

While the majority of properties under study were not substantive in size, one of the last remaining and largest parking lots, located at 229 Richmond Street West, scored the highest in terms of quality of space, location, street frontages, accessibility, views to and from the space, and connection to the larger public realm network.

Coincidentally, this property is also within the northeast quadrant of the East Precinct as per the "King-Spadina Secondary Plan Review". As stated in this document, this area is severely lacking park space. With a park on this site, the walking distance diagrams will be changed from Map 10 to Map 11 on page 27 and as a result, the residents of that area will greatly benefit from the added park space.

Following Council direction, Staff submitted a report in 2019, making a case that considering the existing and planned residential and employment growth, significant parkland acquisition was essential to increase the quality of life of residents and workers in the King-Spadina Secondary Plan Area. The site at 229 Richmond Street West has since been purchased by the City of Toronto as an important City building exercise for a public park with commercial parking underneath.

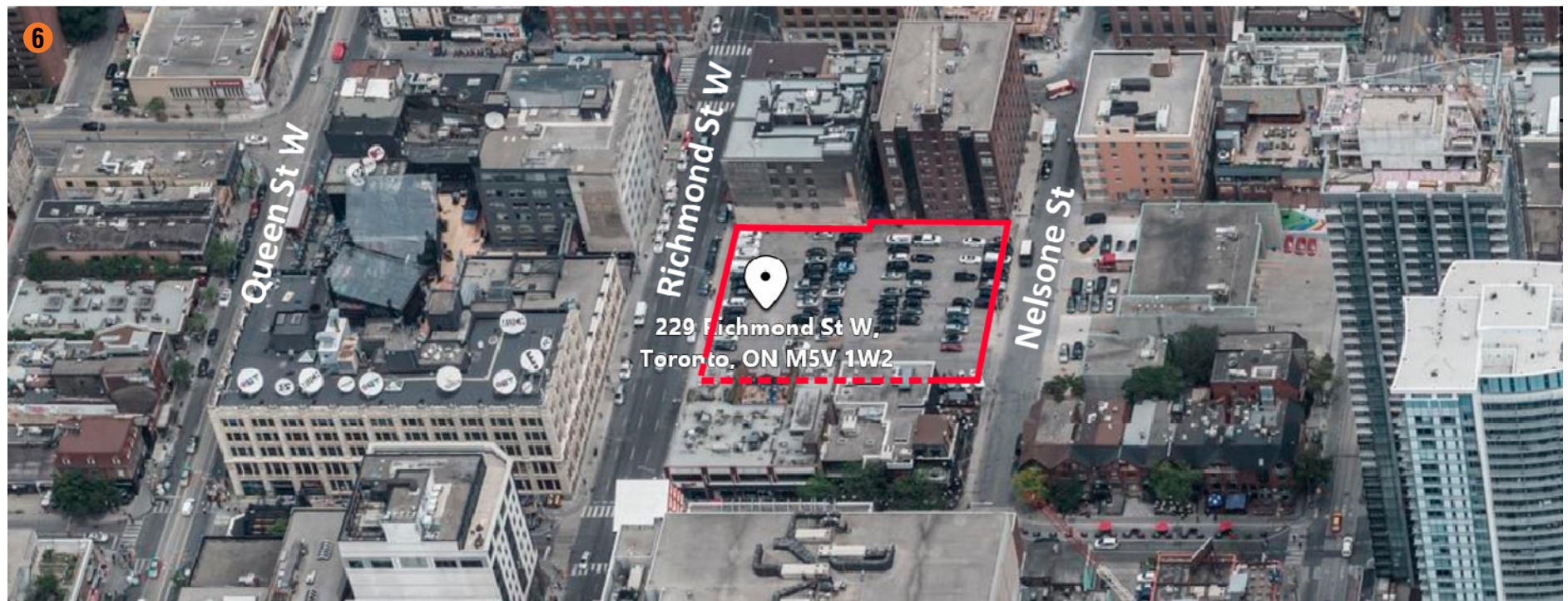
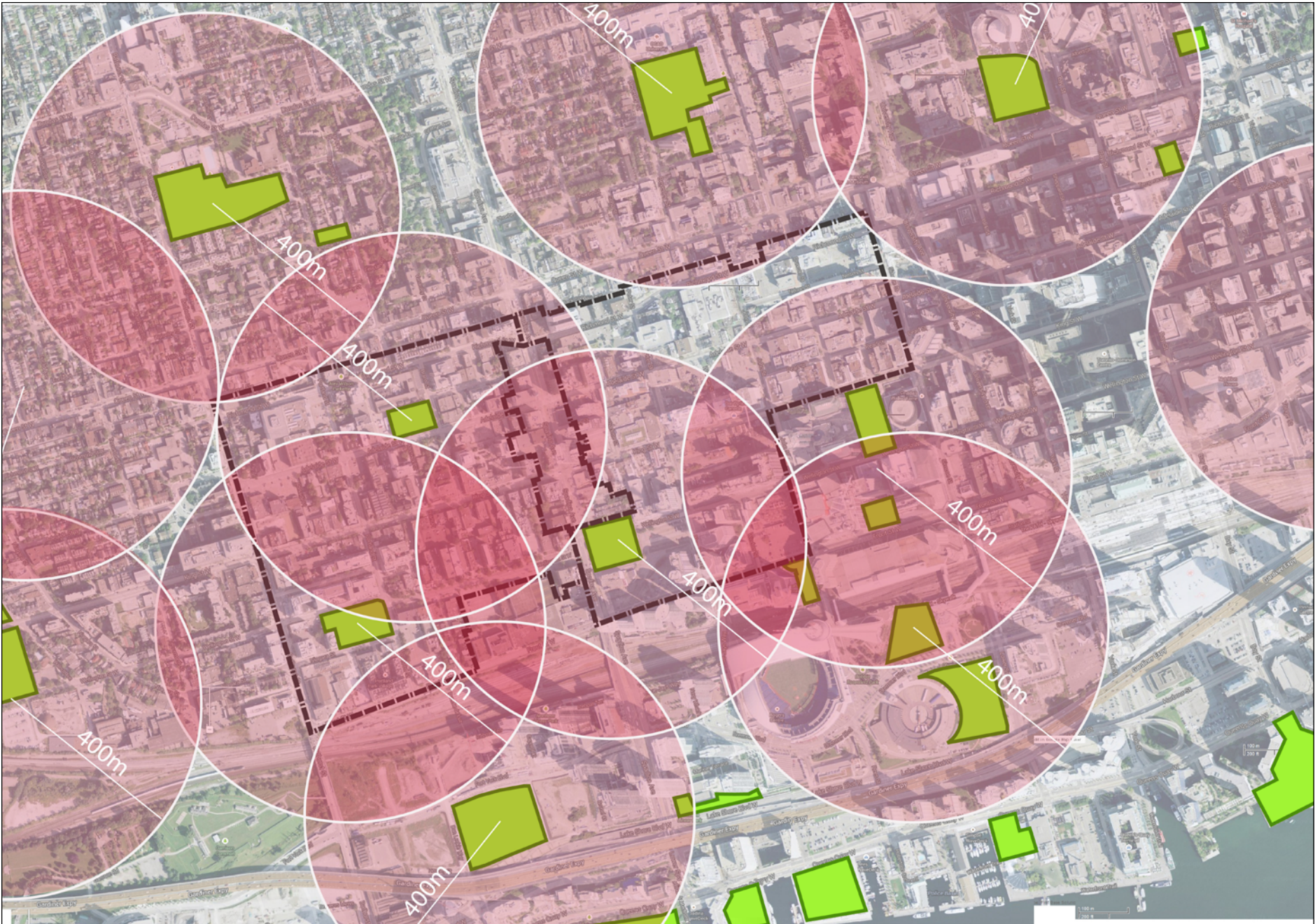


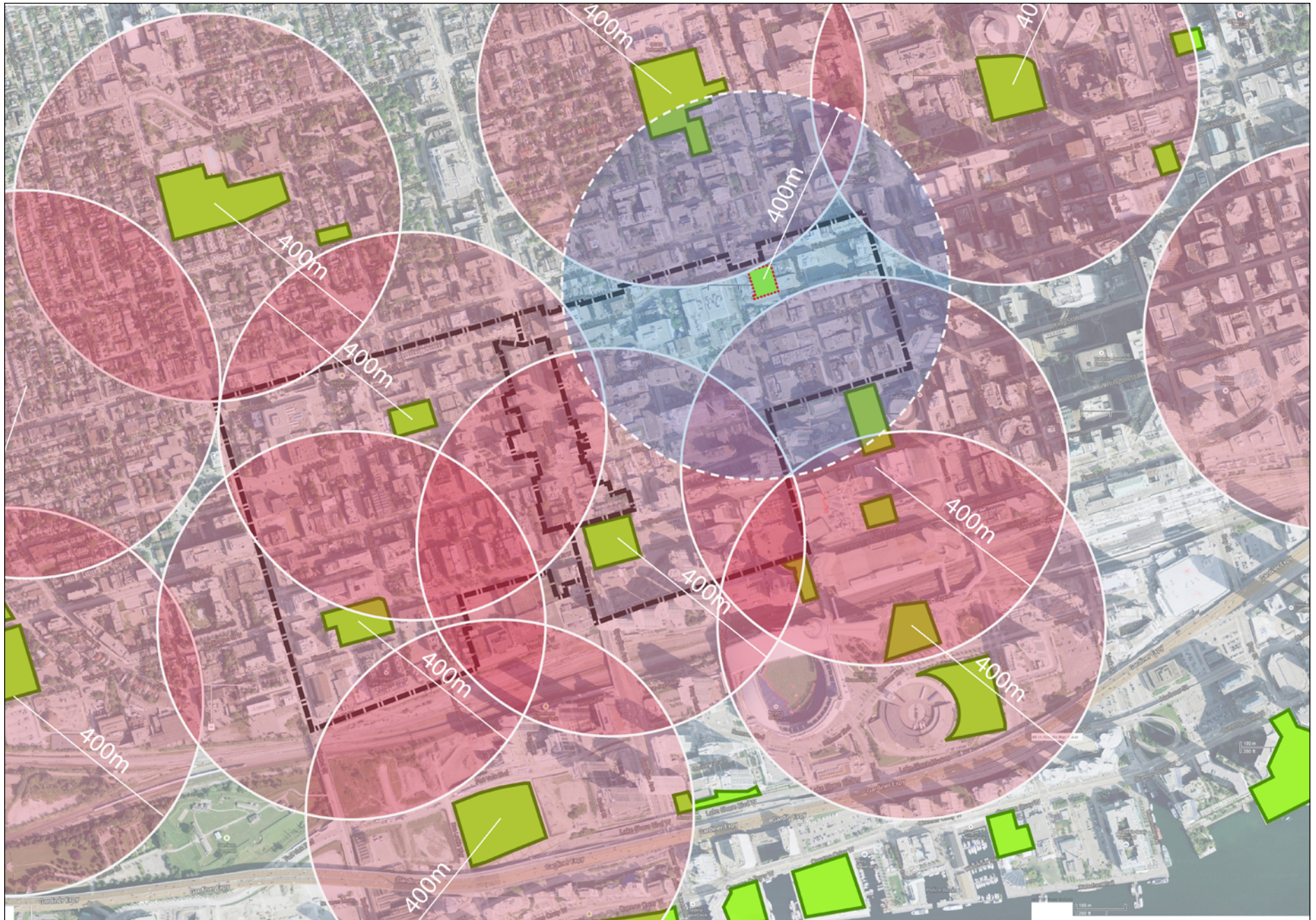
Figure 19. Bird's eye view of the property at 229 Richmond Street West (City's acquisition)





Map 10. Major parks & open spaces within and in proximity of the King-Spadina Secondary Plan Area with a 5 minute (400m) walking distance





Map 11. New parkland acquisition and major parks & open spaces within and in close proximity of the King-Spadina Secondary Plan Area with a 5 minute (400m) walking distance





Figure 20. Existing conditions of the site at 229 Richmond Street West, looking south on Richmond Street West



Figure 21. A potential design and illustrative rendering for 229 Richmond Street West as a future park



### 2.1.5 Expansion of existing parks

In order to expand the park space, the City has also considered the expansion of existing parklands. As previously mentioned, St. Andrew's Playground is one of the three major parks in the area. It is located south of an existing development under construction, known as the Waterworks Building at 505 Richmond Street West. To the immediate west of the park, there is a small parking lot, about 1310 sq.m in size. This space has been secured as a parkland addition to the existing open space and will have synergy with the under construction building at 505 Richmond Street West. This addition will enhance and expand the public realm network in the area.



Figure 23. Bird's eye view of St. Andrew's Playground and the parking lot



Figure 22. Illustrative rendering of the St. Andrew's Playground expansion, Design and rendering: DTAH

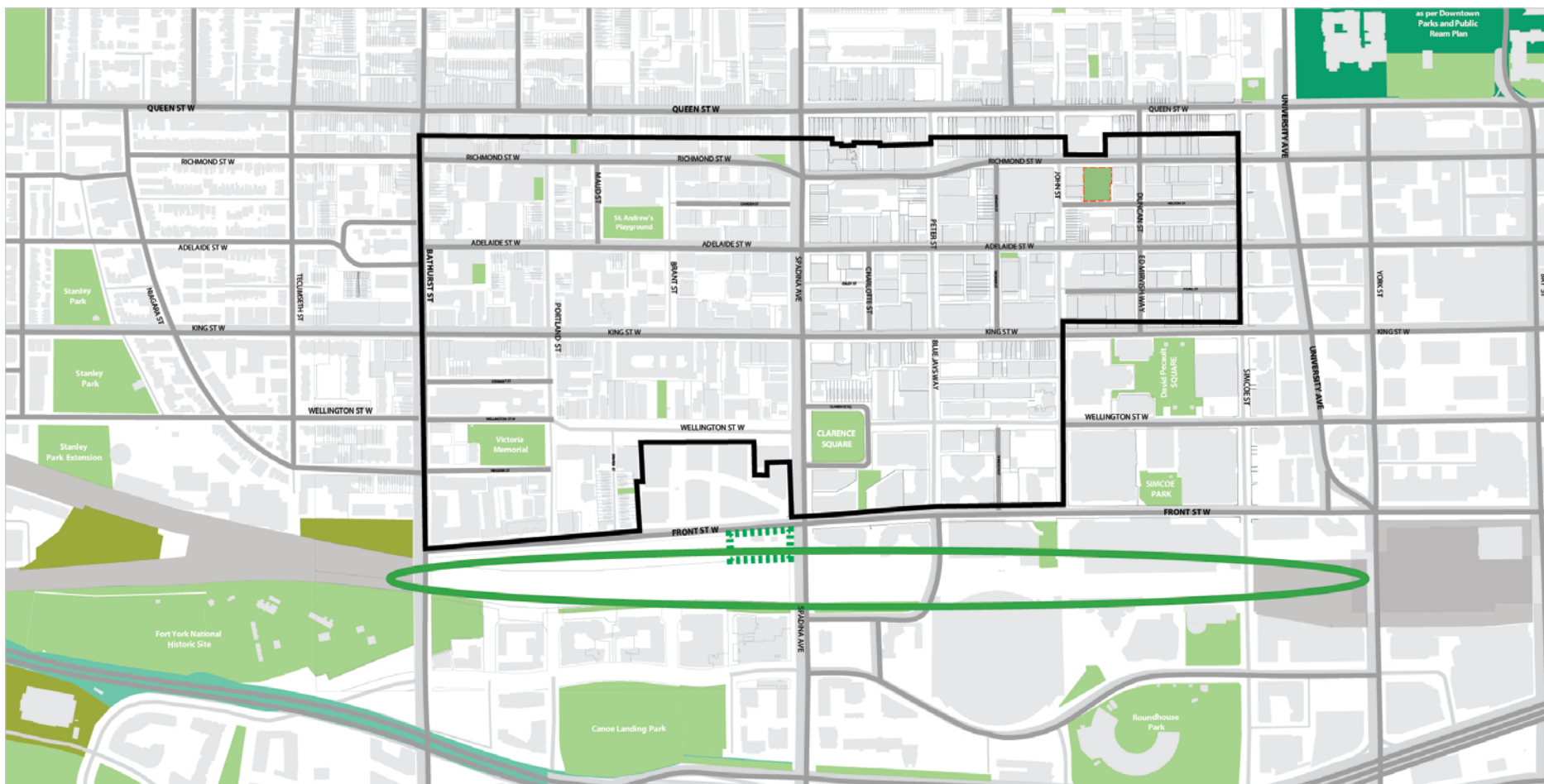


## 2.1.6 Other Parks and open space Initiatives in close vicinity of the King-Spadina Secondary Plan Area:

There are other planned parklands outside of the King-Spadina Secondary Plan Area, but in its close proximity. Although outside the Secondary Plan boundary, these parks contribute to its public realm network. Some of these parks include:

### Extension of Stanley Park and new park at 28 Bathurst Street:

The City secured the expansion of Stanley Park (shown as #1 in Map 12) within the South Niagara Area. This park is now delivered and is heavily used by residents, workers and visitors. Additionally, a park at 28 Bathurst Street (shown as #2 in Map 12) has been planned. These initiatives will create a very strong connection from the Fort York National Historic site to many other parks and open spaces to the north and south of the Secondary Plan Area.



Map 12. Parks and open space initiatives in the close Vicinity of the King-Spadina Secondary Plan Area



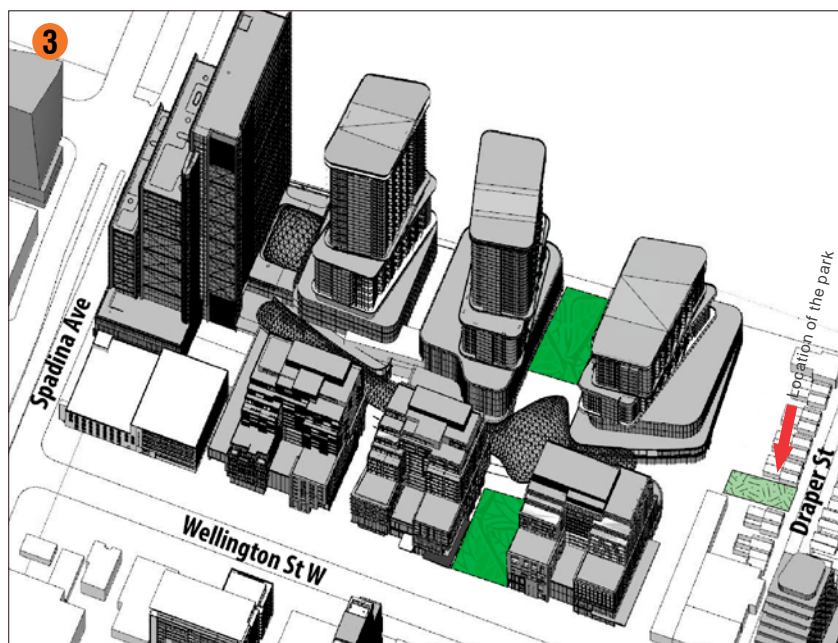


Figure 24. Illustrative rendering of proposed park and open space on "The Well" property

### On-site parkland dedication and privately owned publicly accessible open spaces at "The Well":

This under construction development, which is immediately adjacent to the West Precinct, has an urban scale with multiple buildings offering a mix of uses. It also has an on-site parkland dedication along Draper Street. In addition to this on-site park, there are other forms of open space on the site comprised of privately-owned, publicly accessible open spaces and mid-block connections that will be described later in this document.

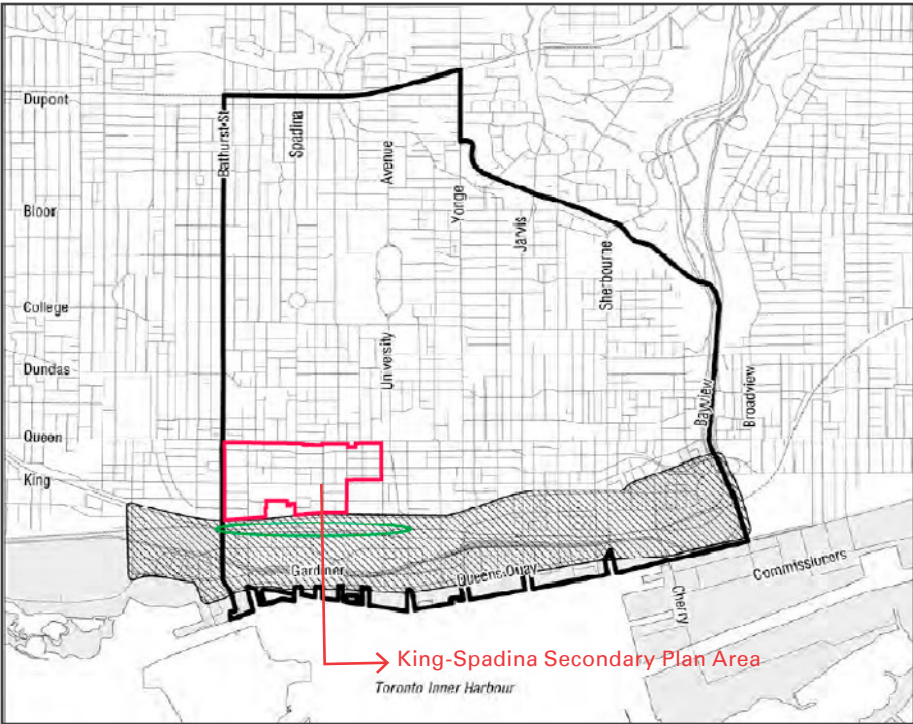


Figure 25. Illustrative renderings of the planned POPS on "The Well" site Image: courtesy of RioCan and Allied Properties REIT, Design team: Hariri-Pontarini Architects, Architectsalliance, Adamson Associates Architects, Wallman Architects, Claude Cormier + Associés, BDP, Master planning and design: Urban Strategies Inc.



### The Shoreline Stitch and Decking the Rail Corridor

The Shoreline Stitch is a transformative move within the Downtown Parks and Public Realm plan that will connect and enhance the network of streets, parks and open spaces between the Downtown and the waterfront and between Garrison Creek to the west and the Don River Valley ravine to the east, providing opportunities to improve movement for cyclists and pedestrians, and spaces for civic life and recreation. From the time of industrialization, Downtown Toronto has been separated from Lake Ontario by a wide swath of rail lines, the Gardiner Expressway and Lake Shore Boulevard. The Shoreline Stitch includes a series of interventions. Some are ambitious and long-term, such as decking the rail corridor (e.g. Decking the Rail Corridor and Union Park proposals)



Map 13. The Shoreline Stitch (Extracted from Downtown Plan) - The King-Spadina Secondary Plan Area is overlaid.

and others are more modest but highly impactful, such as improving pedestrian crossings on Lake Shore Boulevard.

The Shoreline Stitch will connect surrounding communities to their parks and public realm assets and will continue to reinvent under-utilized and forgotten places across the Downtown to support a seamlessly connected parks and public realm system to serve the growing Downtown.

The green oval in Map 13 shows the area with the potential decking over the Rail Corridor, however, its exact boundary is yet to be determined.

### The Bentway:



Figure 26. Illustrative rendering of the potential park over the Rail Corridor, Design and rendering: Public Work