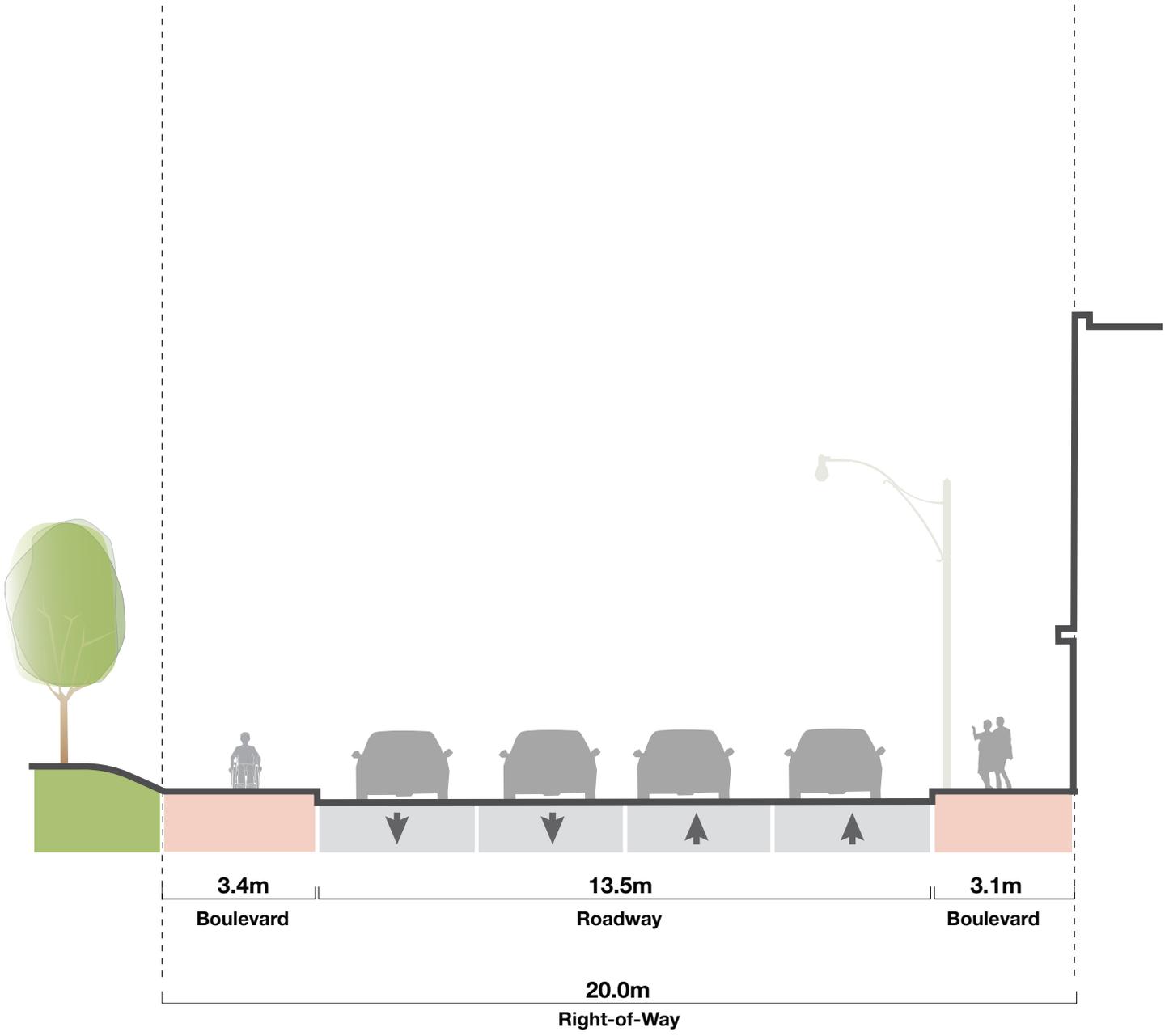


Existing  
George Street: The Esplanade to Front E

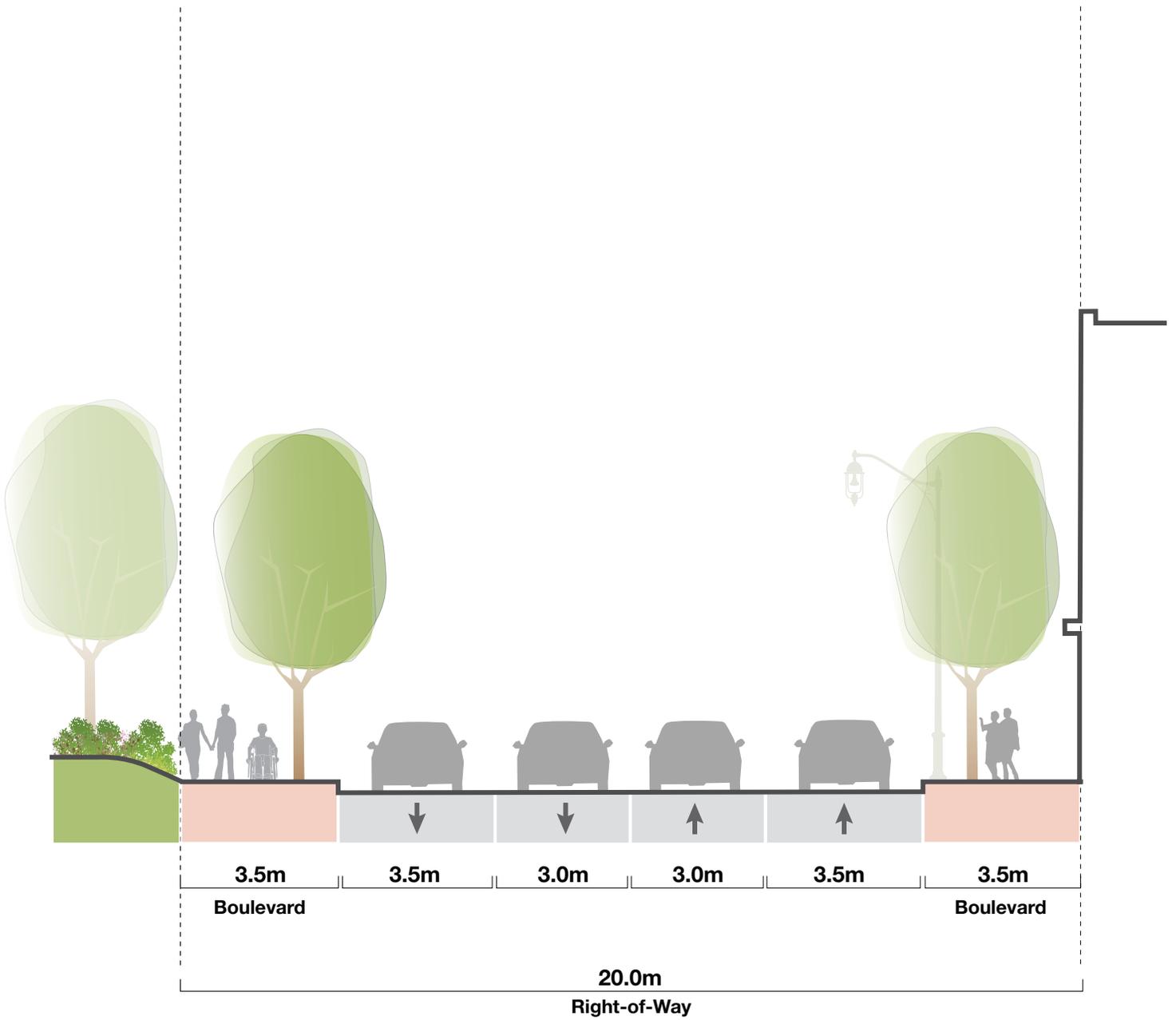
[A-24]



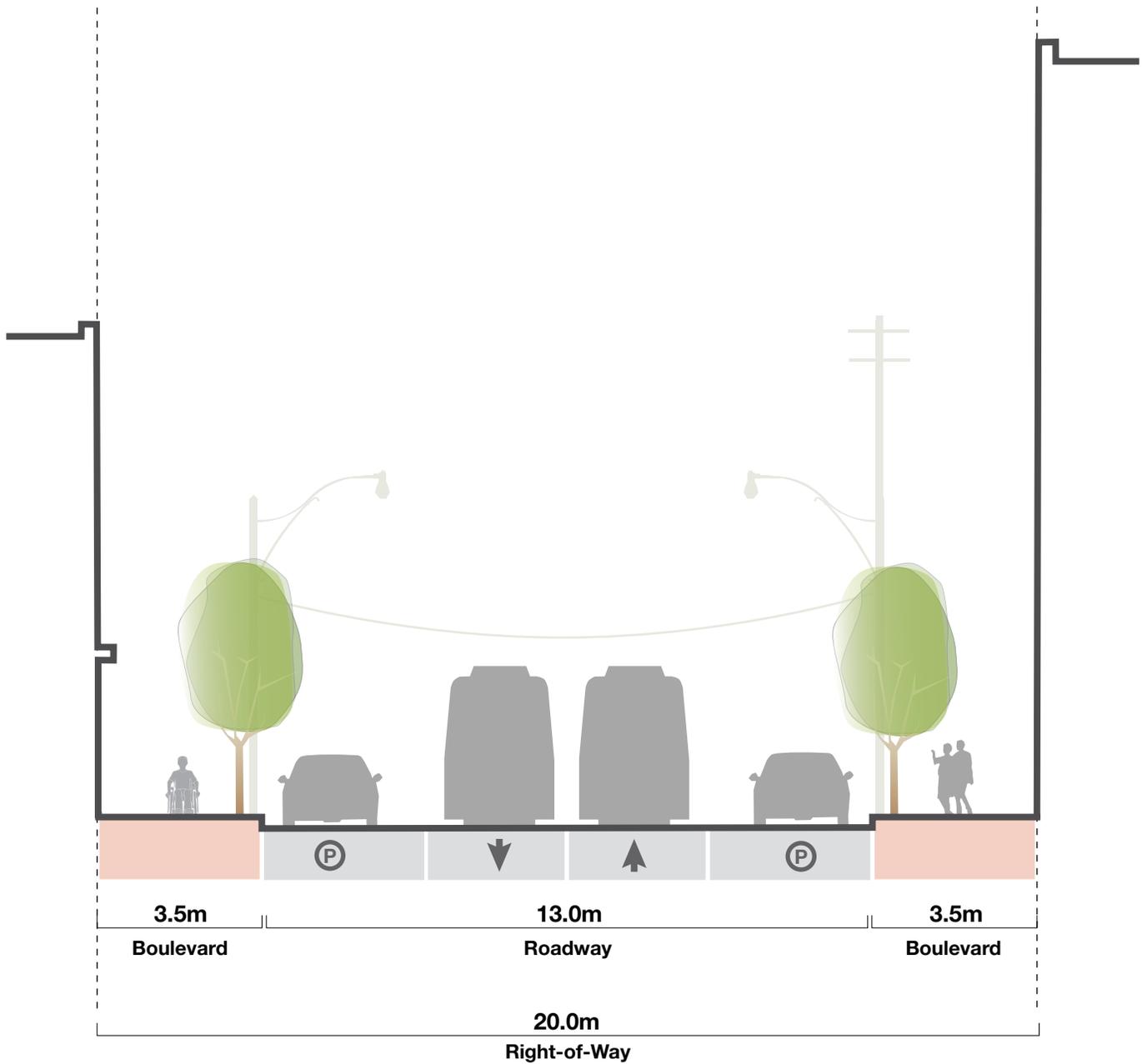
Potential  
George Street: The Esplanade to Front E



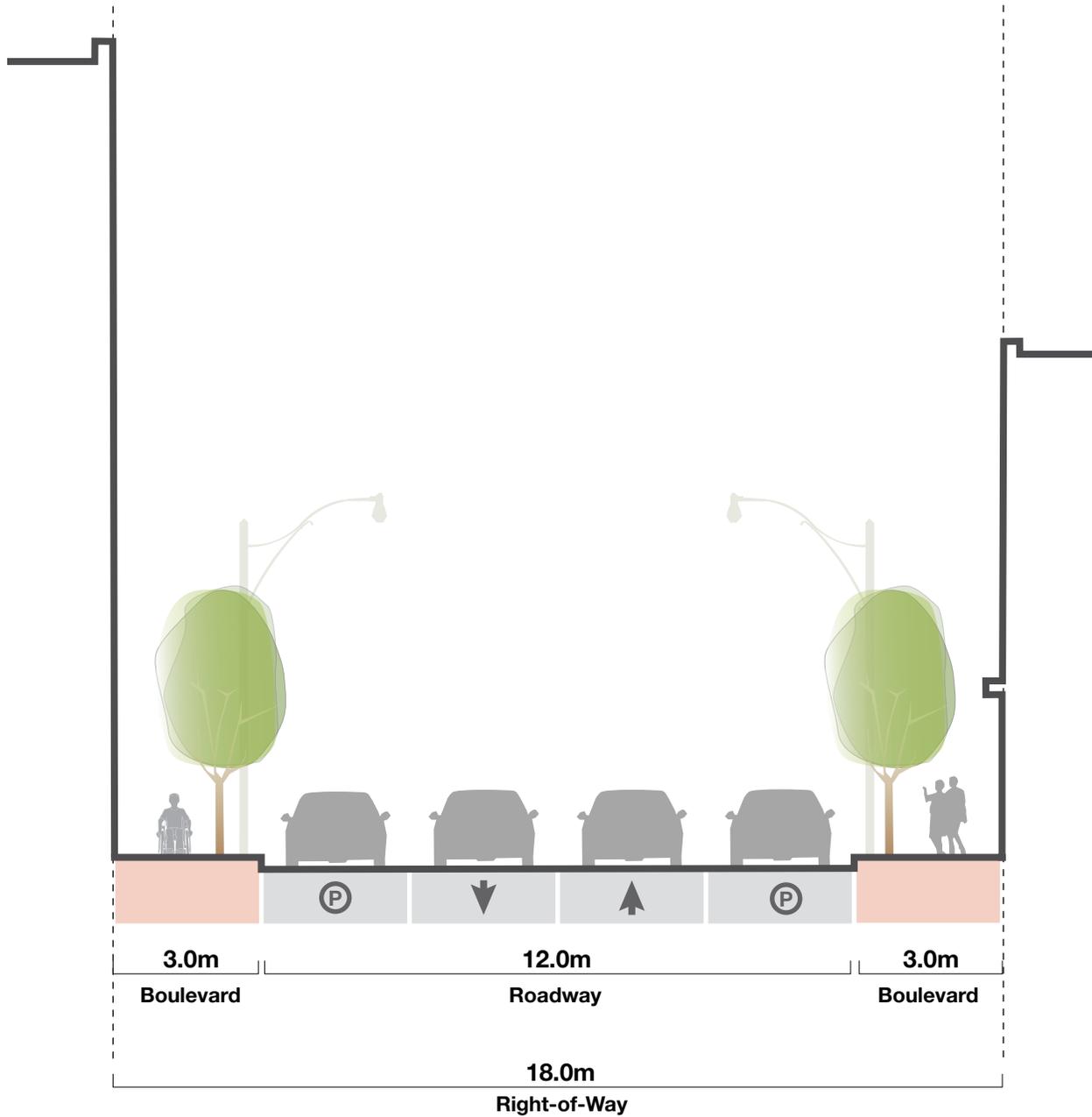
Existing  
Jarvis Street



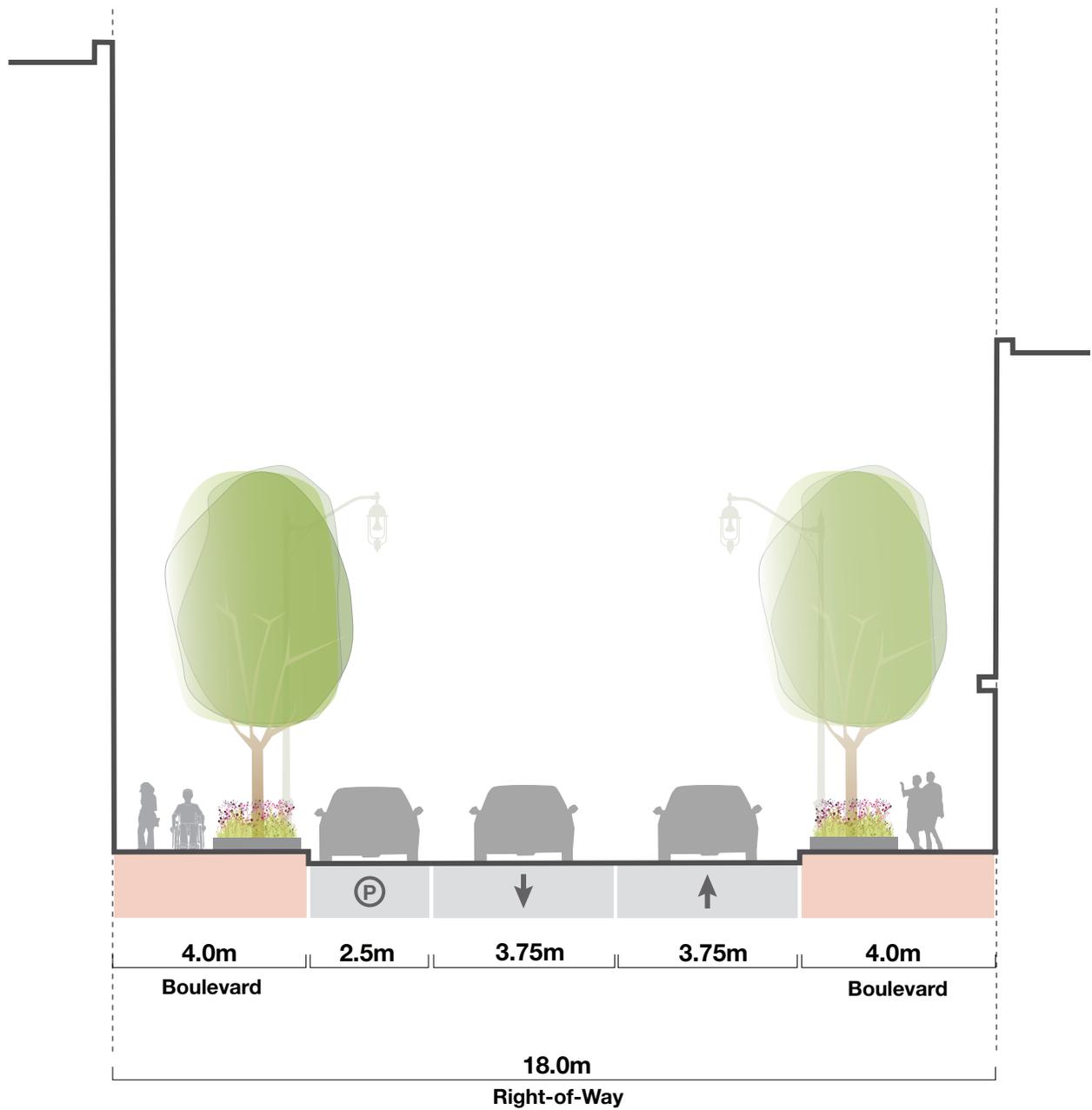
Potential  
Jarvis Street



Existing  
King Street E

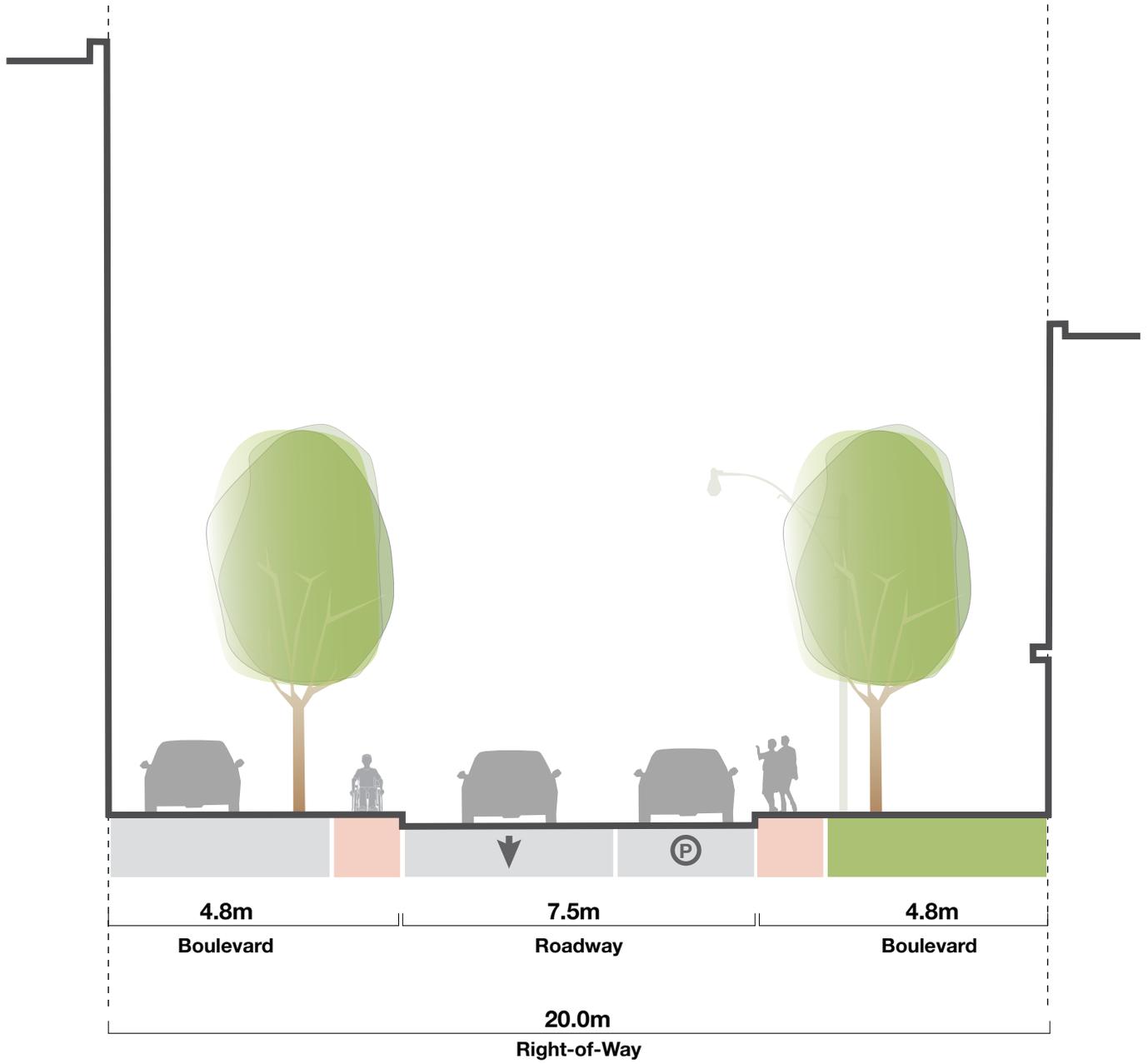


Existing  
Lombard Street

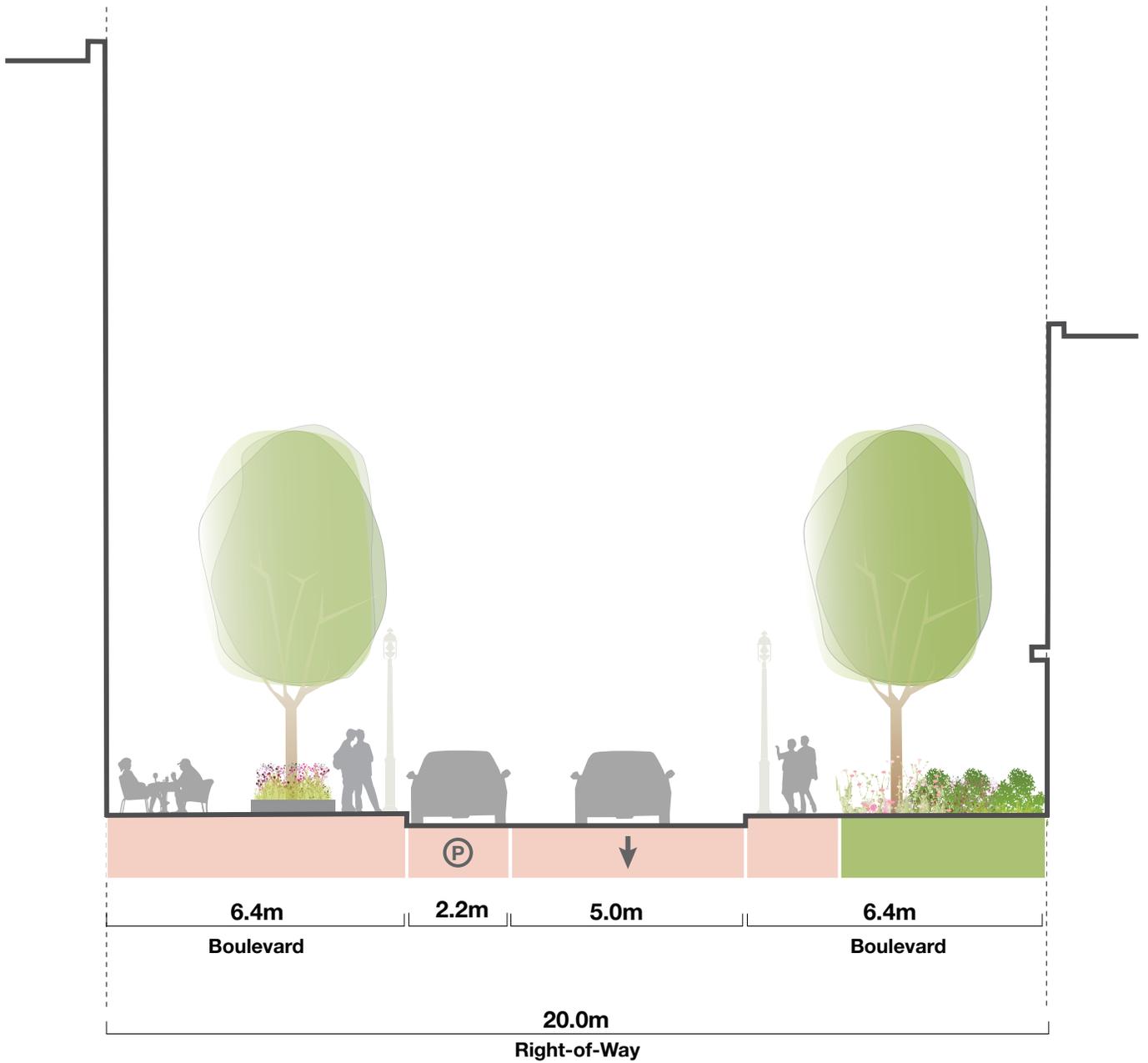


Potential  
Lombard Street

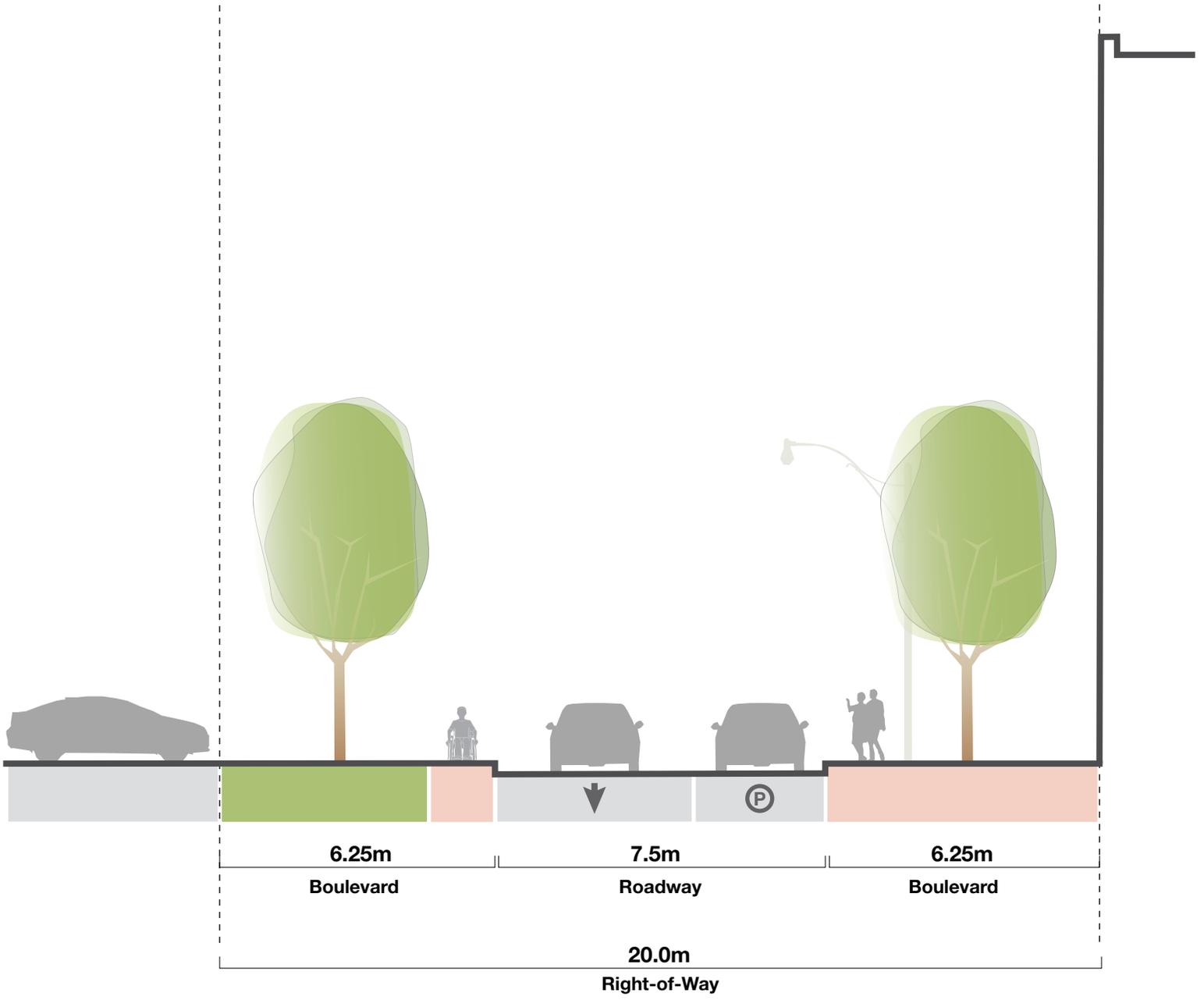
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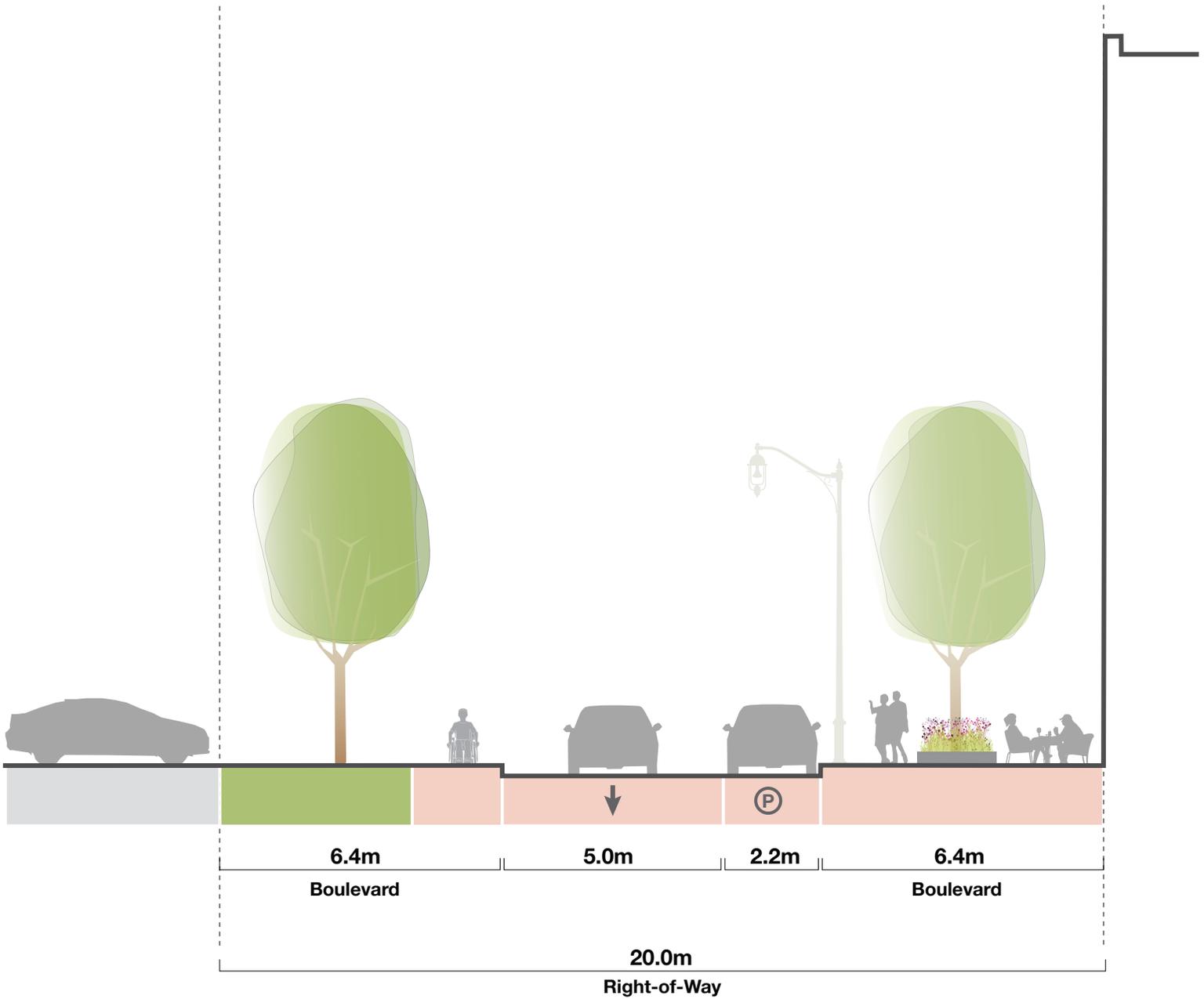
Existing  
 Ontario Street: South of Adelaide E



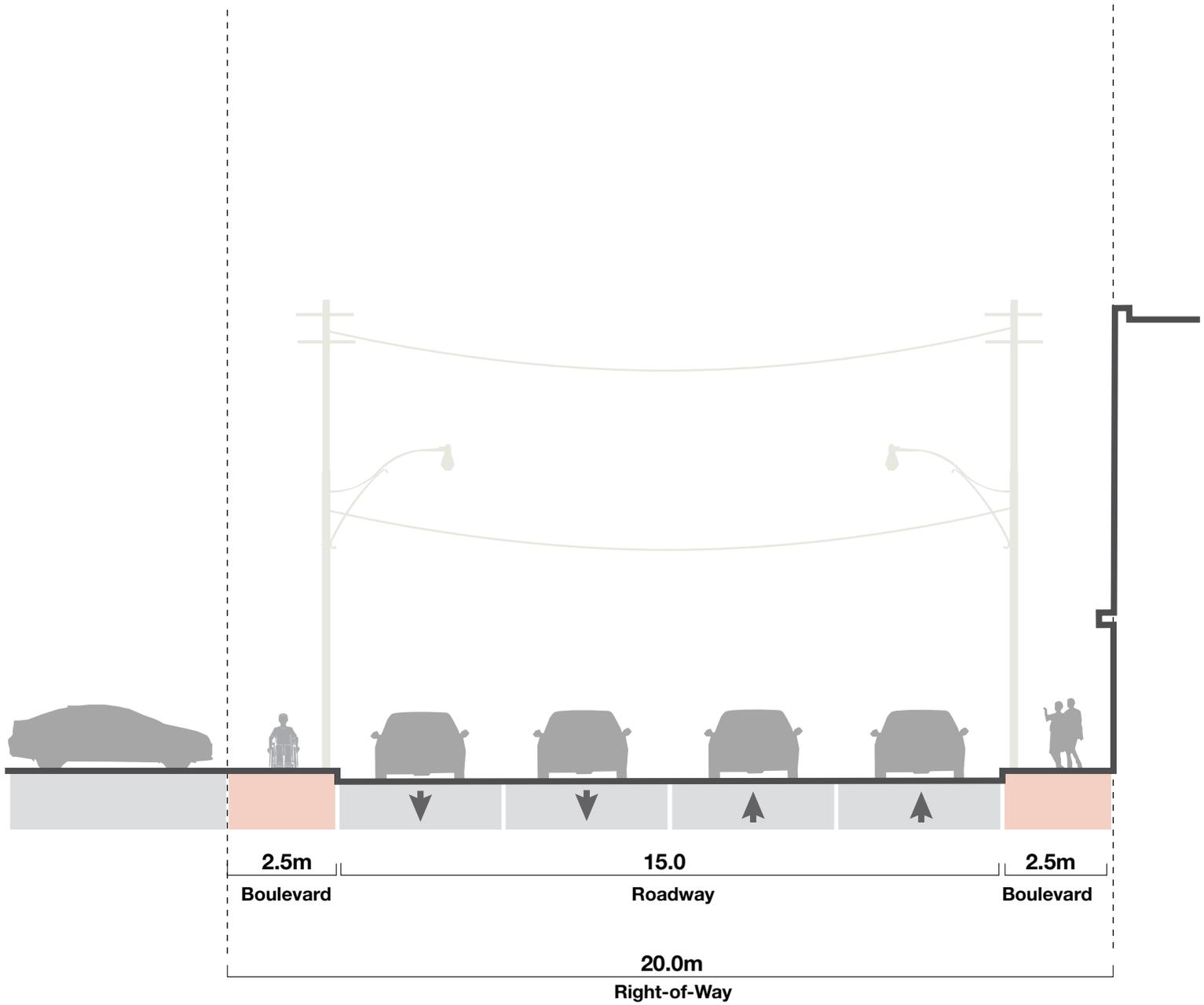
Potential  
Ontario Street: South of Adelaide E



Existing  
 Ontario Street: North of Adelaide E

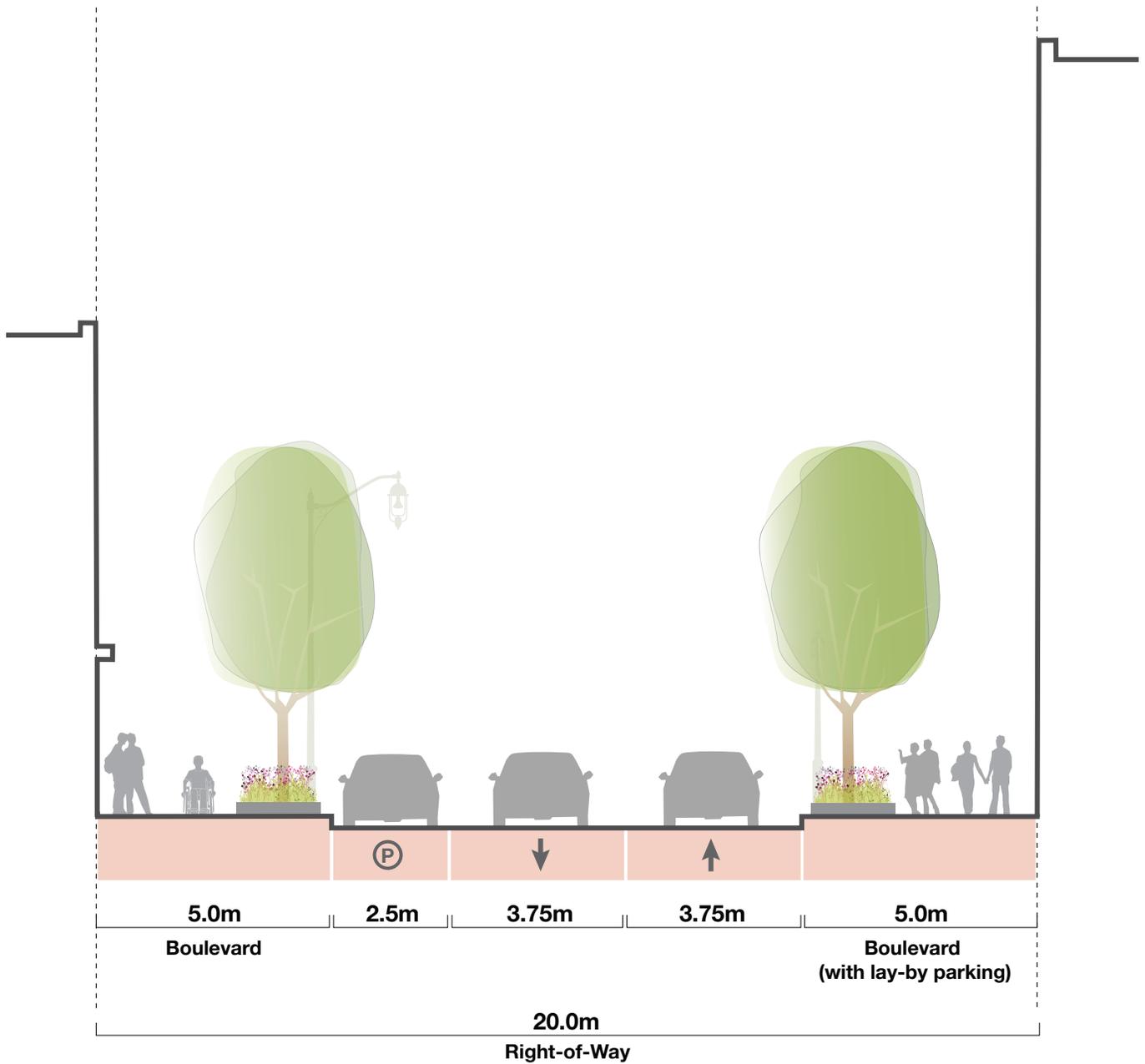


Potential  
Ontario Street: North of Adelaide E

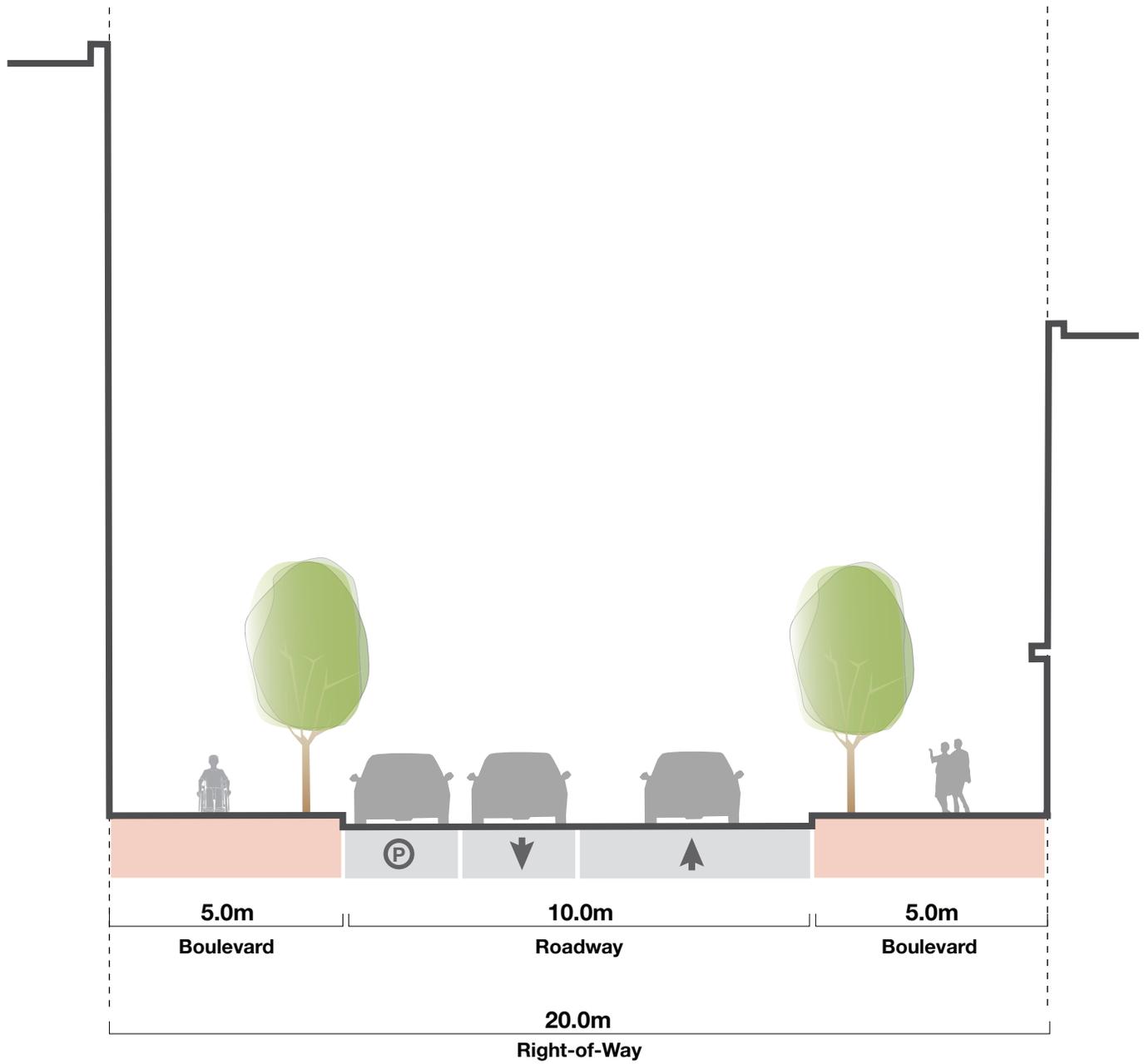


Existing  
Parliament Street

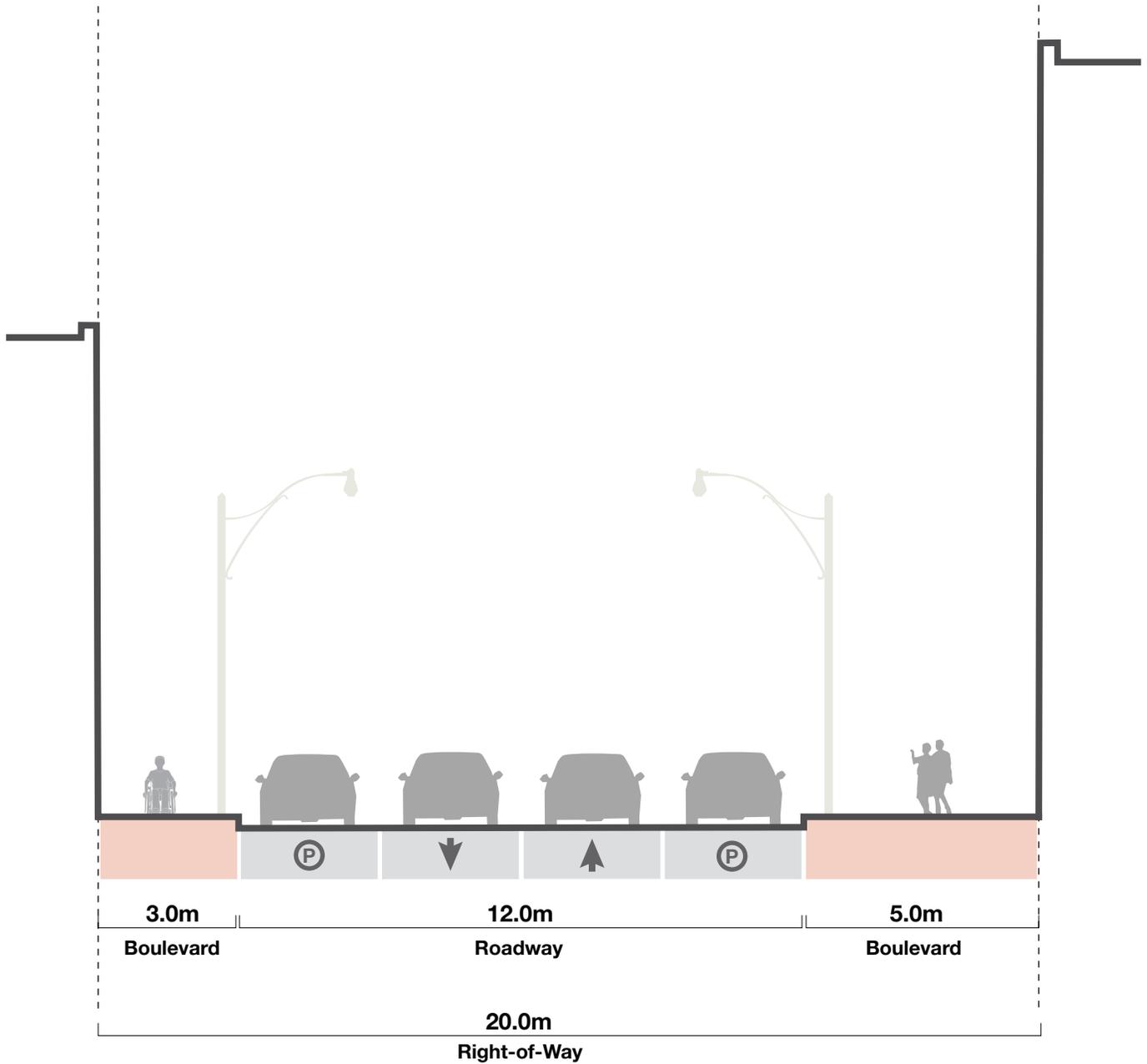
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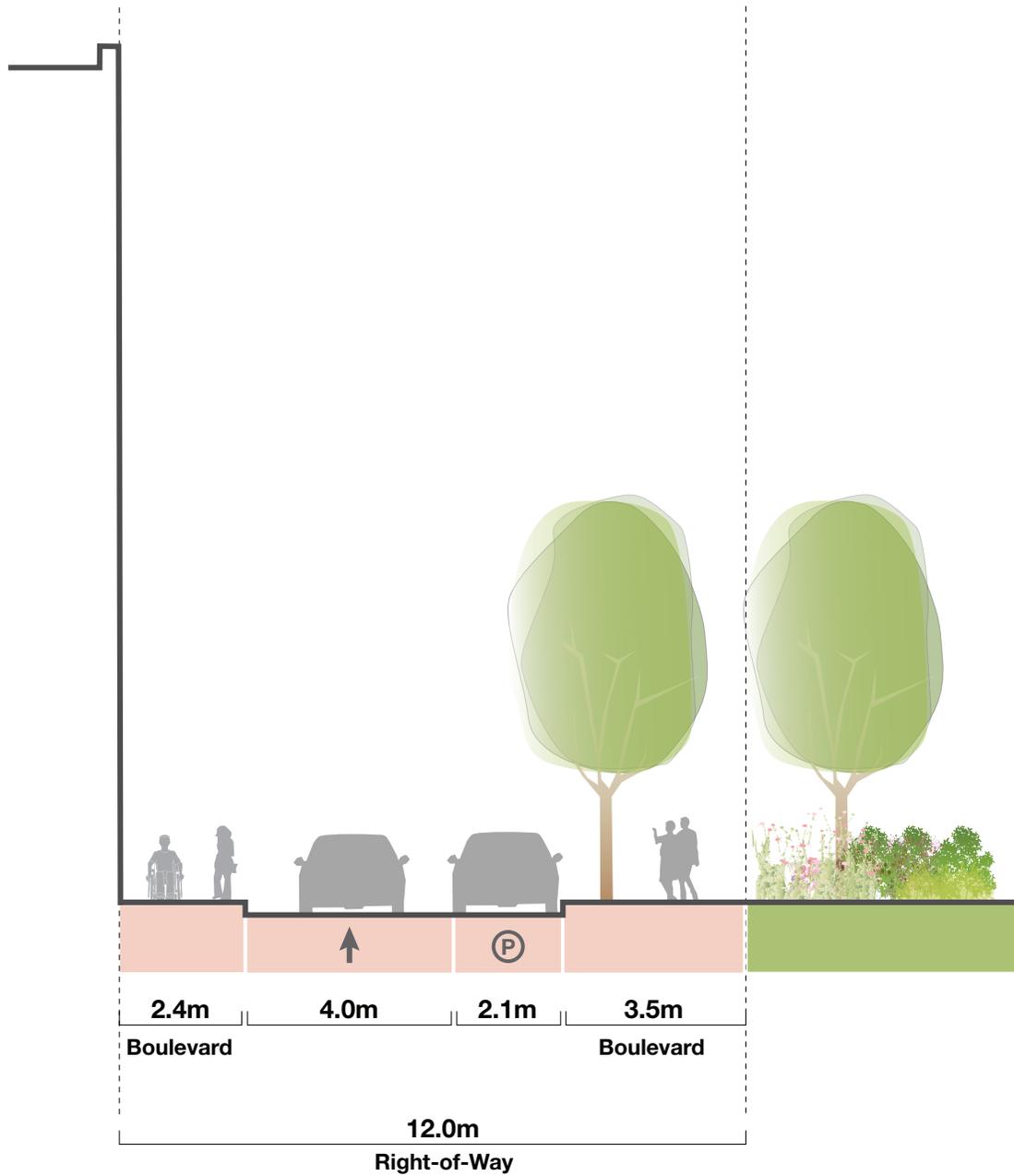
Potential  
Parliament Street



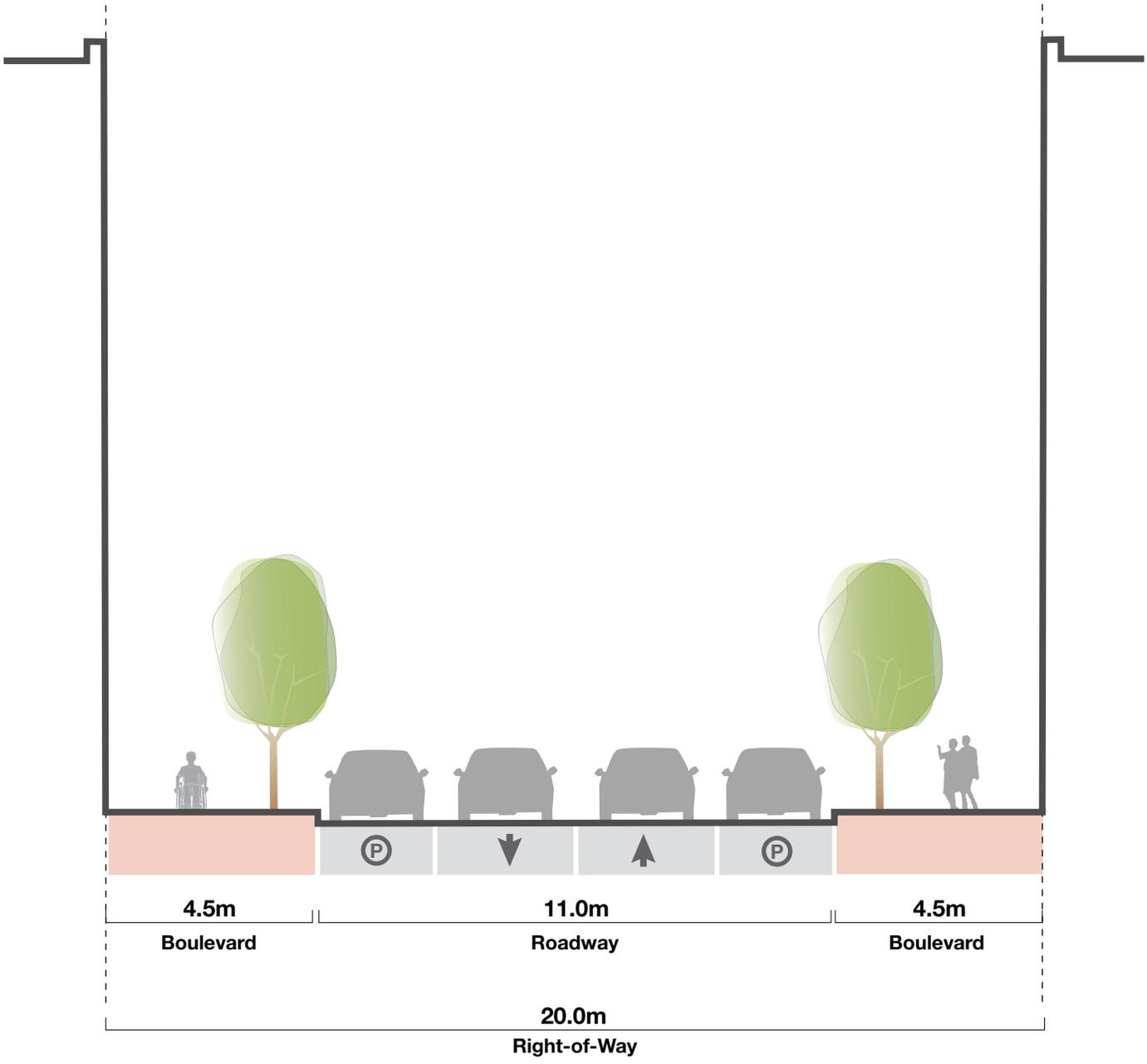
Existing  
Princess Street



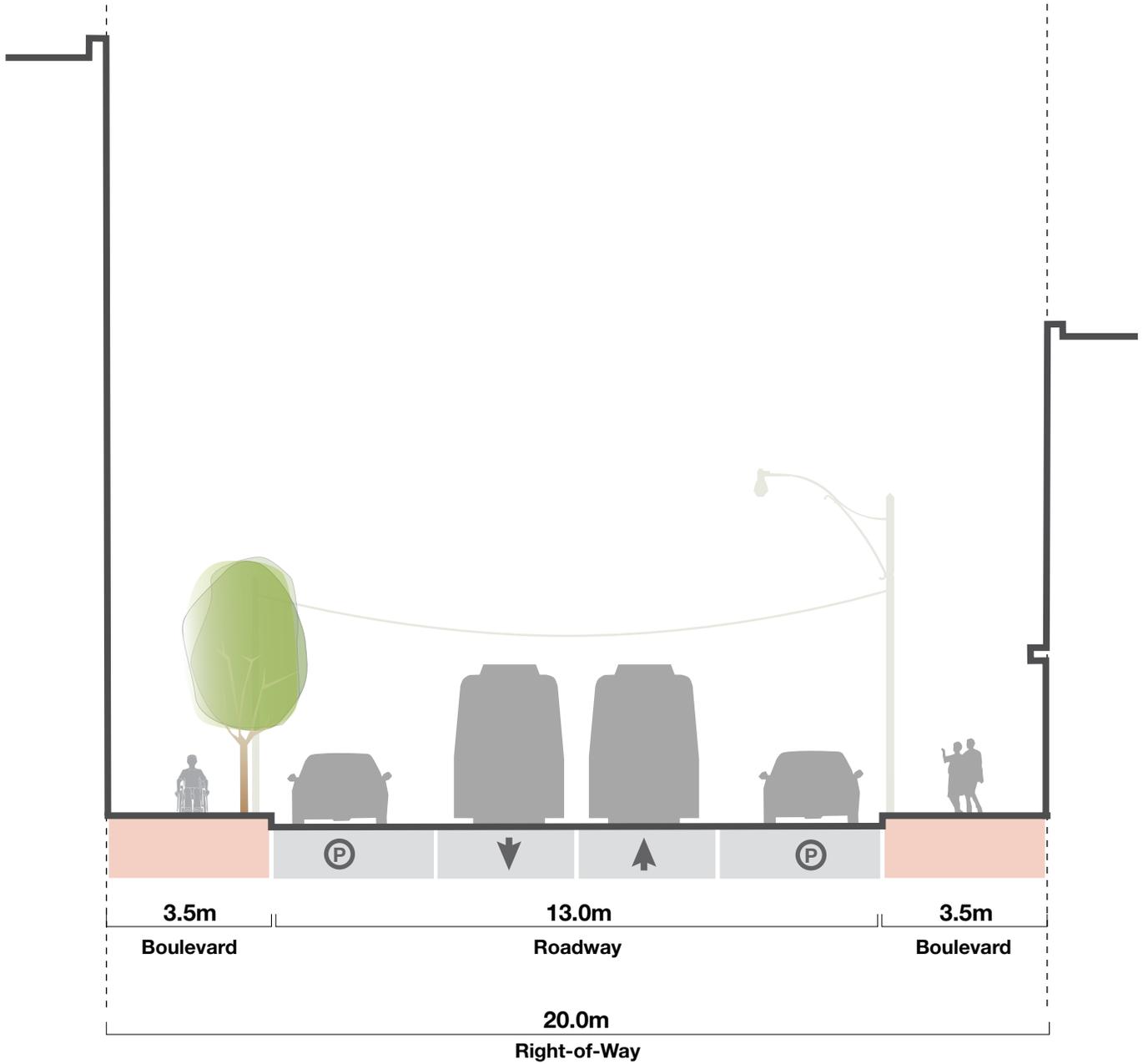
Existing  
 Scott Street: South of Front E



Potential  
 Scott Street: South of Front E

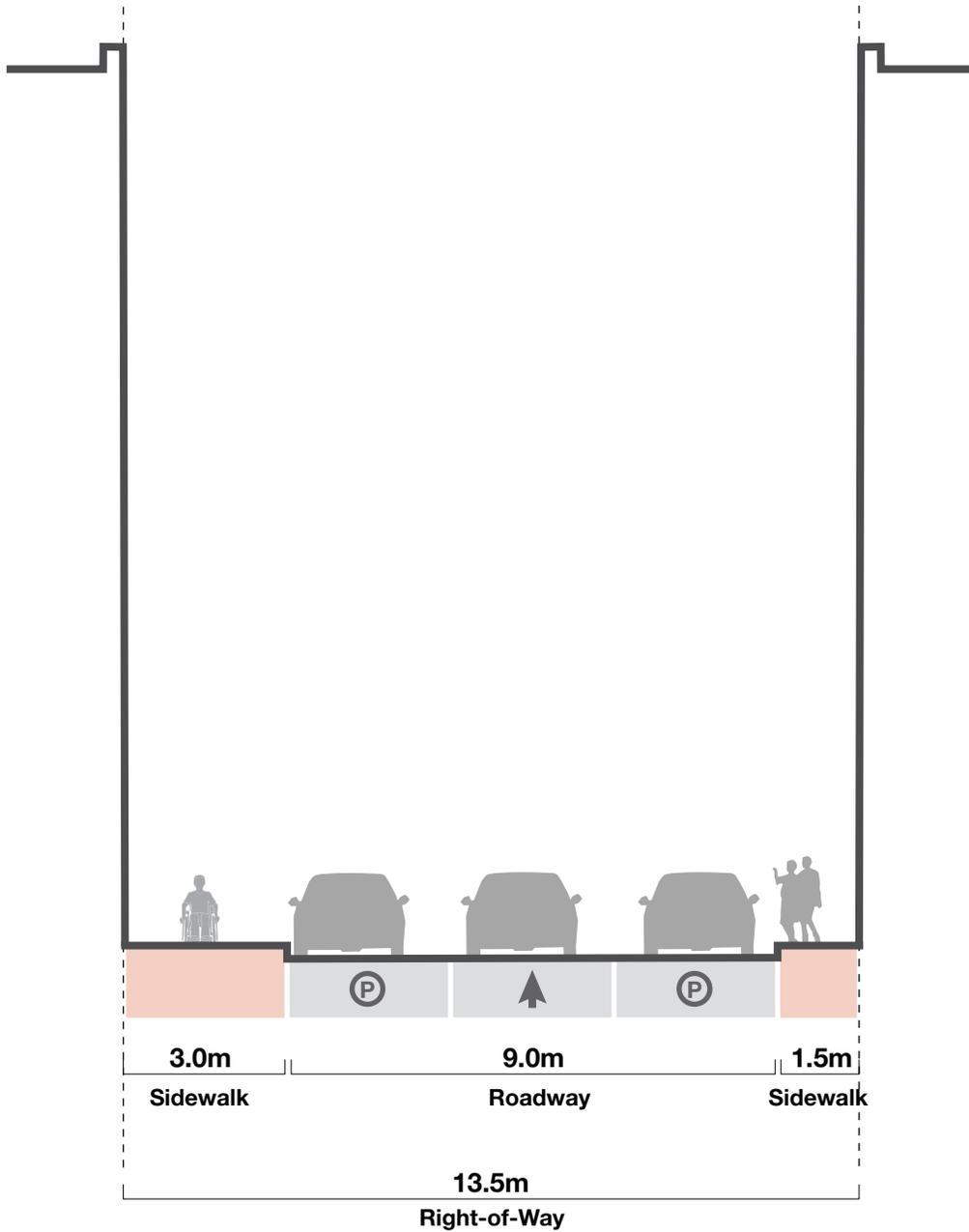


Existing  
Toronto Street

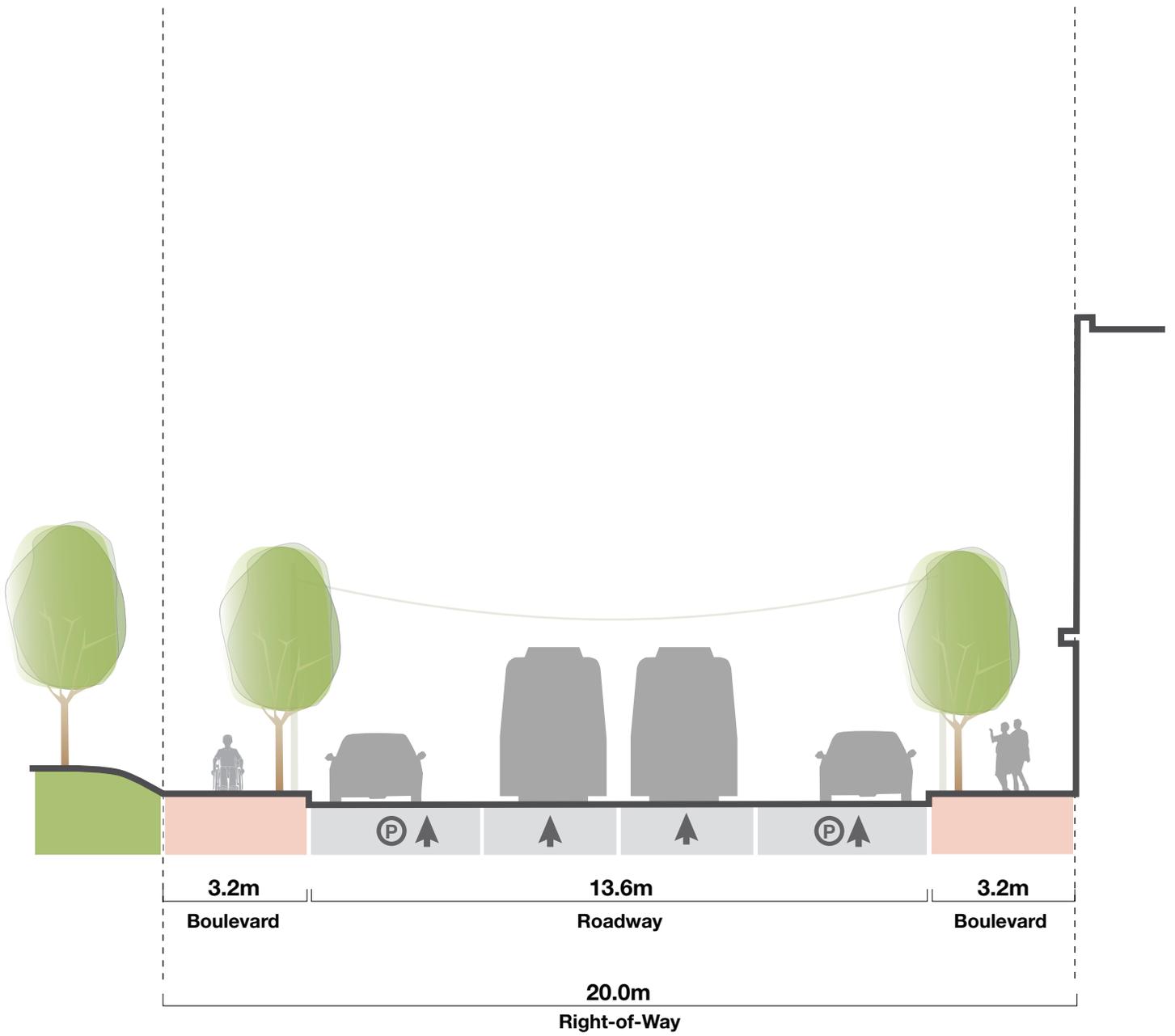


Existing  
Victoria Street: North of Adelaide E

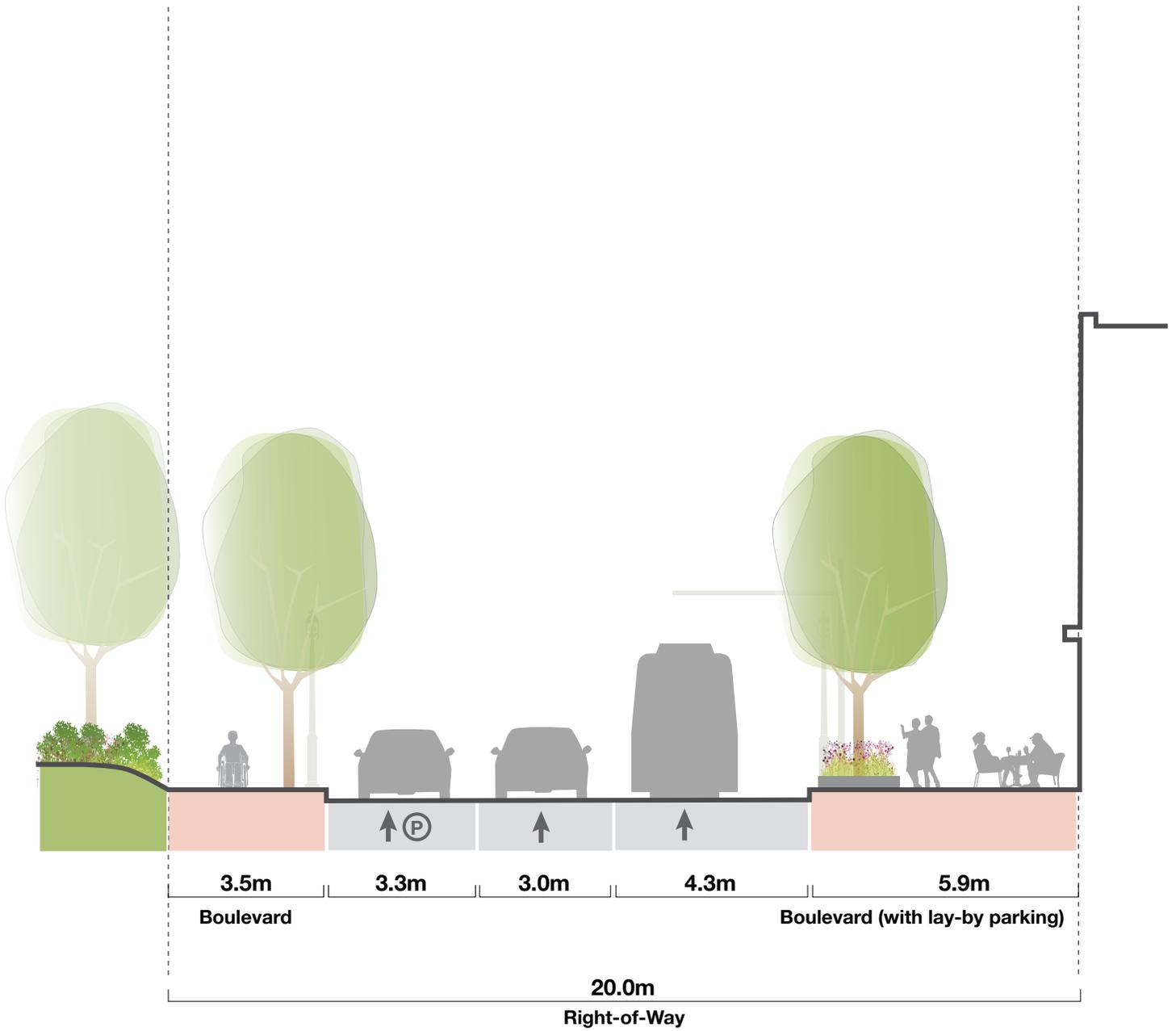
[A-41]



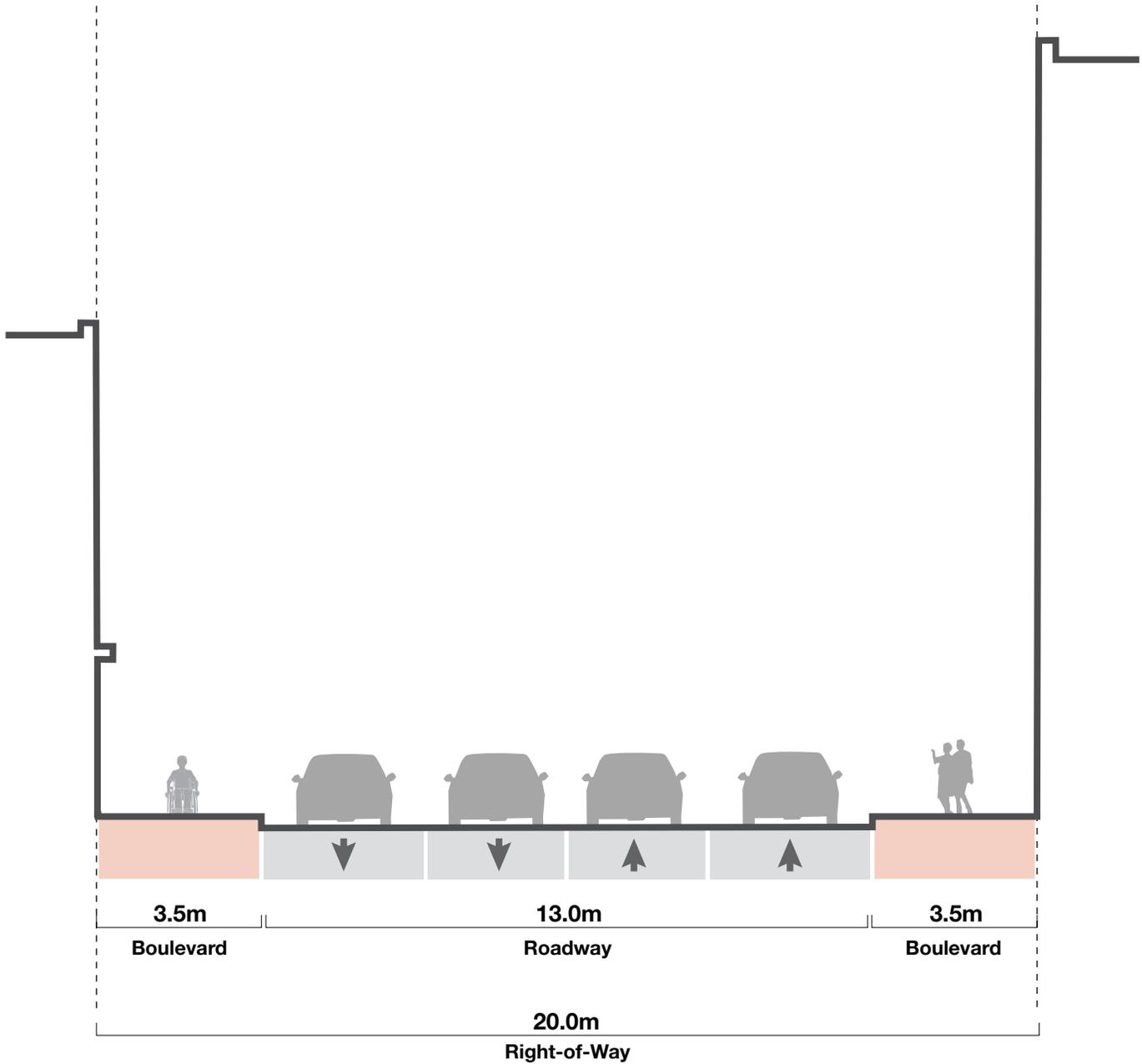
Existing  
Victoria Street: South of Adelaide E



Existing  
Wellington Street E



Potential  
Wellington Street E



Existing  
Yonge Street

[A-45]

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# **Appendix B: Sample Survey**

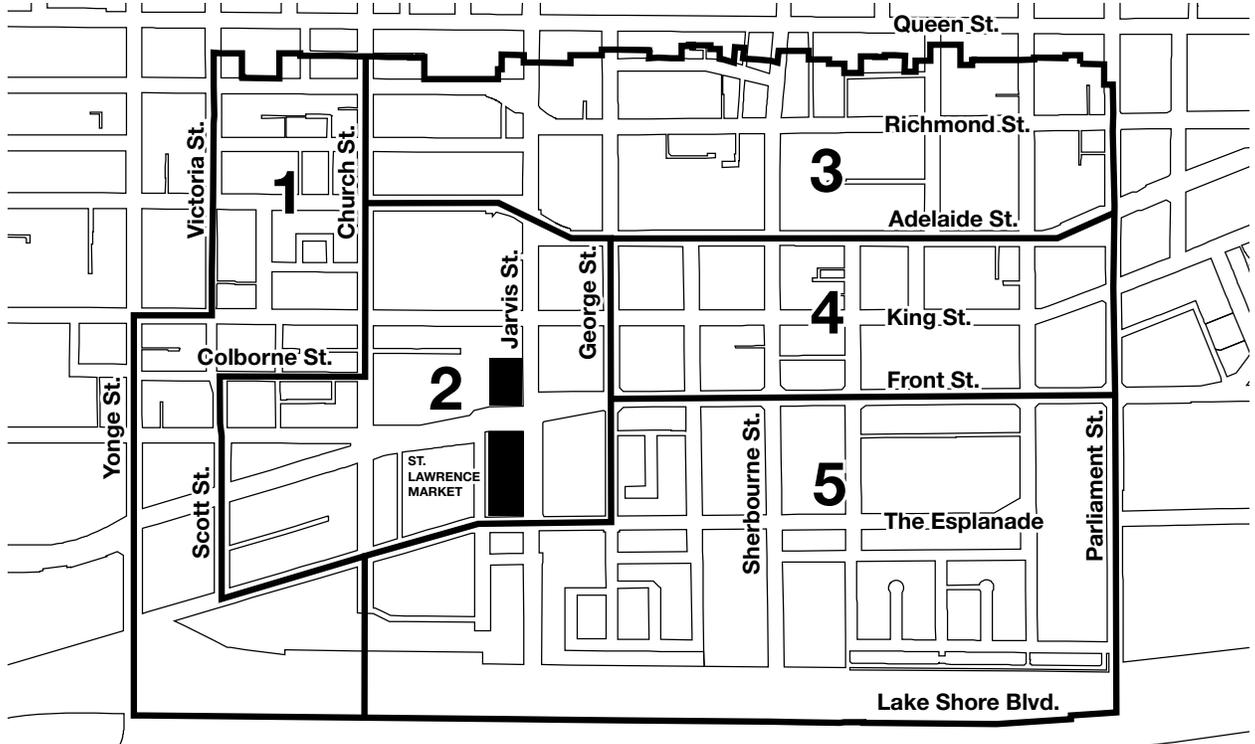
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# St. Lawrence Market Neighbourhood BIA

## Member Survey

Please complete and return to the BIA office at 92 Front Street East (St. Lawrence Market North) by December 10. Call 416.830.9645 for further information.



### PART 1: BACKGROUND INFORMATION

Please circle the best answer.

**1. What part of the BIA are you located in? (see above map)**

- a. 1
- b. 2
- c. 3
- d. 4
- e. 5

**2. What type of business do you represent?**

- a. Food service (e.g. restaurant, café, bar)
- b. Food retailer
- c. Other retailer
- d. Office
- e. Theatre/gallery
- f. Hospitality (e.g. hotel, hostel, bed and breakfast)
- g. Auto-related (e.g. garage, gas station, dealership)
- h. Other: \_\_\_\_\_

**3. How many employees does your business have (within the BIA)?**

- a. Under 5
- b. 6-10
- c. 11-25
- d. 26-50
- e. Over 50

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## PART 2: IMPROVEMENTS TO THE BIA

4. Where should the greatest efforts to improve the public realm be directed? (See map on reverse page. Circle one answer).
- a. 1
  - b. 2
  - c. 3
  - d. 4
  - e. 5
  - f. Everywhere equally
5. Rate out of 5 the following elements of the public realm within the BIA, as they currently are (with 1 being good as is, 5 being in need of major improvement).
- |                  |   |   |   |   |   |
|------------------|---|---|---|---|---|
| Sidewalks        | 1 | 2 | 3 | 4 | 5 |
| Laneways         | 1 | 2 | 3 | 4 | 5 |
| Parks            | 1 | 2 | 3 | 4 | 5 |
| Street furniture | 1 | 2 | 3 | 4 | 5 |
| Street trees     | 1 | 2 | 3 | 4 | 5 |
| Signage          | 1 | 2 | 3 | 4 | 5 |
6. If major physical improvements could be made to the BIA's public realm, what would your preferences be? (Rank in order, from 1 to 7).
- More parks or upgrades to existing parks
  - More pedestrianized or flexible streets and laneways (like Market Street beside St. Lawrence Market)
  - Upgraded paving of sidewalks
  - Burying overhead wires
  - Planting more street trees
  - Additional or improved street lighting
  - Additional or improved street furniture (e.g. benches, trash cans, etc.)
7. If it were possible for your business to take over part of the adjacent sidewalk, street, or lane at certain times (e.g., for a patio or displaying goods), would you be interested? (Circle one answer).
- a. Yes, we would be interested.
  - b. No, we wouldn't be interested.
  - c. We already do this.
  - d. We aren't located at street level, so this isn't relevant.
8. If improved connections were to be made to an adjacent area, which would be the most important to connect to? (Rank in order, from 1 to 6)
- Financial District / Union Station / Eaton Centre
  - Queen Street East
  - Ryerson campus
  - Corktown / West Donlands
  - Distillery District
  - Waterfront

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How do you feel about the physical condition of the BIA? What improvements would you recommend? Any other comments?

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# Appendix C: Image Credits

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Note: If multiple images on a page, credits are provided in a clockwise direction.

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1: City of Toronto Archives

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7: SLMNBIA

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22: DTAH; DTAH

23: DTAH; [streetsblog.org](http://streetsblog.org) (Matthew Roth); [Bloor-Yorkville.com](http://Bloor-Yorkville.com) – Henry Lin; DTAH; SLMNBIA

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25: [SLNA.com](http://SLNA.com)

31: Google StreetView

32: Google Streetview; SLMNBIA

34: City of Toronto; Waterfront Toronto

35: Google Streetview; DTAH; unknown

36: Google Streetview; DTAH

38: Google Streetview; SLMNBIA/PMA



St. Lawrence Market  
Neighbourhood BIA  
92 Front Street East  
Toronto, ON M5E 1C4  
[www.stlawrencemarketbia.ca](http://www.stlawrencemarketbia.ca)

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