

2.2. EXISTING MID-BLOCK CONNECTIONS

Mid-block connections are one of the important public realm assets, especially in high-volume pedestrian areas like the King-Spadina East Precinct (See Figure 11). These corridors provide alternative routes for pedestrians and cyclists, create shortcuts and can contribute to the public realm network though appropriate programming, land use and sensitive design. Mid-block connections should be safe, accessible and lively corridors for pedestrians and cyclists. Informal mid-block connections as identified in Figure 11 are those that have high pedestrian volume but don't have appropriate lighting and pavement treatment. A good example is the porosity in the middle of Bell

Media property that connects Queen Street West to Richmond Street West. Formal mid-block connections are those that have been designed and enhanced with lighting, pavement treatment, etc. Informal mid-block connections with low pedestrian volume have not been identified in Figure 11.

There are recent well-designed, well-lit and well-programmed mid-block connections that enhance the safety and comfort of pedestrians and cyclists. The City of Toronto Planning Division has helped create such connections in conjunction with development applications, including the following:

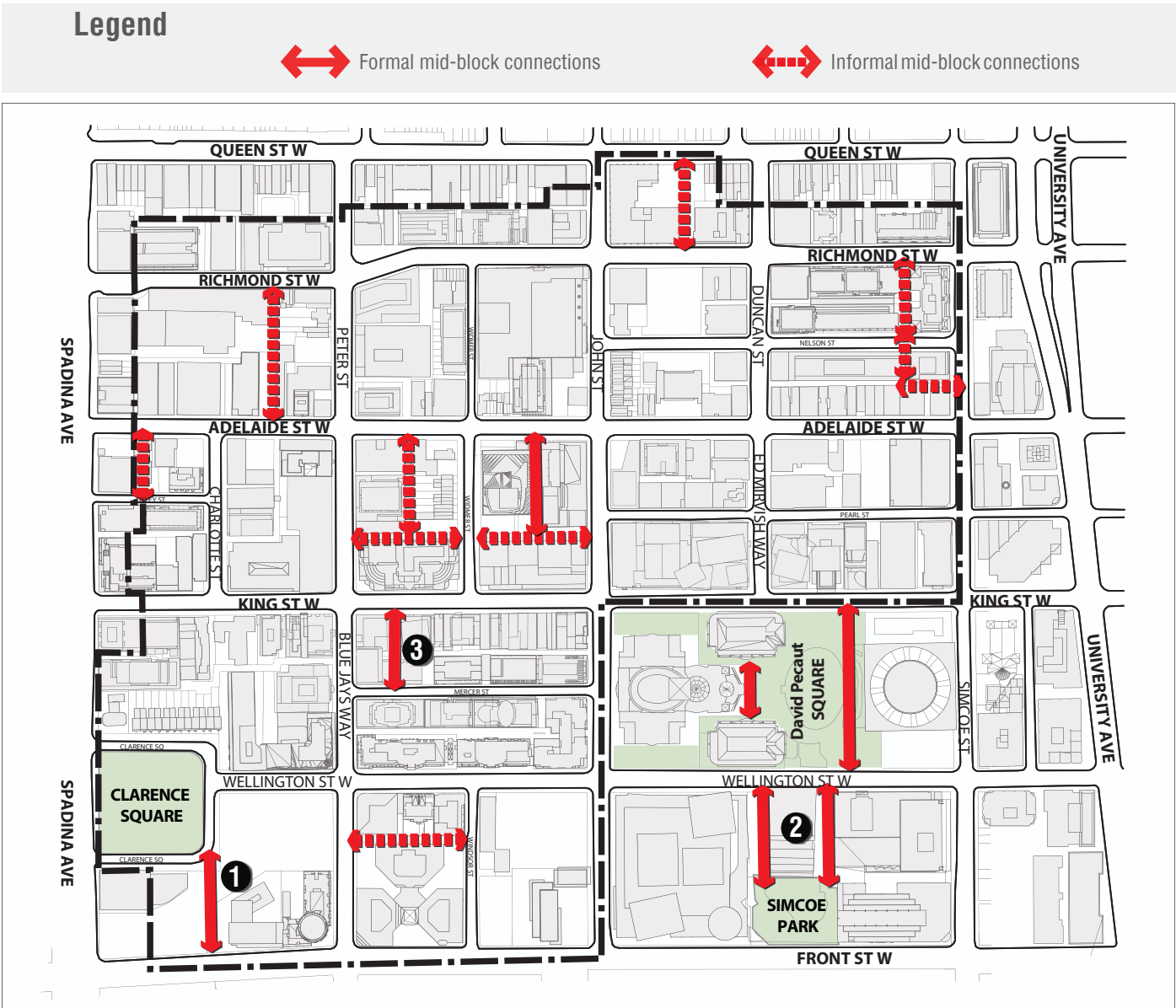


Figure 11. Existing formal and informal mid-block connections

- **352 Front Street (Figure 12):**

A mid-block connection has been designed and enhanced with the development application at 352 Front Street West. This connection had been identified in previous King-Spadina studies and has been designed with:

- Use of high quality paving
- Appropriate lighting
- Places to sit
- Connecting Front Street West to Clarence Square
- Emphasizing the view corridor to the Georgian style heritage properties along Clarence Square
- Visual connection to the Chinese Workers Memorial on the South side of Front Street West

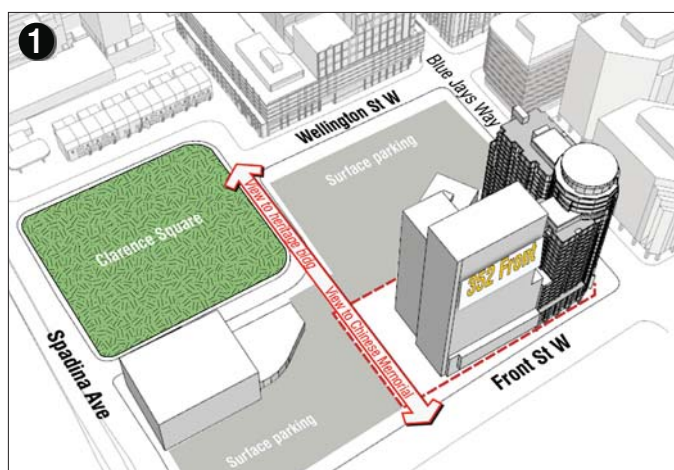
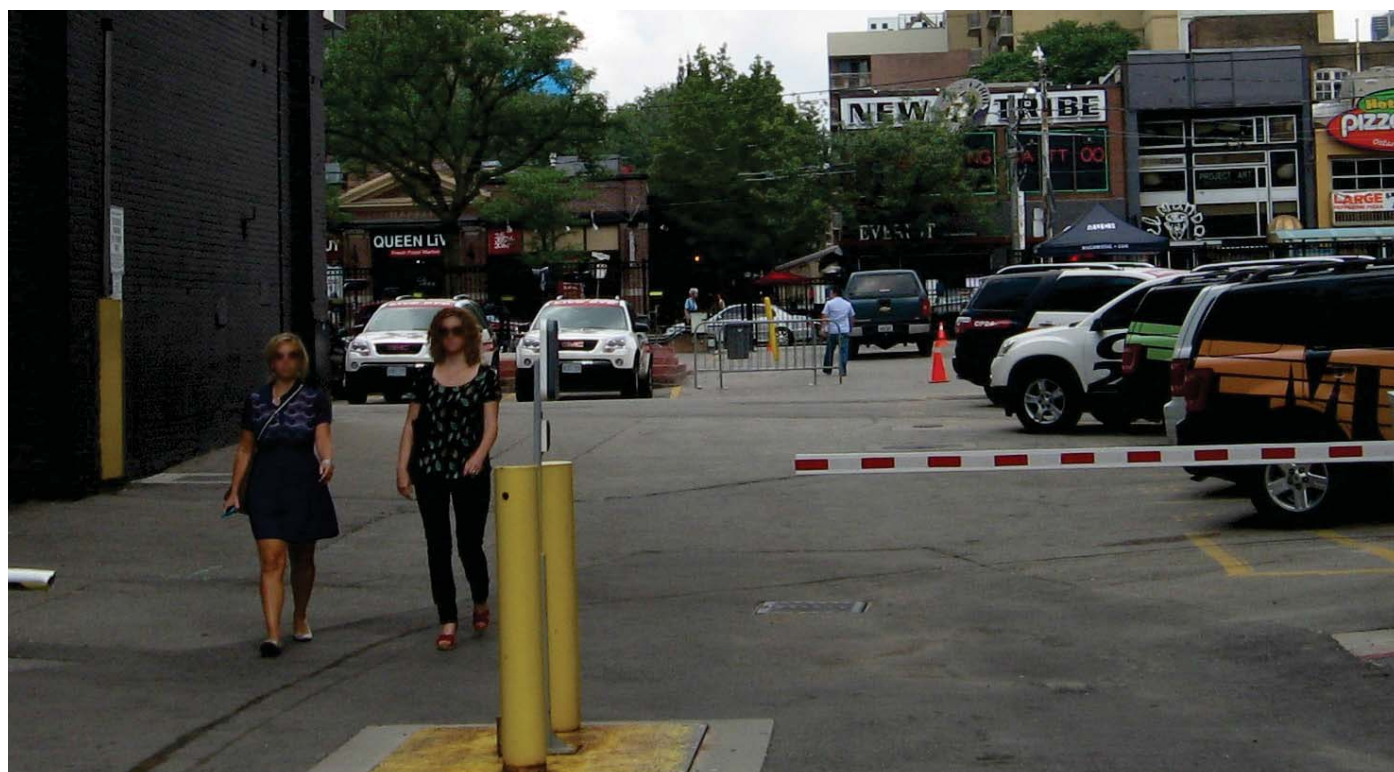


Figure 12. Illustrative rendering of the formal mid-block connection at 352 Front Street West



Informal mid-block connection on the Bell Media property

- **Wellington Street to Simcoe Park (Ritz Carlton hotel and RBC tower - Figure 13):**

Two mid-block connections have been developed in conjunction with the development applications on Wellington Street West. These mid-block connections:

- have appropriate lighting;
- have been paved with high quality pavement materials;
- are barrier free and visible;
- connect Front Street West and Simcoe Park to Wellington Street West and ultimately to David Pecaut Square and Metro Hall; and
- are animated with restaurant uses.

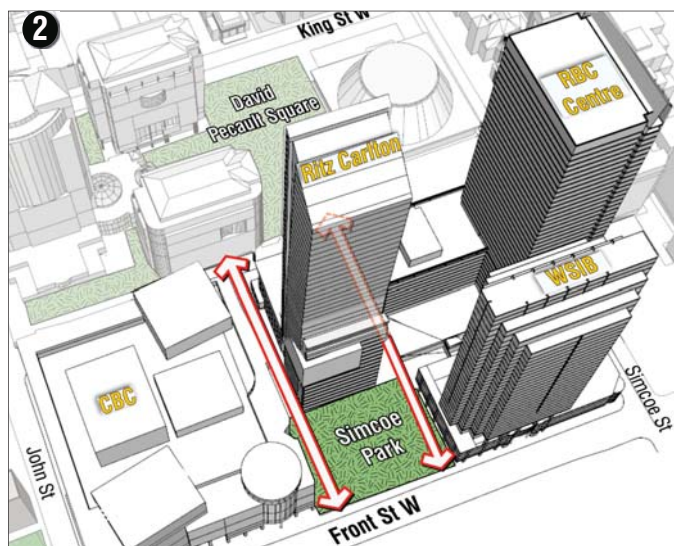


Figure 13. Illustrative rendering of formal mid-block connections in Simcoe Park



- **355 King West (King Blue Condos - Figure 14)**

A mid-block connection has been proposed through the approved development application at 355 King Street West that connects King Street West to Mercer Street and runs through the POPS that was previously discussed in the parks and open space section. Parts of this mid-block connection will be animated by active uses on the ground level of the proposed building.

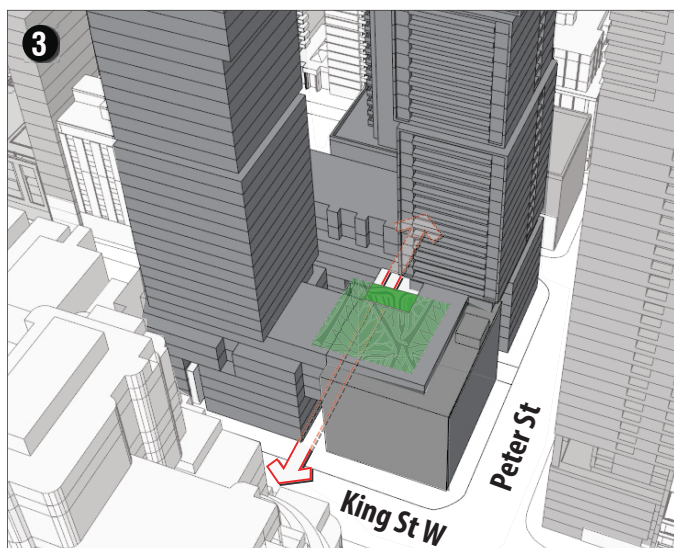
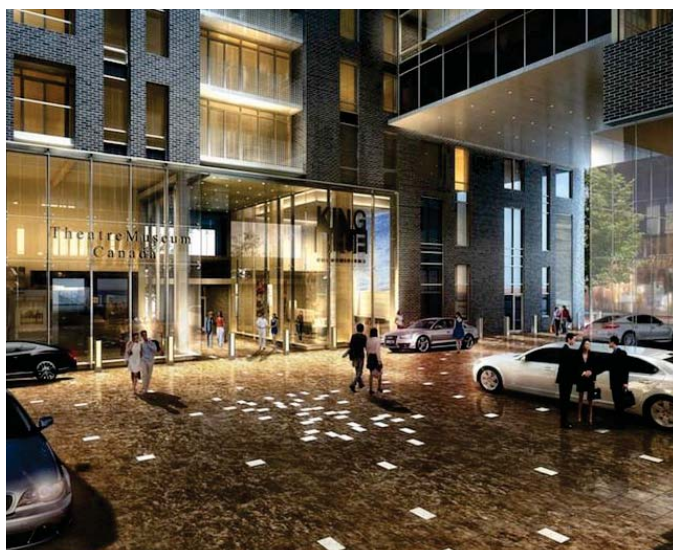


Figure 14. Illustrative rendering of formal mid-block connection at King Blue Condos



2.3. EXISTING STREETSCAPE CONDITIONS

Streets should be designed for the ease and comfort of every mode of transportation (driving, transit, walking and cycling). Travelling comfortably along a street is about functionality and safety, but choosing to walk along a street is also about quality of the pedestrian experience and sense of place. Streets should be considered as places and not just corridors for movement. They should be well integrated into parks and open spaces as an important part of the public realm network. The important aspects of the streetscape include:

- Easy and safe movement
- Placemaking
- Beautification

Figure 15 provides the existing sidewalks widths, as well as the

existing planted tree locations. As shown in the diagram, the sidewalk widths vary in the Study Area and the tree planting zone is interrupted along some of the streets. Additionally, the state of physical conditions vary along different segments of the streets. Given that most building frontages are fixed, the goal of widening sidewalks through setback is limited in most areas. As a result, other creative solutions may need to be considered in order to enhance the public realm and improve pedestrian movement. These may include certain flexible streets that can change to better balance the need of the emerging neighbourhood. Other solutions may include the narrowing of traffic lanes or bump-outs at the intersections in order to increase the space for pedestrian movement, tree planting and street furniture.

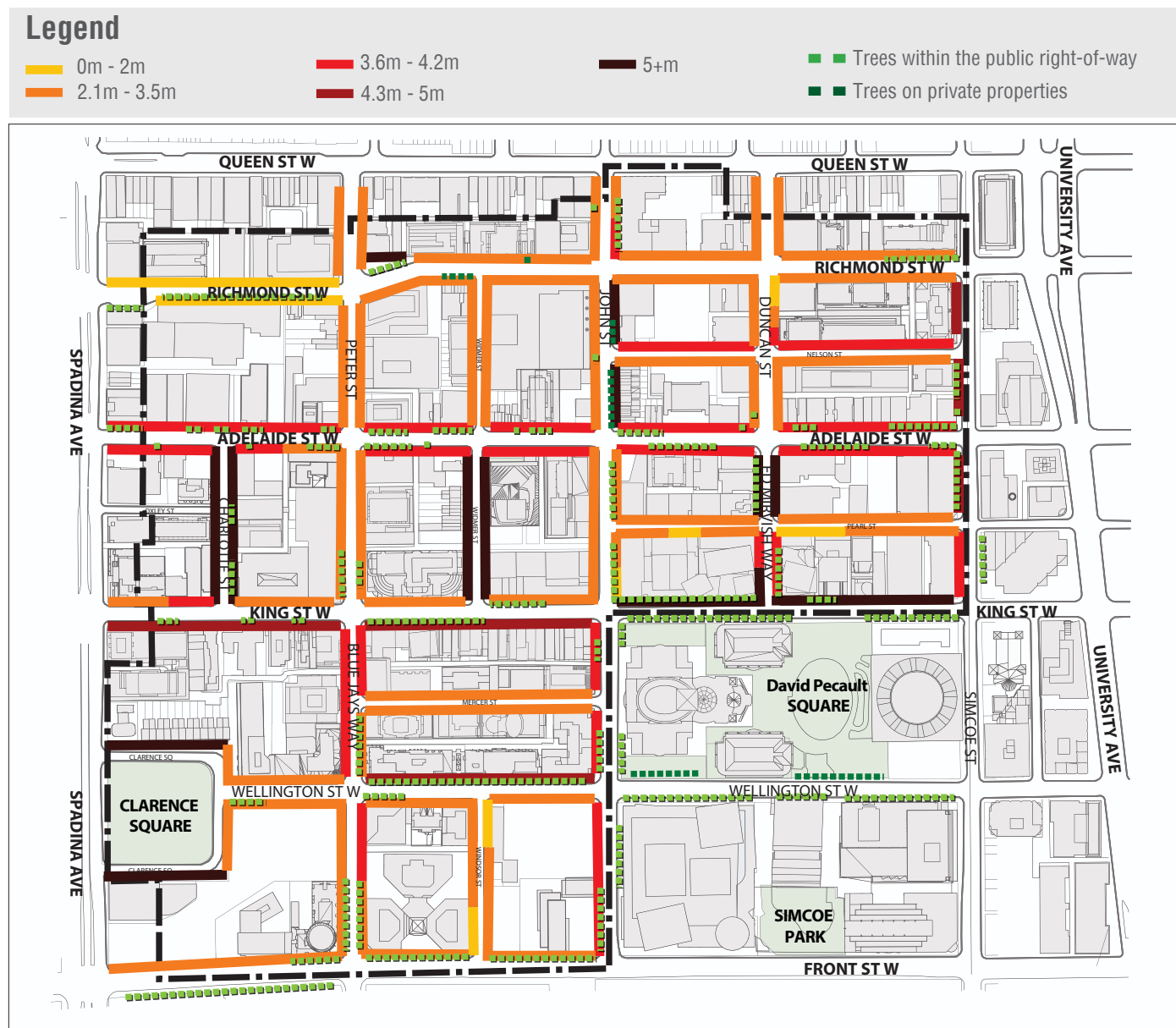


Figure 15. Existing sidewalks widths & tree planting