




### 3.4. POTENTIAL MID-BLOCK CONNECTIONS

A number of potential mid-block connections have been identified within the King-Spadina East Precinct as shown in Figure 23. To ensure that potential mid-block connections are high quality, usable spaces, they should comply with the following design directions. Mid-block connections should:

- be visible from main streets, creating safety and "eyes on street";
- have no visual obstructions for easy movement and safety;
- have appropriate, pedestrian scale lighting for safety and visibility;
- have animated frontages and active uses at grade to create safety, vitality and visibility;
- have sitting areas when appropriate;

- have outdoor patios and other forms of spill out activities;
- have special pavement treatments to emphasize the continuity of mid-block access and circulation;
- have visible signage for safety and way-finding;
- have the existing laneway widened, where possible, to allow for small format and narrow frontage retail at-grade, in conjunction with new developments. This approach will make these laneways not just a passage for vehicular access, but a space for interaction and leisure;
- Appropriate height should be provided along the the mid-block connections to create a pedestrian friendly corridor; and
- The heights of portico openings should be no less than 6m.

#### Legend

-  Formal mid-block connections
-  Informal mid-block connections
-  Potential mid-block connections

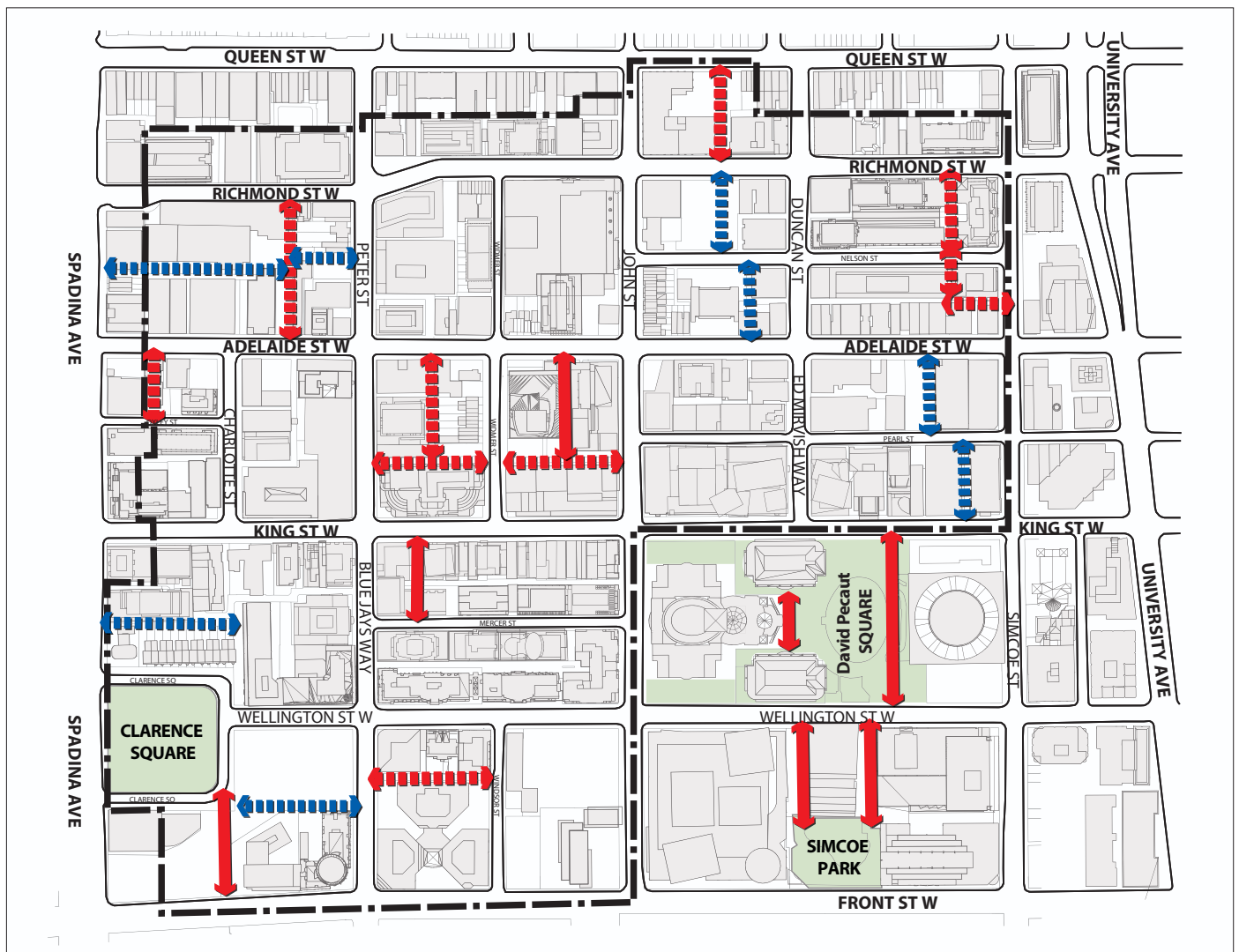
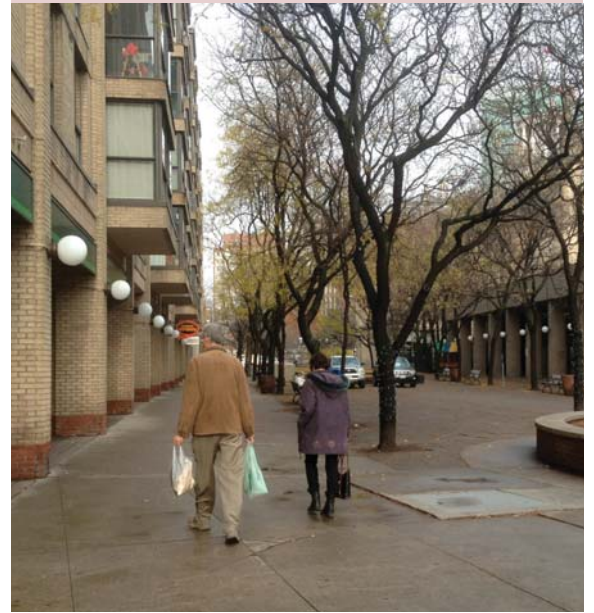


Figure 23. Existing & potential mid-block connections



Figure 24. Example of a proposed new open space within the Study Area



Combination of park and mid-block connection, St. Lawrence Neighbourhood, Toronto, ON



Figure 25. Example of a potential enhanced mid-block, key view and open space within the Study Area



Example of mid-block connection at Yorkville, Toronto, ON

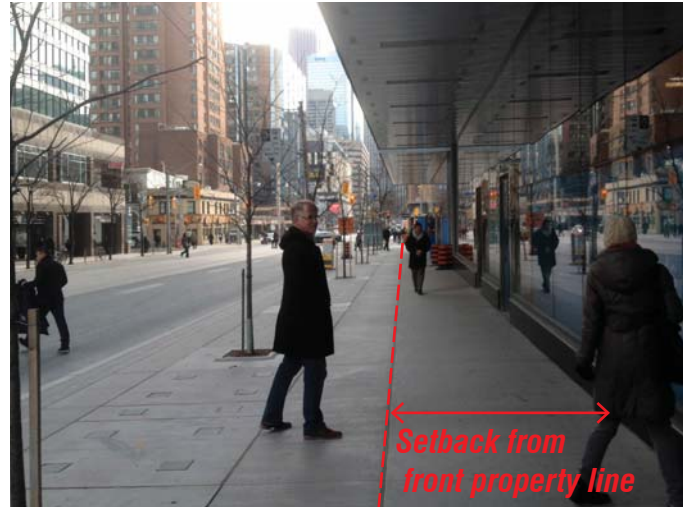


Combination of mid-block connection and outdoor patios, Queen St W, Toronto, ON

### 3.5. STREETScape IMPROVEMENTS

Streets in the King-Spadina Area are key corridors for transportation of all modes of movement. Historically the public realm in this former industrial area placed emphasis on vehicular movements. As this area transforms into a mixed-use urban neighbourhood, there has to be a rebalancing to address the needs for all users. As the population expands within the Study Area, a greater emphasis must be placed on walkability, accessibility and pedestrian comfort. To achieve these goals the following general design directions should be considered:

- The pedestrian clearway on sidewalks should be minimum 2.1m.
- There should be sufficient setback from the front property lines, where possible, to create wider sidewalks for easy movement.
- In areas adjacent to tall buildings, the minimum sidewalk width should be 6m (from the edge of the curb to the building face).
- At intersections, particularly with transit stops, sidewalks should be widened to provide enough space for standing and easy movement. This can be achieved with new developments by providing sufficient setback.
- In constrained areas with minimum flexibility to widen the sidewalk, basic improvements to the pavement material, better lighting and street furniture should be considered.
- Pavement materials and street furniture should be in conformity with City of Toronto Streetscape Manual, as well as the Entertainment District BIA Streetscape Manual.
- Tree planting and landscape zones should be accommodated adjacent to the curb, providing a buffer between the car movement and pedestrian movement.
- In constrained areas with minimum opportunity to plant trees within the public right-of-way (ROW), other greening improvements on the private property should be considered.
- New developments should have active uses at-grade to create vitality and vibrancy. Where space is available, outdoor patios and market zones should be provided.
- New developments should maximize transparency on the ground level to animate the streets.



Example of setback area from front property line to create wider sidewalks



Established Streetscape within the Study Area



A bad streetscape condition in the Study Area with the opportunity to have basic improvements



An example of improved streetscape with wide sidewalks, tree planting zone, high quality materials and active use at-grade

Other approaches to enhancing the streetscape may include:

- Narrowing traffic lanes and paved roadway, if possible (i.e. Duncan Street)
- Creating bump-outs for easier movement and crossing
- Creating parkettes along specific streets by removing the on-street parking during warmer seasons of the year
- Shared/flexible streetscapes for minor short streets (i.e. mews streets as identified in the Entertainment District BIA Master Plan). This can be achieved by sidewalk extension and removing the on-street parking during warmer seasons of the year and providing a barrier between the vehicle movement and extended sidewalks (i.e. removable bollards)

A very good example of the latter is Market Street in the St. Lawrence Market Neighbourhood in Toronto (See images below). Streets within the Study Area vary in their potential for improvements. Duncan Street, for instance, has the potential for wider sidewalks and reducing the number of traffic lanes.



Example of a temporary parklette



Market Street during warmer seasons of the year



Market Street during colder seasons of the year



Example of reducing the number of traffic lanes to provide outdoor seating in New York City

Adelaide Street West and Richmond Street West, Simcoe Street and Peter Street have been studied for new cycling tracks. Although the immediate implementation is being done through lane markings on the existing road bed, there is potential for additional future public realm improvements. Similarly, Wellington Street West is being studied for cycling tracks as a part of the Downtown Transportation Operation Study (DTOS). Mews streets like Nelson, Pearl and Mercer Streets can become neighbourhood streets specifically designed to serve the local community such as the "mews" identified in the Entertainment District BIA Master Plan. There are a number of initiatives that have been started to improve the quality of streetscape along specific streets within the Study Area.

**Legend**

	John Street Cultural Corridor		Peter Street streetscape improvements*		Other primary streets
	King Street Capital Improvement Plan		Mercer Street streetscape improvements		Other secondary streets
	Streets studied for cycling tracks		Other mews streets		

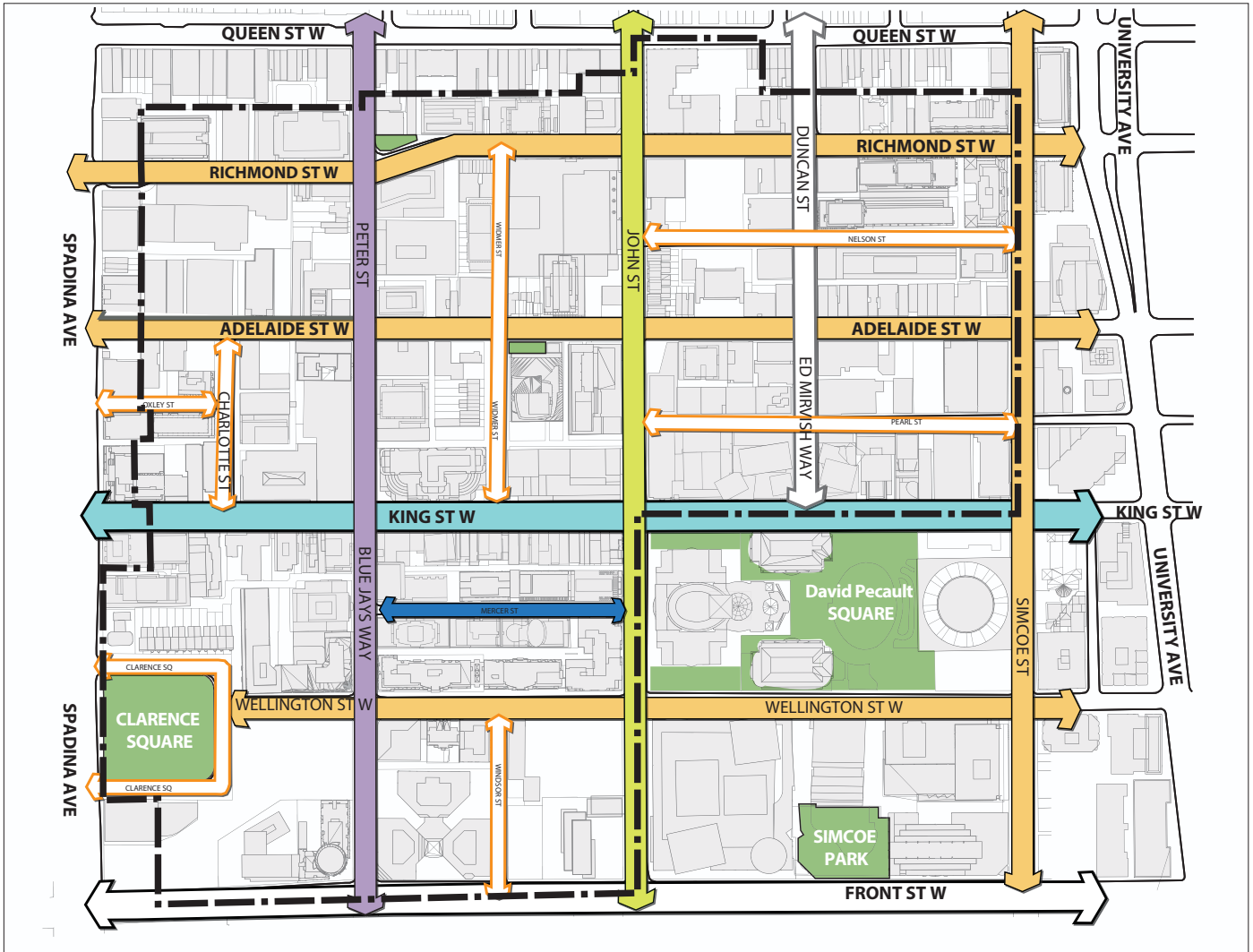


Figure 26. Initiatives for streetscape improvements and cycling tracks  
 \* Peter Street is also studied for cycling tracks in DTOS

### 3.5.1. Streetscape Improvement Initiatives

#### John Street Cultural Corridor

John Street is identified as a cultural corridor for the Entertainment District. It is a main north-south spine connecting many cultural and civic institutions. An Environmental Assessment (EA) study has been completed for John Street and the project is now proceeding to detailed design. Construction will proceed once the design is completed and funding secured.

The Entertainment District BIA Master Plan describes this street as "a cultural corridor, linking the Art Gallery of Ontario to the Waterfront. The Master Plan positions the transformation of John Street as a key public realm priority for the District. As a central north-south spine that links most major cultural attractions, the Promenade has the potential to make the greatest and most profound positive impact for the area. Key features of this vision include:

- *A unique and high quality streetscape and design treatment*
- *Narrowed roadway and widened landscaped sidewalks with public art opportunities*
- *Outfitted to easily close to vehicular traffic for special events and festivals*
- *Complementary land uses and developments that will ensure a vibrant Promenade in all hours and seasons"*

(See pages 15, 32 and 33 in the Entertainment District BIA Master Plan)

The John Street pedestrian initiative, a seasonal pilot project for a segment of the street, has been implemented by the Entertainment District BIA with the installation of planters to create wider sidewalks and provide space for bicycle movement, outdoor patios and places to sit.



John Street pilot project



The current condition of John Street looking south at Richmond Street



Proposed improvements illustrating the typical use of the street by all modes



Proposed improvements illustrating the use of the flexible boulevard for deliveries



Proposed improvements illustrating the closure of the street for a summer fair



Proposed improvements illustrating the closure of the street for an art event



Proposed improvements illustrating the closure of the street for a sporting event

Figure 27. Illustrative rendering of future John Street Cultural Corridor, extracted from page 33 of the "Entertainment District BIA Master Plan" (February 2013, as amended) by The Planning Partnership



John Street pilot project

A graphic banner with a vibrant orange and pink background. The text 'pedestrian initiative' is written in a large, white, sans-serif font. Below it, in smaller white text, is 'a pilot project funded by the businesses of the'. At the bottom, the 'entertainment district' logo is displayed in white and orange. To the right of the banner, a partial view of a red patio umbrella is visible.

John Street pilot project



John Street pilot project



### King Street Capital Improvement Plan

King Street West has a Capital Improvement Plan as a part of the Entertainment District BIA Master Plan. The King Street Capital Improvement Plan describes the objectives as:

- "1. To reinforce and strengthen King Street's distinct character and identity*
- 2. To develop a strategy that will coordinate and balance all streetscape elements to create a unified and appealing environment*
- 3. To minimize the physical and visual clutter in the streetscape*
- 4. To develop a greening strategy for King Street*
- 5. To identify a strategic framework for phasing in improvements over the long-term or as opportunities for capital investments arise."*

These objectives will be achieved through pavement treatment, sidewalk widening and better street furniture.

### Peter Street

Peter Street has been studied as a part of Downtown Transportation Operation Study (DTOS) in regards to new cycling tracks. Alongside this study, there is significant redevelopment occurring along both sides of the street and as a result City Staff are looking at opportunities to leverage significant streetscape improvements in conjunction with the cycling track initiative.

These opportunities include:

- Narrowing the paved roadway (2 lanes of traffic)
- Providing cycling track
- Extending the sidewalks
- Greening improvements
- Providing some pick up/drop off areas

### Mercer Street

City Staff have engaged the many development applications to transform this neighbourhood street, which has a rich history, into an active, pedestrian-oriented corridor. This study is also consistent with the Entertainment District BIA Master Plan. The design of this street, which is still in progress will include:

- Creating rolled curbs
- High quality pavement materials for paved roadway and sidewalks
- Use of removable bollards to delineate between the paved roadway and sidewalk
- Extending sidewalk width during warmer seasons of the year by removing the on-street parking and providing opportunities for outdoor activities and patios

(See Figures 29, 30 and 31 on the opposite page)

The proposed improvements for Mercer Street are similar to Marker Street in the St. Lawrence Market Neighbourhood. Nelson and Pearl Streets within the Study Area will be studied for similar improvements.



Figure 28. Day Time Demonstration Image of King Street in Front of restaurant row - Image from page 60 of King Street capital Improvement Plan document (Nov. 2011)



Figure 29. Mercer Street looking from east to west with new developments



Figure 30. Proposed improvements to Mercer Street's streetscape (Fall & Winter)



Figure 31. Proposed improvements to Mercer Street's streetscape (Summer & Spring)

