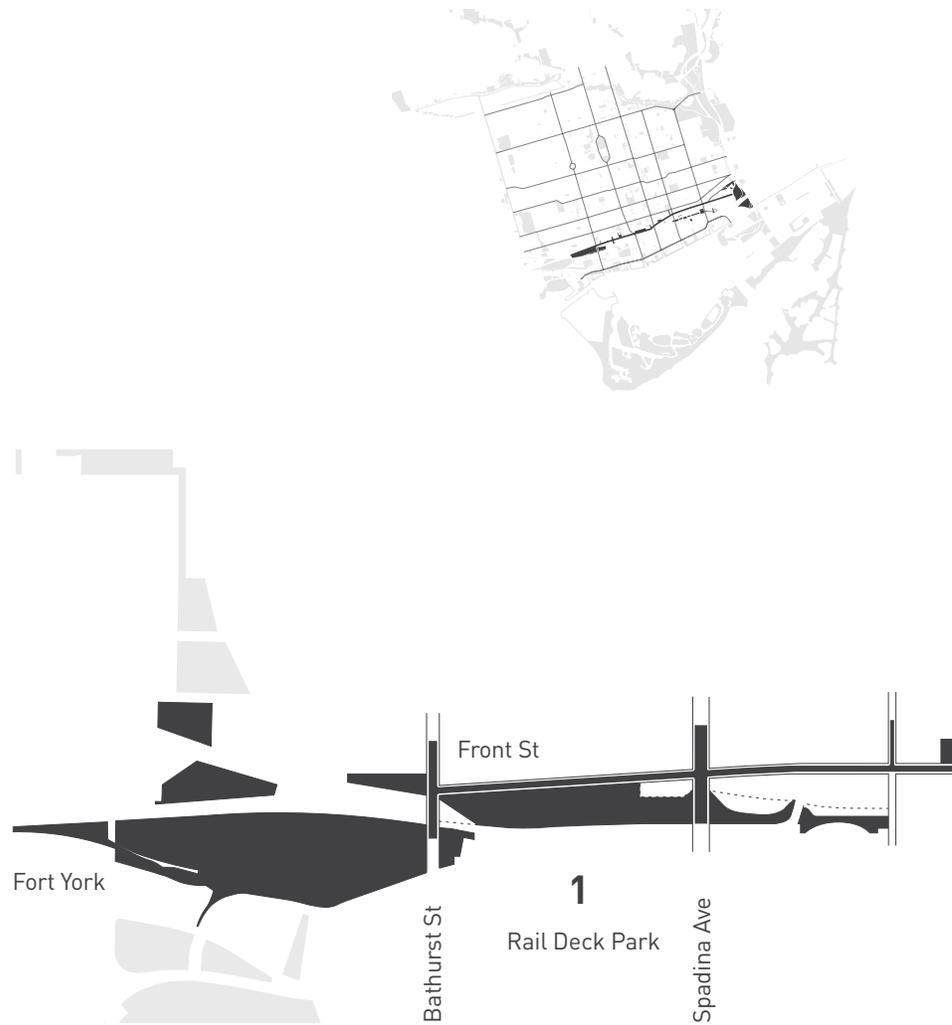


# Front Street



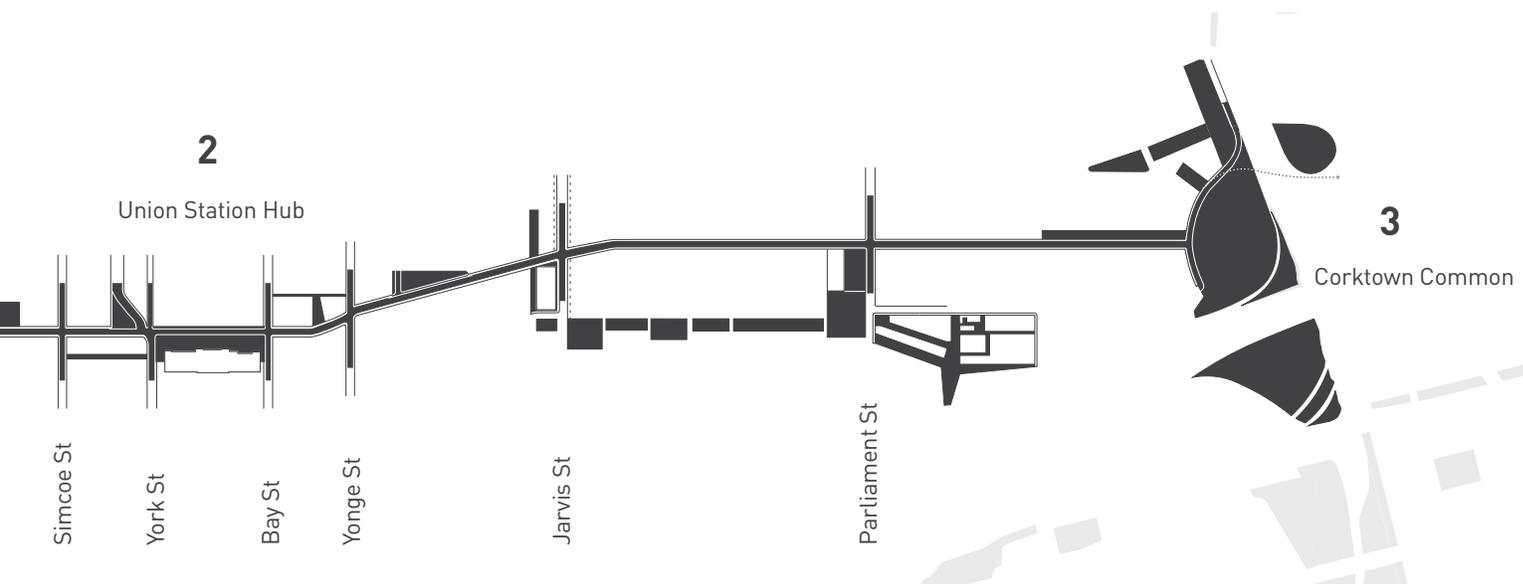
Recognize Front Street as Toronto's first east-west street and enhance its civic role in the Downtown by connecting and creating a setting for significant public parks, public buildings and open spaces including the future Rail Deck Park, Union Station, Old Town of York, St Lawrence Market, the Front Street Promenade in the West Don Lands and Corktown Common. The public realm vision for the original shoreline of Lake Ontario, now Front Street, began in 1793 with John G. Simcoe's vision to preserve the waterfront as a place for the enjoyment of nature and collective gathering, known as the 'Walks and Gardens' plan. Though the plan was eclipsed by the railway in 1853, Front Street today offers the opportunity to restore the vision for a civic spine and connected system of parks and public spaces in the heart of Downtown Toronto.



1. 'West Park Bookend' – Rail Deck Park

Recognize the importance of meeting Front Street with parkland at its eastern and western bookends. Rail Deck Park offers the opportunity to create a signature 'West Park Bookend' for Front Street.

(right) Part of York the capital of Upper Canada on the Bay of Toronto, looking east along the original shoreline of Lake Ontario, now Front Street, by Elizabeth Hale, 1804



2. Centre – Proposed sidewalk widening in the lead up to the Union Station Hub

At the Union Station Hub, prioritize sidewalk widening on Front Street and a shared street on Station Street to improve access to the established series of parks and public spaces in the Union Station district.



3. 'East Park Bookend' – Corktown Common

At the Don River Valley, Front Street is met by a linear park edge in the West Don Lands, leading to its 'East Park Bookend' at Corktown Common.



*Front Street 'Walks and Gardens' at Rail Deck Park, Proposed Concept*

**CONCEPTUAL RENDERING**

*(right) The Front Street 'Walks and Gardens' edge at the future Rail Deck Park should immerse passersby in an abundant garden setting; showing the Monroe Street edge at Lurie Garden, Millennium Park, Chicago, United States*



## Goals

Recognize Front Street as Toronto's first east-west street and enhance its civic role in the Downtown, by connecting and creating a setting for significant public parks, public buildings and open spaces including future Rail Deck Park, Union Station, Old Town of York, St Lawrence Market, the Front Street Promenade in the West Don Lands and Corktown Common.

- Create a unified streetscape while recognizing and enhancing the distinct character areas along Front Street.
- Recognize Front Street's role as a park connector in its future design and enhancements. From the east (Corktown Common) to the west (Rail Deck Park, Garrison Common and the future park at 28 Bathurst Street).
- Celebrate the existing heritage structures such as Union Station, Royal York Hotel and St Lawrence Market.
- Design where appropriate a seamlessness in the public realm between Front Street and adjacent parks and heritage structures.
- Improve the streetscape for walking, transit stops, social gathering, public outdoor seating, café seating and landscaping.
- Continue to monitor and respond to pedestrian capacity and circulation around Union Station.
- Promote public understanding of the history, evolving nature and character of this significant public street.

## Actions

- Continue advancing planning for Rail Deck Park and the new park at 28 Bathurst Street.
- Implement design solutions to enhance the connection between the termini of Front Street and adjacent parks.
- In coordination with the Downtown Mobility Strategy, explore opportunities to rebalance the Front Street right-of-way to increase pedestrian space, particularly surrounding Union Station.
- Establish a heritage walking route along Front Street.

# Spadina Avenue



CONCEPTUAL RENDERING



*Spadina Terrace: With the new Metrolinx station at the future Rail Deck Park, create a civic gateway at Spadina Avenue and Front Street, complementing Spadina's north anchor at the Baldwin Steps, and central anchor at the Spadina Circle, to create a third signature anchor and gateway at Spadina Avenue South, leading to the waterfront, Toronto, Canada*

Recognize the significant investment in transit and public realm on Spadina Avenue. Continue to monitor and improve the pedestrian realm, with a focus on the section of Spadina north of Bloor Street and south of King Street. Explore options to improve pedestrian

crossings and connections on Spadina Avenue South, leading to the waterfront, and in the east-west direction. North of Bloor Street, explore options for re-balancing the right-of-way to increase space for pedestrians and cyclists.

*(right) View of Spadina Road | Avenue from the Baldwin Steps at Spadina Park on the Davenport Road Bluff, Toronto, Canada*



## Goals

Recognize the significant investment in transit and public realm on Spadina Avenue. Continue to monitor and improve the pedestrian realm, with a focus on the section of Spadina north of Bloor Street and south of King Street.

- Support the diversity of the places and neighbourhoods along Spadina Avenue and reflect that diversity in the future improvements to its public realm.
- Improve the east-west pedestrian connections across Spadina Avenue to enhance its granularity.
- Complete the Great Street by improving the pedestrian realm on Spadina Road, north of Bloor and south of King Street West.

## Actions

- Explore options to improve pedestrian crossings and connections on Spadina Avenue South, leading to the waterfront and pedestrian crossings in the east-west direction.
- In coordination with Mobility Strategy, explore opportunity for re-balancing Spadina Avenue North and Spadina Road right-of-ways to increase space for pedestrians and cyclists:
  - Monitor all modes of mobility on Spadina.
  - Improve the cycling experience.
- Explore opportunities to improve public space where Spadina Road meets the Lake Iroquois shoreline.

# Yonge Street Cultural Corridor



*Celebrate Yonge, Toronto, Canada*

Re-imagine Yonge Street, Toronto's first north-south street, as a significant civic corridor and retail street joining the Downtown to the Core Circle at Ramsden Park and the Toronto Bay. Yonge Street is Toronto's 'main street' – celebrate the cultural aspects of the

corridor and enhance it as a place for regional festivals and parades as well as a place for day to day use by residents, visitors and workers.

*(right) The transformation of Broadway Boulevard re-balanced the street to create more space for pedestrian plazas and on-street furniture, New York City, United States*



## Goals

Re-imagine Yonge Street, Toronto's first north-south street, as a significant civic corridor and retail street joining Downtown to the Core Circle at Ramsden Park and to Toronto Bay.

- Create a significant pedestrian destination supporting public life and retail vitality.
- Celebrate the cultural aspects of Yonge Street and enhance it as a place for regional festivals and parades as well as a place for day to day use by residents, visitors and workers.
- Design a unified streetscape that responds to the various neighbourhood character areas.
- Improve the streetscape for walking, transit stops, social gathering, public outdoor seating, café seating and landscaping.
- Improve the cycling experience.
- Create a significant public space where Yonge Street meets the shoreline.

## Actions

- Advance the Yonge Street Planning Framework and Environmental Assessment (EA) process to implement the future vision for Yonge Street.

## Queen Street



*A model for Queen Street at Osgoode Hall, the public lawn at the State Library of Victoria provides a place to relax and take in the city along the busy Swanston Street corridor, Melbourne, Australia*

Enhance the civic, retail and overall economic role of Queen Street by supporting its retail function and enhancing the public realm. Improve Queen Street's role as a gathering place and connector between important parks and open spaces including Trinity Bellwoods

Park, the civic buildings between Simcoe and Yonge Street, Moss Park and the Don River Valley. In the Civic Precinct, leverage existing open space assets to create a continuous green frontage on Queen Street's north edge, from Campbell House to Old City Hall.

(right) In the Civic Precinct, food trucks, tour buses and a parking garage entrance block Queen Street from adjacent sidewalks and open spaces – shaded areas indicate potential public space expansions, Toronto, Canada



## Goals

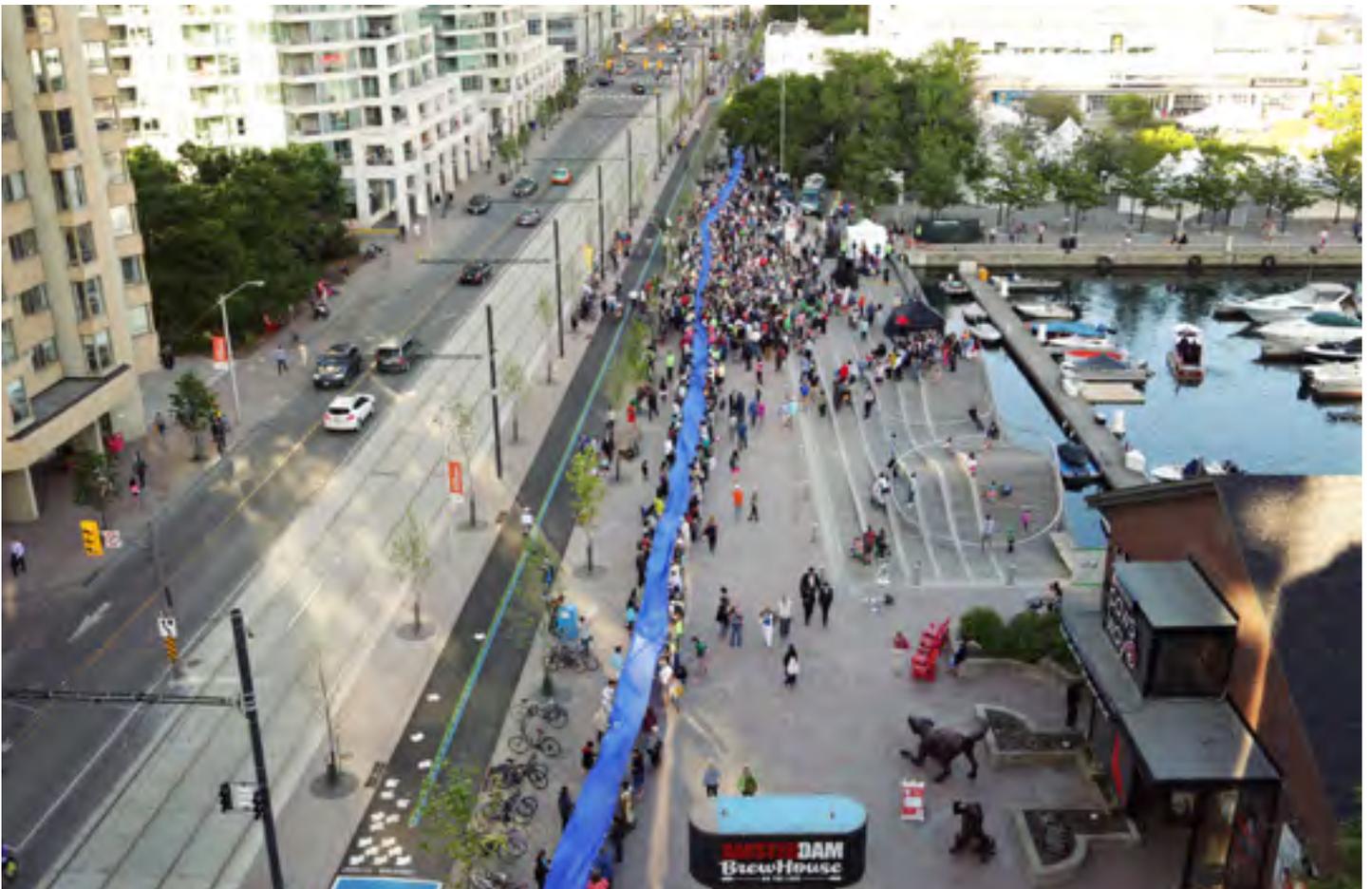
Enhance the civic, retail and overall economic role of Queen Street by supporting its retail function and enhancing the public realm.

- Create a unified streetscape that acknowledges unique neighbourhood characteristics and heritage resources.
- Improve its role as a connector between important parks and open spaces including Trinity Bellwoods, the Civic Precinct, Moss Park and the Don Valley.
- Enhance the public realm between Simcoe and Albert Street as the address and setting for significant public buildings with City Hall, Old City Hall and Nathan Phillips Square as the focal point.
- Improve the streetscape and integrate it into the larger Civic Precinct landscape as a setting for significant festivals, parades, protests and day-to-day life for workers, visitors and residents.
- Improve the streetscape for walking, retail, transit stops, social gathering, public outdoor seating, café seating and landscaping.

## Actions

- In coordination with the Downtown Mobility Strategy, explore opportunities for re-balancing the Queen Street right-of-way to increase pedestrian space.
- Leverage Queen Street's existing assets to create a continuous green frontage on Queen Street's north edge, from Campbell House to Old City Hall.
- Activate the public realm with a focus on public life and creating a vibrant retail street.

## Queens Quay



*Queens Quay, a model for the Great Streets, the revitalization of Queens Quay goes beyond standards to transform a street into a truly outstanding civic place and connector, Toronto, Canada*

Queens Quay is the Downtown's waterfront street and the spine for both the existing and emerging waterfront neighbourhoods. Future improvements must embrace this role by ensuring a seamless design of the parks and public realm, creating a high quality experience

for active transportation such as walking and cycling, integrating improved surface transit and incorporating green infrastructure in unique ways.

(right) *Queens Quay is the central spine connecting a rich assembly of parks and public spaces along the waterfront, Toronto, Canada*



## Goals

Embrace Queens Quay's role as the Downtown's waterfront street and the spine for both the existing and emerging waterfront neighbourhoods by ensuring a seamless design of the parks and public realm, creating a high quality experience for active transportation such as walking and cycling, integrating improved surface transit and incorporating green infrastructure in unique ways.

- Extend improvements along Queens Quay from Bay to Parliament, aligned with development and investment in transit and other infrastructure.
- Balance the street's role as an east-west movement corridor and as a connector and place adjacent to water slips and public parks.
- Strengthen visual and physical connection to waterfront, including at intersections where other Great Streets meet the shoreline.

## Actions

- Continue to monitor and improve as appropriate the design of Queens Quay.
- Extend the Central Waterfront Master Plan for Queens Quay eastward to the East Bayfront and Lower Don Lands communities.
- Conduct Environmental Assessment (EA) to extend the enhanced public realm west of its current termini between Lower Spadina Avenue and Yo-Yo Ma Lane.