



Much has been said about the Eaton Mall and its similarity to the Galleria Milano concept. The latter is an intersection of two streets, and David Kenneth Specter, in his *Urban Spaces*, reminds us of the fact that the Galleria Milano is roofed "contributes to its popularity less than does the fact that it interconnects two major generators of pedestrian traffic. The dominantly vertical proportion of the space seems to intensify activity while creating a psychologically desirable sense of enclosure."

Will Albert Street emerge as a "major generator" when Phase 2 of the Eaton Centre is complete? To try to answer this is to recognize the flaws in attempting to make a direct comparison between the Milan and the Eaton covered streets.



The Eaton Centre gained an Award of Excellence in our 1974 Canadian Architect Yearbook Awards. Here's what the jury commented at that time:

Jim Murray: Too many of the world's urban blockbusters have erred by an arrogant disregard and frequent destruction of the surrounding urban fabric or by failing to measure up to the exciting potential of bigness with human grace and vitality. Eaton Centre respects the continuing importance of Yonge Street even to the extent of providing stores facing only onto the historic shopping street and then proposes an exciting and vigorous multi-level cross-section and a bold and appropriately commercial external expression. There is a creative response to what makes an internal city street — available at all times — connected to surrounding circumstances, spatially meaningful. Of course,

much is owed conceptually and structurally to Milan's Galleria, an indebtedness more to be wished for than a derivative from Montreal's troglodytic and spreading shopping environment.

There is perhaps a question whether 1,600 cars for 560,000 square feet of retail space and 1,180,000 square feet of offices reflects a reasonable view of even a strongly transit-oriented model, split between private and public vehicular circulation.

Clifford Wiens: A serious attempt to avoid the horrible monotony of 'endless' multi-level space. A project that is most commendable for its concept of street edge and intersections. May the spirit of Piccadilly and the Galleria of Milan persevere in its final realization.

Jack Klein: The proposal handles an enormously complex service facility in the core of the city. The degree of success with which the existing Trinity Church has been

preserved will probably not be apparent until some future time.

What is proposed is a complex with the same vigor and sense of people place as the Galleria in Milan. At the same time, the importance of the Yonge Street frontage has been recognized as a facade of suitable scale and complexity. I assume that the vigorous street design indicated would be applied to the major department store at the Dundas-Yonge Street corner as is indicated for the balance of Yonge Street. A large windowless lump at this location would not be a good piece of urban design.

If I could influence a change, it would be to reconsider the office building uses as residential. Six hundred large or as many as 1,200 small apartments could be provided and would possibly contribute more to the city than more office space.

To me this is a recreation facility in the broadest and best sense.