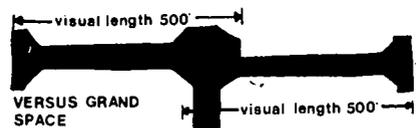
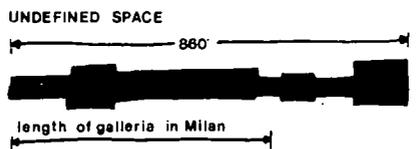


in some detail. The number of shops demanded a 3-level mall, and an initial problem was that Yonge Street drops approximately 18 feet towards Queen Street and the existing subway follows the contour. One solution was to slope the Mall slightly in the opposite direction, which, while presenting a problem of level orientation for the pedestrian, created fewer level differences and loaded each Mall level equally with pedestrians. This solution avoided "secondary spaces", offered a direct subway or street connection or both for all three levels.

Zeidler classified historic precedents for a covered mall as (a) the intimate space (b) the undefined space and (c) the grand space. The Galleria Milano is the best example of the latter class, but Zeidler reminds us that some lesser known examples — such as the Cleveland Mall — demonstrate how a successful urban space can grow from purely commercial needs.

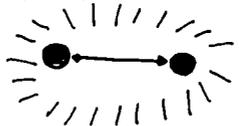
INTIMATE SPACE max. visual length 180' similar to Sherway Gardens



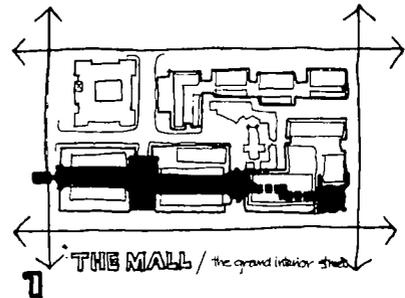
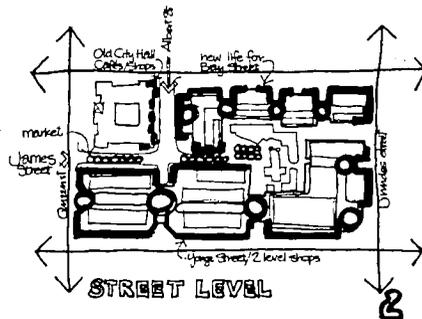
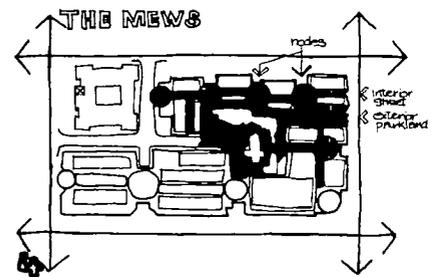
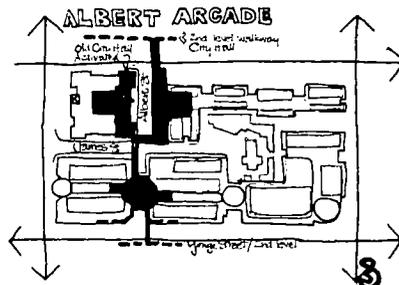
SUBURBAN SHOPPING CENTRE VERSUS DOWNTOWN SHOPPING



THIS PATTERN IS UNDISTURBED IN SUBURBAN SETTING ISOLATED BY PARKING



In his initial studies, Zeidler thought that the 860-foot Mall should be visually divided, but after studying similar spaces he felt that located as it was next to the city hall's civic square, such an intimate space for the Centre would create confusion. By stacking parking on each side of the Mall above the three shopping levels, "a volume was created that could expand into



900 feet without losing its scale."

The overall plan discussed by Zeidler addressed itself to four major city planning issues: (1) The Mall should become a major pedestrian street parallel but independent of Yonge Street, and should be a "major urban event — an interior street that would be an image and orientation within the city. (2) The "edges" should not become defining borders but contain activities relating to the neighbouring streets and activities; there should be no large plazas. (3) There should be a major east-west intersection at Albert Street and (4) the western edges of the project would be brought into the project's pedestrian paths. Trinity Square should form the base for this.

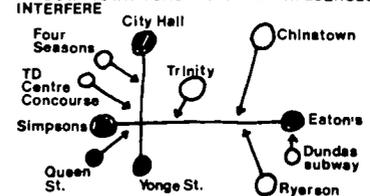
The combination of two levels plus a single-level mall created a better spatial sequence, Zeidler notes, especially if interrupted at certain points with 3-storey openings. He was opposed to the practice of imitating "make-believe" scenery so often found in North American shopping centres, and chose Queen Street, Albert Street, Trinity Way and Dundas Square as street intersection-activity nodes.

The architects felt it essential to maintain the shopping street atmosphere on the Yonge Street facade. This is a steel frame hung by tension cables from double columns. A variety of stores fit into the framework, with the parking garage set back 15 feet to help reduce its presence.

During the design development, Zeidler comments, it became increasingly apparent that a project of this magnitude could not be treated as a single building. Hence, the

Centre would have to relate in different ways to the surrounding streets. The overall structure required flexibility for future commercial spaces, a parking garage designed for conversion to commercial space, allowance for mezzanines, a roof designed to accept a garden apartment-hotel and provisions for a third tower. "We not only detailed the structure to allow this flexibility, but created spaces such as the Mall — powerful enough to absorb a multitude of individual happenings and future changes. . . . We set out to create an architectural framework strong enough to own an identity yet complex enough to permit a multitude of opinions within an architecture that in use will unfold on each level a deeper understanding of human needs ranging from the urban scale of massing to the railing that responds to the grasp of hand."

IN DOWNTOWN TORONTO OTHER INFLUENCES INTERFERE



Time will tell whether the new Centre will continue to attract crowds and, equally important, attract profit. In this issue Toronto architect Henry Sears offers his "first impressions" of the Centre. For the moment, we must wait until Phase 2 — and indeed, if it gets a green light, Phase III — is complete before the real impact of the Centre becomes measurable.