

STREETSCAPE SURVEY

St Lawrence Neighbourhood

4/1/2014

David Crawford



ST. LAWRENCE MARKET
NEIGHBOURHOOD BIA

Notes and references

This survey was carried out in February, March and April 2014 and involved the use of Google Streetview and a lot of 'streetwalking'.

Some street features change quite often (newspaper boxes seem particularly mobile!)

In some cases construction is planned for some streets and they were thus not fully surveyed.

Though the information noted is generally accurate and complete it should be stressed that before any decisions are taken on a particular street or block there should be an updated survey.

The St Lawrence Market BIA and the St Lawrence Neighbourhood Association cover almost the same area from Yonge in the west to Parliament in the east and from Queen in the north to the railway corridor in the south. All Streets in the St Lawrence BIA and St Lawrence Neighbourhood Association area were surveyed except the three 'boundary streets' - Yonge, Queen and Parliament. The Survey did not cover Lanes (as classified by the City) but a list of our lanes (now all named, or in the final stages of naming) with some comments is included.

The City's Street Name Index is here:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=4627a84c9f6e1410VgnVCM10000071d60f89RCRD&vgnnextchannel=6f2c4074781e1410VgnVCM10000071d60f89RCRD&vgnnextfmt=default>

The listing of heritage properties is taken from the City's official list of Designated and Listed Properties. It is available at

http://www.toronto.ca/heritage-preservation/heritage_properties_inventory.htm

On the street survey sheets Heritage information is on a **YELLOW background**.

Information on upcoming City projects is from the City's TO-INview database.

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=bfe817b06fbc1410VgnVCM10000071d60f89RCRD> On the street survey sheets upcoming City work information is on a **PINK background**.

The City Streetscape Manual is available at:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=0e88036318061410VgnVCM10000071d60f89RCRD> On the street survey sheets Streetscape Manual information is on a **RED background** and the Manual page on that street is linked to from the headings.

The 2011 Heritage Lighting Master Plan for Old Town Toronto (which covers only part of the area surveyed here) is available at:

http://www1.toronto.ca/city_of_toronto/city_planning/urban_design/files/pdf/hert_final_report.pdf

Additional guidelines etc are listed at: <http://www.slina.ca/slina-news-pdfs/SLNA-Guidelines-revised-Dec-2013.pdf>

Notes have an orange background.

Notes on the City Streetscape Manual

The Streetscape Manual is a very useful resource maintained by City Planning but during this survey process a few inconsistencies and omissions came to light. City Planning staff have been very receptive to correcting errors and filling in gaps and it is hoped that the Manual will soon cover all streets in our area and become an even more useful resource as a result.

Though the Manual lays down “standards, it is unfortunate to note that these standards are not always met when a street or block is being repaired. For example, Toronto Hydro Street Lighting (THSL) has recently been replacing individual, damaged, “Green Pedestrian” streetlights on Scadding Avenue with tall Cobra (L-16) lights; the manual calls for the new standard L-15 (Victorian) pedestrian fixtures. Another example is that when Transportation repairs sections of sidewalk they do not normally add the brick-banding that is the St Lawrence standard – an example being the east side of Berkeley Street north of Front or the east side of Princess south of Front. It is important that every opportunity to improve our neighbourhood is seized - even if the temporary result is that one block has L-15 lights and brick banding while adjacent blocks are still ‘unimproved’.

Notes on lighting:

All street lighting in the area was surveyed and the street lighting sections of the Heritage Lighting Plan for Old Town Toronto were consulted. The examples of light fixtures given in the Streetscape Manual are not always exactly the same as installed in St Lawrence but the common types are L4, L15, L-17 and L-s33. For convenience these are illustrated at the end of this document. (There are also a few blocks with L-16 “Cobras”.)

As noted above, apart from a few streets or blocks (e.g. Colborne, Front, Ontario and Scadding) which have Cobra (L-16) fixtures and three areas with special lighting (Court Street, where there are decorative lights, belonging to the Parks Department, on the north side matching those in Courthouse Square Park, King Street at St Lawrence Hall, where there are decorative gas lights and Toronto Street, where there are non-standard older Victorians) the St Lawrence area can be described as generally having a combination of standard “Acorn” lights (L-17) and a mixture of varieties of ‘pedestrian lights’ – mainly the new standard L-15 Victorians. Several blocks (South of the Esplanade from Lower Sherbourne to Parliament) primarily have the, old and ineffective, Green Pedestrians – these are not in the Streetscape Manual and urgently need to be upgraded by Toronto Hydro Street Lighting (THSL). Many of the current lighting fixtures in our neighbourhood are illustrated on page 16 of the Heritage Lighting Plan.

As noted above, THSL has started to replace damaged “Green Pedestrians” on Scadding with tall Cobra L-16 lights; this should not be allowed to continue and THSL

should be asked to replace all the L-16 in our area. In addition, THSL should be asked to carry out a lighting survey of the area with Green Pedestrians south of The Esplanade (between Lower Sherbourne and Parliament streets); these streets are poorly lit and spare parts are, apparently no longer available for these older lights. (Some have been repaired by using Acorn luminaires and many lack shades.) All of the 'Green pedestrians' should be replaced with standard L-s33 or L-15 fixtures or the variant short Victorian lights with a concrete pole that were installed by THSL a few years ago in the equivalent area west of Lower Sherbourne Street.

The survey did NOT look at the variety of bulbs used in the current lighting. Though most lighting installed in the area recently seems to use metal halide bulbs (which give white light) most bulbs in the neighbourhood are still the yellow or orange-glow high pressure sodium.

Though one can argue about which kind of bulb gives the best light for an area like St Lawrence, the Heritage Lighting Plan was clear that the white light from metal halide lighting is more appropriate. Unfortunately, we are in the unaesthetic situation where THSL has allowed an incredible variety of luminaires and bulb-types to be installed in close proximity. An example of a location where one can see many is at George South and Front where there are "tall Victorians" (L-s33) with metal halide, Acorns (L-17) with sodium and "Short Victorians" – L-15 and several variant types/models – some with metal halide lighting and some with high pressure sodium. In an ideal world all would, as recommended in the Heritage Lighting Plan, be converted to Ceramic Metal Halide. Apart from actually replacing tall Acorns (L-17) and Cobra (L-16) lights with L-15 pedestrian lights and L-s33 tall "Victorians", the best way to quickly improve the lighting in St Lawrence would be to convert all existing fixtures to what appears to be the new standard - Ceramic Metal Halide.

It is worth noting the recommendation in the Heritage Lighting Plan (page 54) concerning the type of lights installed.

"Conversion of existing High Sodium Pedestrian Street lights to Ceramic Metal Halide

Presently, most light sources in Old Town Toronto are high pressure sodium, with their yellow, poor colour rendition light. A few streets have metal halide in the pedestrian lights.

This study strongly recommends that all street lights in Old Town be converted to ceramic metal halide lamps and ballasts. First priority is the pedestrian lights. One street should be tested with 75 watt ceramic metal halide, 3000K. Measurements should be made to test if lamp wattage meets City standards and wattage adjustments can be made if required.

This relatively inexpensive and simple adjustment will have a major impact and convert a dull monochromatic yellow glow to a full colour rendering, comfortable, attractive ambience. The colour quality of the white light source is an essential component in creating a unique heritage zone."

The Heritage Lighting Report also has a useful map of lighting types, as they were in 2010. (See pages 50+) The report's "Key Recommendations" on street lighting read:

- *Clean up existing central area by consistent, regular placement of pedestrian post top fixtures.*
- *Convert all high pressure sodium lamps to ceramic metal halide, starting with the pedestrian lights.*
- *On "major streets" use acorn street lights in combination with pedestrian lights. Re-organize tall Victorian lights to central area for greater impact.*
- *Eventually extend pedestrian scale lights to the edges of the Old Town area."*

The current feeling appears to be that L-17 "Acorns" are not very suitable for our neighbourhood. Apart from a few special areas such as Court Street (see list above) it is suggested that there should be only L-15 "short Victorian" pedestrian lights and L-s33 "tall Victorian" lights in all parts of our area (which is slightly larger than the "Old Town Toronto" area covered by the Heritage Lighting Plan. All lighting should be ceramic metal halide.

At the moment, there are three major varieties of pedestrian lights in St Lawrence. Most are the standard L-15 Victorians (some with sodium and some with metallic halide bulbs), older versions with straight metal 'pipe' poles and normally sodium bulbs (e.g. on Frederick Street south of Front) and a recent variant in the blocks south of The Esplanade between Lower Jarvis and Lower Sherbourne with concrete poles and metal halide bulbs. There are also the remaining "Green Pedestrians" south of The Esplanade between Lower Sherbourne and Parliament. (When the St Lawrence neighbourhood was created in the early 1980s these were the standard in the whole area between Lower Jarvis and Parliament.)

All L-15 pedestrian lights and some L-17 tall lights are 'fed' by underground wiring, it would thus seem to be comparatively easy to swap L-17 lights for L-15 ones. Many other L-17 and other tall lights are "fed" by overhead wiring, it would be more costly to install L-15 lights in these location as wiring would need to be buried.

It is interesting to see how the developers of many recent buildings have been obligated to install L-15 pedestrian lighting. Unfortunately this has tended to be done only in front of their own building and has often not also involved removal of the older streetlights. In future it would be better if developers were obliged to install pedestrian lighting on a whole block and if they were, at the same time, obliged to remove the older lighting.

Notes on litter bins:

In almost all parts of the area the City has installed the new Astral bins. Ideally many of the “fat” Astral bins with pedals would be replaced with the new narrower version and this could also be a separate project once the City decides on a standard model. There are still a few of the old plastic garbage bins in our neighbourhood, Solid Waste Management seem to be replacing these with the new standard Astral bins as time and budget allow.

There are several streets (or sides of streets) that would seem to require garbage bins – it is hoped that Solid Waste Management and the City Street Furniture group will install additional bins in several parts of our neighbourhood.

Notes on Trees:

All street trees (including locations where pits exist without any current trees) were noted, including some that are probably on private property adjacent to streets and trees in adjacent parks. The City’s “Tree Planting Options” are given in this ‘supplement’ to the Streetscape Manual.

[http://wx.toronto.ca/inter/plan/streetscape.nsf/d2ee0d49ba602f3e85257457005a208d/491C15A190DCC0A7852576EB0066D3C5/\\$file/T-G-TreeGuide.pdf](http://wx.toronto.ca/inter/plan/streetscape.nsf/d2ee0d49ba602f3e85257457005a208d/491C15A190DCC0A7852576EB0066D3C5/$file/T-G-TreeGuide.pdf)

For the last few years the SLNA has been working with Urban Forestry to report locations where trees are missing and considerable progress has been made in dealing with additional planting.

Notes on bike rings:

Bike rings were noted (even one ring on a block is a “yes” on the survey sheets) but there is undoubtedly a need for additional bike rings close to or on major retail streets. In some cases (Front being a good example) the main sidewalks are too narrow for bike rings to be installed under the latest “clearance” regulations. In many cases it may be better to install rings (and newspaper boxes) on side streets. As an example, possible alternative locations for Front Street rings would be on George, Berkeley, Frederick and Princess both north and south of Front. It is suggested that a separate small survey of potential bike ring locations should be carried out once the City is able and prepared to actually add any new rings. (Walking the neighbourhood in cycling season and noting the number of bikes chained to trees, poles and other street furniture would seem to give a good estimation of areas where there is a shortage of bike rings.)

Notes on Bricks:

The St Lawrence standard is to have brick-banded sidewalks on almost all streets; most major streets now have these on most blocks. As sidewalks are rebuilt (or a whole block is being repaired) it is policy (though not always practice!) to install brick banding. The following streets which have asphalt rather than brick between road and concrete sidewalk need particular attention:

Princess Street between King and Adelaide and between The Esplanade and Front (west side). The sidewalks between King and Adelaide should be rebuilt with brick banding and L-15 pedestrian lights, possibly with funds from Ivory or Axiom. The sidewalk south of Front should be completely rebuilt and pedestrian lights installed by the developers of the Sobey/Acura site.

Berkeley Street between Front and King. The east side of Berkeley was rebuilt in 2012 but has asphalt; it should be bricked and L-15 lights installed, possibly by the Globe & Mail project.

Boulevard parking:

The SLNA is in favour of removing all boulevard parking in our neighbourhood and expects that every opportunity will be taken to return public space to public use. There are several streets where boulevard parking is now permitted – some of the licencees have addresses on adjacent streets such as King and Front.

Berkeley Street - north of Richmond

Britain Street - some may be ‘back-yard parking’ from buildings on Queen.

Frederick Street - south of Front and between King and Adelaide.

George Street - north of Richmond

Ontario Street - most blocks between King and Queen

Princess Street - north of King

Notes on Newspaper Boxes:

As newspaper boxes seem to be quite 'mobile' the survey only noted areas where there were three or more in the same general area (normally within about 3 metres).. It is suggested that the BIA should look at locations where the Astral Street Furniture "newspaper box corrals" could be installed. The following locations on main commercial streets are suggested as possible blocks where corrals would be useful. In some cases (narrow sidewalks) it may be more appropriate to install the corral on a street running off the main street rather than on the main street itself.)



Adelaide Street

North side Yonge to Victoria
North side Church to Jarvis
North side Sherbourne to Ontario

Front Street East

North side at Yonge
North side at Market Lane Park
South side Scott to Church
South side Church to Market
+South Side Market to Lower Jarvis
South side Lower Jarvis to George
South

Jarvis Street

East side King to Adelaide

King Street

North side Yonge to Victoria
North side Victoria to Toronto
North side Toronto to Church

North side Church to Jarvis (on Church)
North side Jarvis to George (on Jarvis)
North side George to Frederick
(2@GBC)
South side George to Frederick
North side at Sherbourne

Richmond Street

South side at Yonge (already installed)

Sherbourne Street

East side at Richmond

The Esplanade

North side behind St Lawrence Market
South Side between Princess and Hahn

Wellington Street

South side Yonge to Scott
North side Scott to Leader
North side Leader to Church

Notes on Heritage designation:

The information on heritage Designation or Listing is taken from the City of Toronto’s “Inventory of Heritage Properties”. Many properties have both a civic address and a ‘convenience address’ and the list attempts to list both. See: <http://www1.toronto.ca/wps/portal/contentonly?vnextoid=104752cc66061410VgnVCM10000071d60f89RCRD>

Due to workload pressures the City has a policy (or, at least, a practice) of not trying to List or Designate a building until it is threatened by a potential development project. There are several buildings (or rows of buildings) in our area that are "Listed" but would probably benefit from a full “Designation” – the buildings on the north side of Wellington from Church to Leader Lane are an example. Fortunately, the City is in the process of examining whether all or parts of the area south of Adelaide Street should be made a Heritage Conservation District (See: <http://www.slna.ca/slna-HCD.html>) This process should be closely watched and factored into any more plans for St Lawrence.

The map that follows is of heritage buildings in the area south of Adelaide Street East (north side) – it was prepared by Heritage Preservation Services for the ongoing HCD Study of that area of St Lawrence. There are several other listed and designated properties north of this line; all listed and designated properties are noted on the individual street survey sheets.



Heritage properties in St Lawrence south of Adelaide Street East.
Red = Designated, Blue = Listed

Notes on traffic control boxes

The City of Toronto has recently announced an “Outside the Box program” to wrap traffic control boxes – which are getting larger. This is a collaboration between Transportation Services' Public Realm Unit and local artists. It will “wrap traffic cabinet boxes with a graphically attractive, synthetic wrap”. The program is something that might be good in St Lawrence.

Locations of all traffic lights are available on the [Toronto Transportation Map](#). To avoid cluttering the street pages they do NOT identify traffic control boxes. The list follows:

Berkeley

Front: south west corner
King: north west corner
Adelaide: north east corner
Richmond: south east corner

Church

The Esplanade: south east corner
Front: north east corner
King: south east corner
Adelaide: north west corner
Richmond: north east corner

Frederick

Adelaide: south west corner

George

Front: north east corner
King: north east corner
Adelaide: north east corner
Richmond: north west corner

Jarvis (incl. Lower Jarvis)

The Esplanade: north east corner
Front: south east corner
King: north west corner
Adelaide: north east corner
Richmond: south east corner

Princess

Front: south east corner

Sherbourne (incl. Lower Sherbourne)

The Esplanade: north east corner
Front: south east corner
King: north west corner
Adelaide: south west corner
Richmond: north east corner

Victoria

Adelaide: north west corner
Richmond: south east corner

Parks in St Lawrence:

There are several City parks in the St Lawrence area:

- **Berczy Park.** This park will be much upgraded in 2014-2015.
- **Courthouse Square Park;** This small park was designed in the early 1980s and is integrated into Court Street. (The decorative lighting, with small planters, on the north side of Court Street actually belongs to the Park.)
- **David Crombie Park:** A 1.6 hectare park south of Front Street between Lower Jarvis and Berkeley/Hahn Streets featuring a ball diamond, a basketball court, a dog off-leash area, two children`s playgrounds and a wading pool. The park is named after the former Mayor of Toronto who served from 1972 to 1978 and oversaw the creation of the St. Lawrence neighbourhood.
- **Market Lane Park.** This park will be upgraded and improved when the new North St Lawrence Market is constructed to its east in 2016-2017.
- **Parliament Square Park:** A small park on Parliament Street south of Front Street that features a ball diamond and a multi-purpose sports field.
- **Princess Street Park:** This park, south of The Esplanade, also contains a Children`s Garden”.
- **Sculpture Garden:** Toronto Sculpture Garden is the site of innovative contemporary sculpture installations. This small urban park serves as a testing ground for artists to experiment with public space and address issues of architectural scale, materials and context. The art is curated by a volunteer Foundation but they may have ceased to be active.
- **St. James Park:** St. James Cathedral is the majestic backdrop for this site. Part of this park is planned as a formal garden, there are many wedding parties taking advantage of the beautiful garden displays in the heart of downtown.

The current Green P parking lot bounded by Market, Lower Jarvis, The Esplanade and Wilton Streets will be converted to parkland as soon as the North St Lawrence market is constructed.

Lanes in the St Lawrence neighbourhood

There are about 25 City lanes in our neighbourhood. Thanks to the SLNA, all are now either named or have naming in process. Many of them are small dead-ends or very narrow laneways but several are really ‘small streets’ and some could, and should, be improved.

- **Abbey Lane** This Lane should be fully paved when the 251 King Street development is completed.
- **Barbed Wire Lane***
- **Brigden Place**
- **Central Fire Station Lane**
- **Ching Lane**
- **Colborne Lane**
- **Conger Coal Lane**
- **Court Square** This Lane surrounds Courthouse Square Park – it is unfortunate that it is used for parking and garbage bins and it is suggested it be better incorporated into the park.
- **Ditty Lane** The small section of this Lane immediately west of Church Street should be repaved.
- **Duchess Lane**
- **Duke Mews**
- **Farquhars Lane.** In the St Lawrence CIP it was suggested this Lane should be improved. It should certainly be resurfaced.
- **Gendron Lane*** This Lane should be studied for improvements when the Ivory and Axiom developments on Adelaide Street are completed. It should at least be resurfaced/reconstructed.
- **Leader Lane** This major Lane should be improved and L-15 lighting installed to replace any L-17s. (It is listed in Streetscape Manual)
- **McFarrens Lane** This Lane should be resurfaced and the wooden telephone/cable poles moved to the building faces.

- **Nicholson Lane** This Lane should be carefully examined for improvements, it leads to the Canadian Opera garden and should, at least, be resurfaced.
- **Oak Hall Lane** This Lane leads to Sculpture Garden, it was recently resurfaced.
- **Old Post Office Lane**
- **Pompadour Lane**
- **Rodega Lane**
- **Scott Lane** It was suggested in St Lawrence CIP that this Lane should be improved and, at some point, it might be extended to Church Street. It was reconstructed in 2013.
- **Speakeasy Lane***
- **Spice Mill Lane***
- **Stonecutters Lane.** It appears that Stonecutters Lane from Queen to Richmond will be resurfaced in 2014
- **Taylor's Wharf Lane** The lighting in this Lane should be changed to metal halide at the same time as other streets in close proximity (George Street South and Jenoves Place) are upgraded
- **Tom Longboat Lane** Lighting in this lane should be improved when lighting is upgraded on Longboat Avenue.
- **Worts Lane**

(* Lane name not yet approved.)

There is a full list of all lanes in St Lawrence with some historical background on the names at <http://www.slna.ca/name-that-lane.html>

Opportunities:

Though major City projects – such as rebuilding a street - can result in major improvement, there are many small things that can also be done. Among them:

- ❖ repairing utility cuts and areas of damaged sidewalk or roadway. In recent years the City has made good progress in dealing with utility cuts.
- ❖ replacing burnt-out or defective street lights promptly. Unfortunately Toronto Hydro does not appear to proactively repair broken or burnt out lights.
- ❖ ensuring that all street lights in an area or on a street use the same type of bulb
- ❖ removing ‘pole clutter’ by ensuring duplicate poles are removed, that poles serve multiple purposes and are placed to be as unobtrusive as possible.
- ❖ Working with the City to install “newspaper box corrals” in appropriate locations.
- ❖ Working with the Councillor and the City to examine parking regulations so that they meet current needs.

In addition, the following streets present some fairly short-term and generally quite minor opportunities for improvement; they should be examined in more detail by the BIA, SLNA and the Councillor’s Office as the City starts major construction projects, development applications are approved or funds from Section 37 etc become available.

Adelaide / Jarvis Outline plans, strongly supported by the BIA, SLNA and neighbouring merchants, have been made to remove the right-turn channel at Jarvis/Adelaide and extend and landscape the existing traffic island – these plans should be finalised and implemented

Berkeley Street. As part of the Globe & Mail project the block from Front to King should have L-15 lights installed to replace the L-17 ones. Ideally all remaining overhead wiring would be buried. The sidewalks on the east side between Front and King should also be rebuilt to standard.

Britain Street. All phone, cable and Hydro wires should be buried and L-15 Victorian lights should be installed.

Church Street. Conger Coal Lane to The Esplanade. The two L-17 lights on this block should be replaced by L-15 lights to match the block immediately north as soon as possible and certainly if/when the surface car park at the SW corner of Church and The Esplanade is developed.

Colborne Street. As part of the 60 Colborne and 88 Scott development projects the few remaining L-16 (Cobra) lights on Colborne Street should be replaced by L-15 lights

When both projects are completed Colborne Street should be upgraded in a unified way.

Frederick Street. There are tentative plans – approved by the Councillor’s Office - to remove the boulevard parking from both sides of Frederick Street south of Front. This is strongly supported by the SLNA and the Councillor’s Office is working on plans and funding to make it happen.

Frederick Street. The block of Frederick Street from King to Adelaide is a mess. Plans should be made, possibly with George Brown College, to improve it.

Front Street East. There are three Cobra (L-16) lights on the north side of Front Street immediately east of Yonge. These should be examined at the time Front Street west of Yonge is upgraded in summer 2014. As noted in the Heritage Lighting Plan, this block should probably be lit the same way as the area of Front west of Yonge.

Front Street East. The concrete street-lighting/traffic light pole at the south west corner of Front and Lower Jarvis in front of the St Lawrence Market should be replaced with a black metal pole matching all others on Front and the Victorian heritage luminaire (L-s33) transferred over. The pole should also be moved closer to the curb.

Front Street East. As it is clearly visible from Front Street, the luminaire (or the pole and luminaire) of the Acorn at the south west corner of Front and George South should be replaced with an L-s33 luminaire to match the new Front Street lighting.

Front Street East. AS a condition of approval of the Sobey/Acura site development the remaining overhead wiring on Front between Lower Sherbourne and Princess and in front of the Fire Station should be buried and low-level Victorians should be installed.

Front Street East. The left-turn lane on Front Street immediately west of Church should be removed and the narrow sidewalk widened. This should be done at the same time as Berczy Park and the Park’s Front Street sidewalk are improved in 2014-2015.

Front Street East. During the discussions on Berczy Park it became clear that there is a desire to better integrate the Park and the street. Scott Street will be dealt with in 2015; Wellington (see below) should be developed in 2017. Front should be dealt with when an appropriate opportunity arises or Section 37 funding is available.

Front Street East. It is suggested that when the North St Lawrence Market is re-built (2016/17) the opportunity be taken to deal with the streetscape that connects the North and South Market buildings. It is interesting to note that having a “specially marked” roadway and sidewalks between the two Market buildings was a recommendation in the mid-1970s report on the revival of the St Lawrence area!

George Street. Possibly from the Post House Condominium development, the two blocks, King to Adelaide and Adelaide to Richmond, should have L-15 Victorians installed to replace the existing Acorn, L-17, street lights.

George Street South. As it is clearly visible from Front Street, the luminaire on the (non-standard) metal pole pedestrian light immediately south of Front Street on the east side of George Street South should be replaced by a metal halide luminaire to match the new lighting on Front Street East.

Jarvis Street. Hydro and the City should be urged to replace the old (leaning) wooden pedestrian signal light and Hydro pole at the SW corner of Richmond and Jarvis.

Lombard Street The Yonge + Rich development should be required to replace the few remaining L-17 lights (at Victoria) by L-15 lights. This would mean that all of Lombard would have only L-15 lighting.

Lower Jarvis Street. The Lower Jarvis Promenade Plan should be fully implemented, e.g. Removal of the three parking bays on east side. See: <http://www.toronto.ca/legdocs/mmis/2009/te/bgrd/backgroundfile-19620.pdf>

Lower Sherbourne Street In the summer 2014 Lower Sherbourne Street will be reconstructed. If any overhead wiring remains it should be buried as a condition of approval of the Sobey/Acura development.

Ontario Street. As a condition of approval, the 25 Ontario development should be required to improve both sides of the block of Ontario from King to Adelaide. (Removal of all boulevard parking, installation of pedestrian (L-15) lights to replace the L-17 Acorns, new sidewalks etc.)

Ontario Street. The block between Adelaide and Richmond should be improved following the Axiom development. New sidewalks should be built on both sides; L-15 pedestrian lighting should be installed on the west side. If the tall poles and Hydro wires on the east side cannot be removed the luminaires should be changed from L-16 Cobras to L-s33.

Princess Street. As a condition of approval the developers of the Sobey/Acura site should be required to replace the L-17 lighting with L-15 pedestrian lights and, ideally, remove all remaining overhead wires on both sides of the street.

Princess Street. The block from King to Front should have L-15 Victorians installed on the east side – possibly through funding from the Globe & Mail development. Ideally the tall Hydro posts and wires on the west side would be buried but if not the luminaires should be changed to L-s33.

Princess Street. The sidewalks on the block from King to Adelaide should be upgraded on both sides and Victorian pedestrian lighting (L-15) installed on both sides. Possibly in conjunction with the Axiom and Ivory developments on Adelaide.

Scadding Avenue. The Cobra (L-16) lights recently installed by Toronto Hydro to replace damaged “Green pedestrians” should be removed and THSL encouraged to replace all the old and ineffective “Green pedestrians” in our area with standard L-15 Victorians.

Scott Street. The Esplanade to Front. There may already be enough L-15 lights on Scott Street in this block to provide acceptable light levels and it may be possible just to remove the L-17 Acorns. This idea should be examined in conjunction with the upgrading of Scott Street between Front and The Esplanade that is planned after the completion of the L-Tower and Backstage.

Scott Street. Front to Wellington. It is hoped that the few L-17 lights in this block will be removed and, if necessary, replaced by L-15 Victorians on the west side of the street as part of the Berczy Park upgrading project in 2014/2015.

Wellington Street. The City intends to rebuild Wellington Street from Yonge to Church and lay new streetcar tracks in 2017. Prior to this a working group should be established to see how best to better integrate the street with the (by then renovated) Berczy Park.

Wilton Street. As part of Lower Jarvis Promenade Plan TEYCC asked Transportation to look into possibility of closing Wilton between Market Street and Lower Jarvis at the time the temporary North Market and extension of David Crombie Park are under discussion. This is coming closer and it is suggested that the BIA and SLNA should press City staff to do this study and see if the street could be closed or at least, narrowed and made one-way.

All the residential streets south of The Esplanade (and The Esplanade itself) between Lower Sherbourne Street and Parliament Street have the non-standard “Green pedestrian” lights. Toronto Hydro Street Lighting should be encouraged to replace these with standard L-15 lights. (THSL did this west of Lower Sherbourne in about 2010.) At the same time THSL should be instructed NOT to install more L-16 or L-17 lights in this area and asked to replace any L-16 and L-17 lights that they have erected in this quadrant with L-15 Victorians. Ideally The Esplanade from Lower Jarvis to Berkeley/Hahn should only have L-15 lights and all the L-16 Acorns should be removed. (Originally all streets south of the Esplanade and The Esplanade itself between Lower Jarvis and Berkeley/Hahn had only the “Green pedestrians”.)

Apart from trying to get Toronto Hydro Street Lighting to start replacing sodium lighting with metal halide (as noted above), there are also a few general improvements that could occur in our neighbourhood.

- Continue with the excellent BIA program of having local artists paint Bell Canada telephone boxes.
- Discuss with Rogers Cable whether a similar program could be started with Rogers Boxes. There are three or four on The Esplanade east of Lower Sherbourne and one on Longboat Avenue. All are very messy!
- As noted above, work with the City and try to participate in the traffic light control box “wrapping project”.
- Work with the TTC and Toronto Hydro so that they remove duplicate poles, these are primarily on streetcar routes. The SLNA has been working with both organisations on this for several years and has recently learned that the duplicate poles on King Street (south side between Yonge and Jarvis) are scheduled for removal in summer 2014 and those on Wellington later in the year. This leaves a few duplicate poles on Adelaide and, to a lesser degree, Richmond, Victoria and Church.
- Once all old poles are replaced and removed it is suggested that the BIA might emulate the example set by the Downtown Business District BIA and others and wrap the poles to prevent posterage. The wraps seem to be quite effective.
- Though street trees are never going to be very healthy, it would be good to discourage people using trees as bike posts. The Entertainment District BIA has a program to put small signs on smaller trees, particularly on major streets, asking people to look after them and not fasten bikes to them. The program appears to be quite effective and it may be worth expanding it to St Lawrence in conjunction with trying to get the City to install more bike rings.

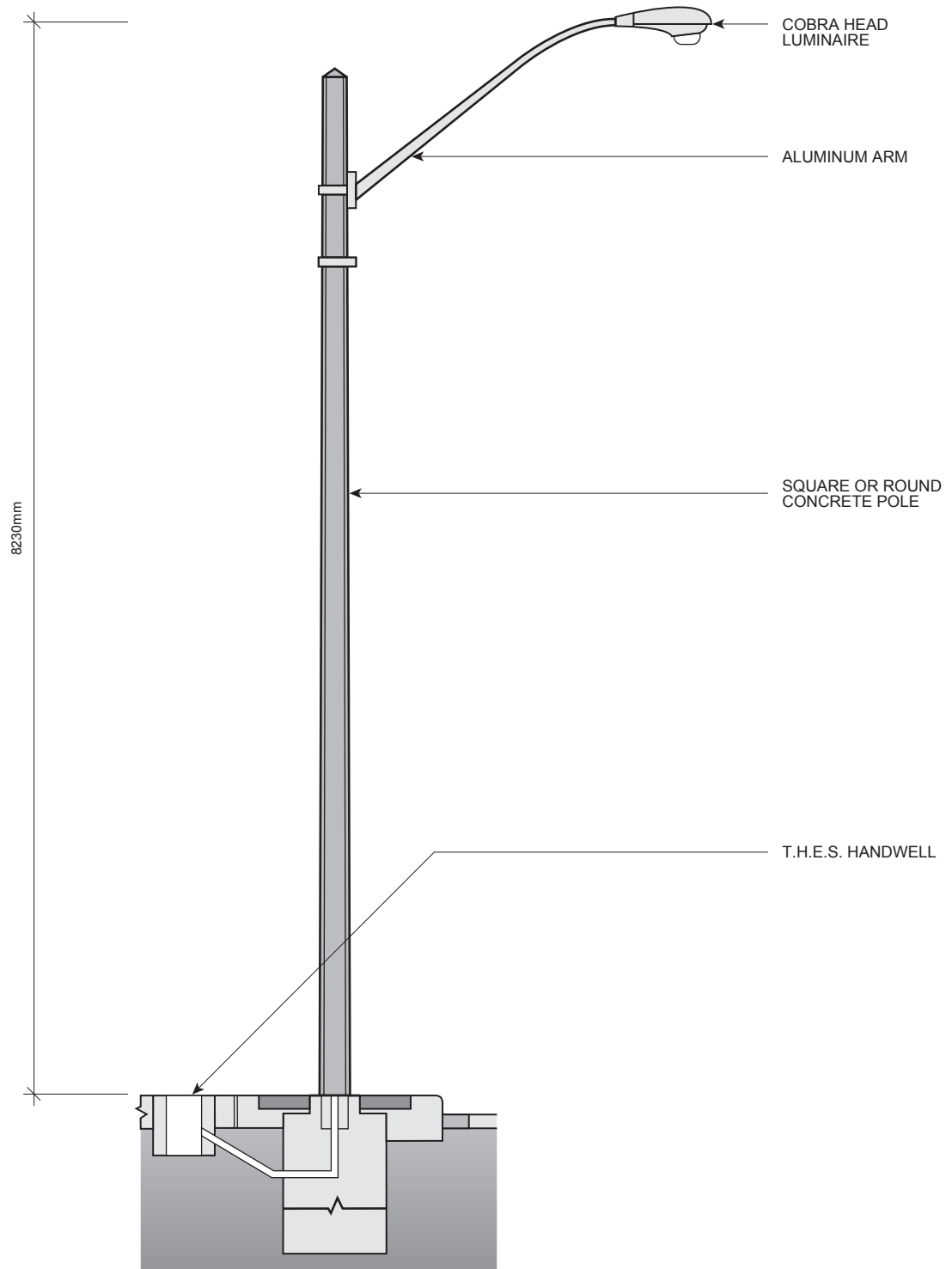
Official Classification of streets (not lanes) in St Lawrence:

The City maintains an A-Z index and classification of streets. It is available [HERE](#).

Street name	Streetscape Manual	Official Classification
Adelaide Street E	Yes	Local & Major Arterial
Aitken Place	No	Local
Albert Franck Place	No	Local
Berkeley Street	Yes	Local
Berti Street	No	Local
Britain Street	Yes	Local
Church Street	Yes+	Major Arterial, Minor Arterial
Colborne Street	Yes	Local
Court Street	Yes	Local
Douville Court	No	Local
Frederick Street	Yes	Local
Front Street E	Yes+	Minor Arterial
George Street	Yes	Local
George Street South	No	Local
Hahn Place	No	Local
Henry Lane Terrace	Yes	Local
Jarvis Street	Yes+	Major Arterial
Jenoves Place	No	Local
King Street E	Yes+	Major Arterial
Lombard Street	Yes	Collector
Longboat Avenue	Yes	Local
Lower Jarvis Street	Yes+	Major Arterial
Lower Sherbourne Street	Yes	Minor Arterial
Market Street	Yes	Local
Ontario Street	Yes	Local
Portneuf Court	No	Local
Princess Street	Yes	Local
Richmond Street E	Yes	Local & Major Arterial
Scadding Avenue	Yes	Local
Scott Street	Yes	Local & Collector
Sherbourne Street	Yes	Minor Arterial
The Esplanade	Yes+	Collector
Toronto Street	Yes	Collector
Victoria Street	Yes+	Collector
Wellington Street E	Yes	Minor Arterial
Wilton Street	Yes	Local

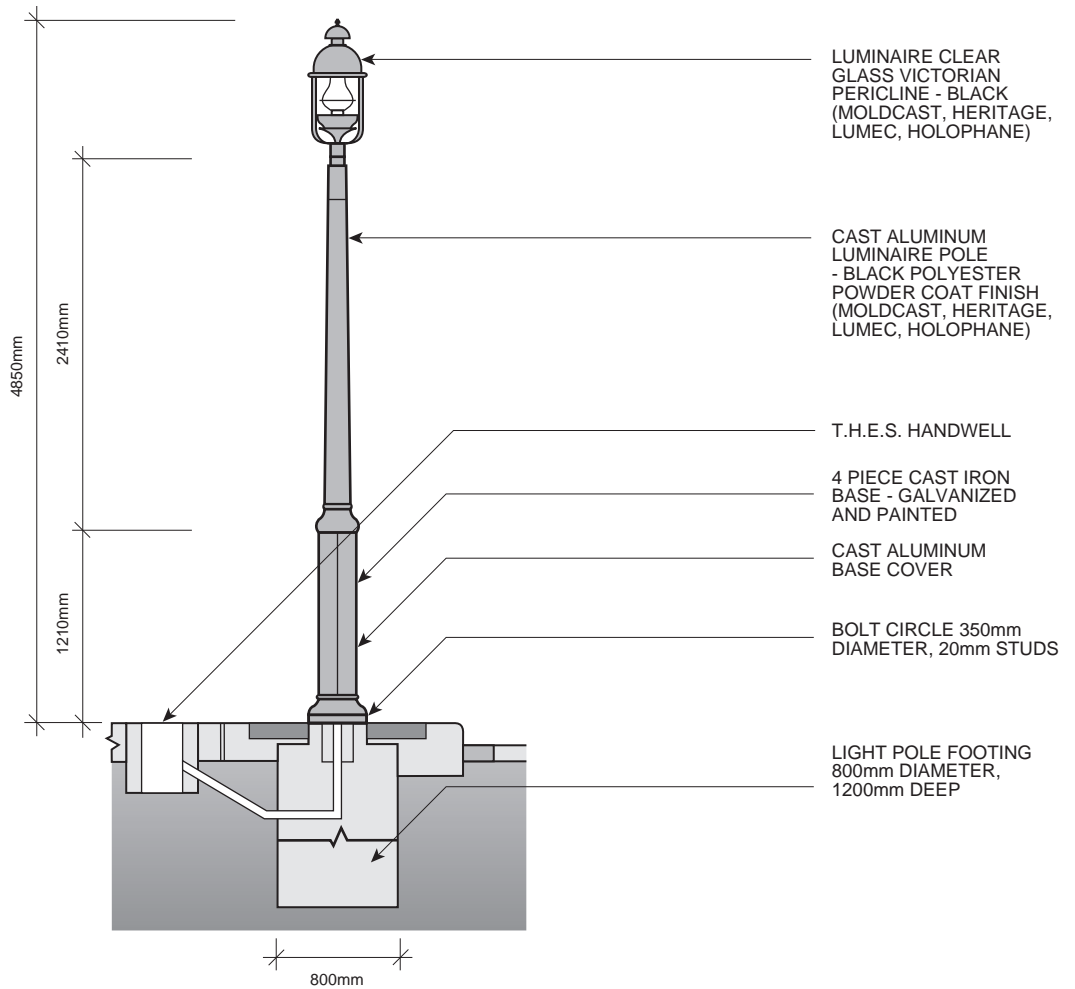
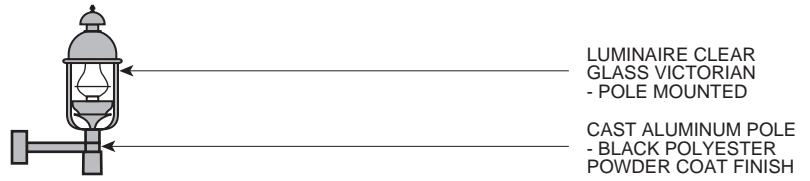
The boundary streets, Yonge, Queen and Parliament, are not included. Lanes are listed separately and were NOT surveyed.

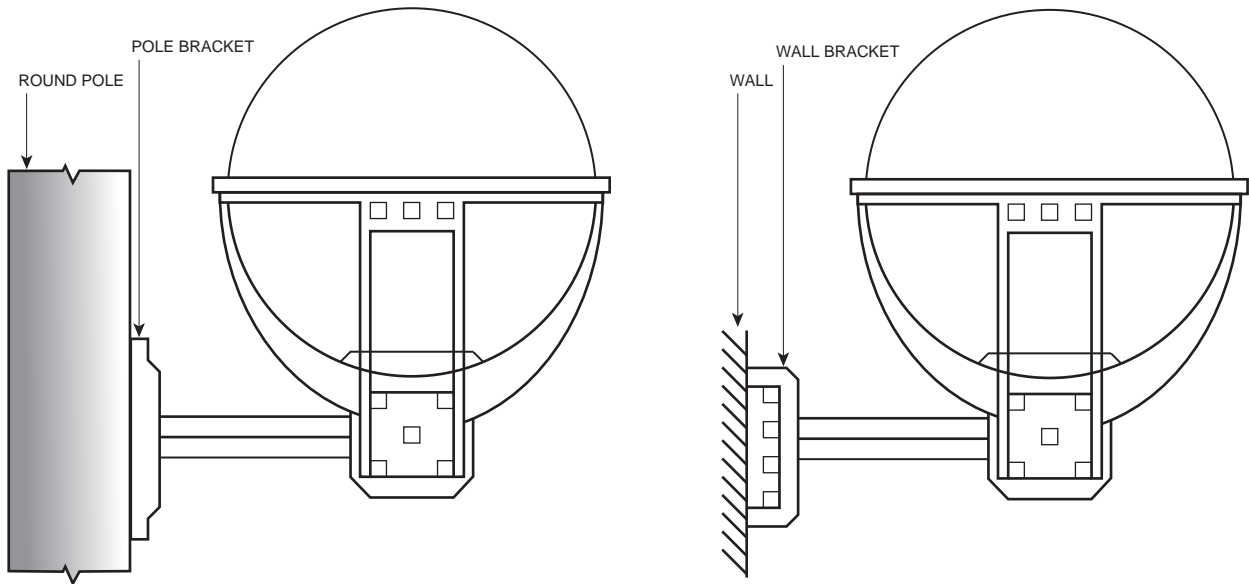
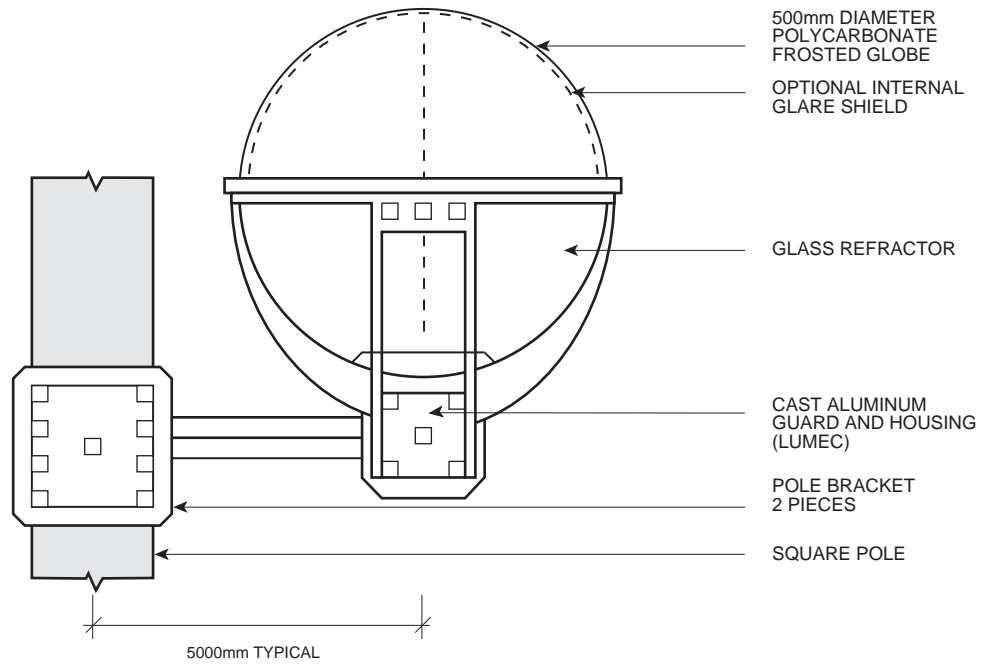
+ Street has more than one page/standard in the Streetscape Manual.



NOTE: WATTAGE TO BE DETERMINED ACCORDING TO SITE CONDITIONS BY CITY WORKS AND EMERGENCY SERVICES

LIGHT POLES CAN BE BURIED DIRECTLY INGROUND





NOTE:

1. WATTAGE TO BE DETERMINED ACCORDING TO SITE CONDITIONS BY CITY WORKS AND EMERGENCY SERVICES.

2. MINIMUM MOUNTING HEIGHT, 3600 mm.

3. COLOUR TO BE BLUE/GREEN TEXTURED TYPE II (LUMEC COLOUR Zt311B53 111987-TGNTX OR EQUIVALENT).