400 Front Street West (Figure 66):

As previously mentioned, as a part of the approved 400 Front Street West application, staff requested an on-site parkland dedication. This parkland which fronts onto Front Street West and Clarence Square is 1,608 sq.m in area. It will also function as a mid-block connection, building on the existing connection at 352 Front Street West.

This mid-block creates a pedestrian and cycling only corridor that not only provides access to Clarence Square, but will also enhance the view towards the heritage buildings located north of Clarence Square. The views will be discussed in more detail in the following sections.

57 Spadina Avenue (Figure 67)

Some of the existing laneways have been planned for enhancement in a slightly different way. While they do not connect two streets and are not connected to another laneway or mid-block connection, they still provide an improved space for movement and function as a shared corridor. A good example of such a space is the laneway to the south of 57 Spadina Avenue in the Spadina Precinct (currently under construction). The laneway is also partly enhanced by active uses at-grade and provides an entrance to the building. Such enhancements can further be strengthened, should the adjacent properties plan to make similar improvements.

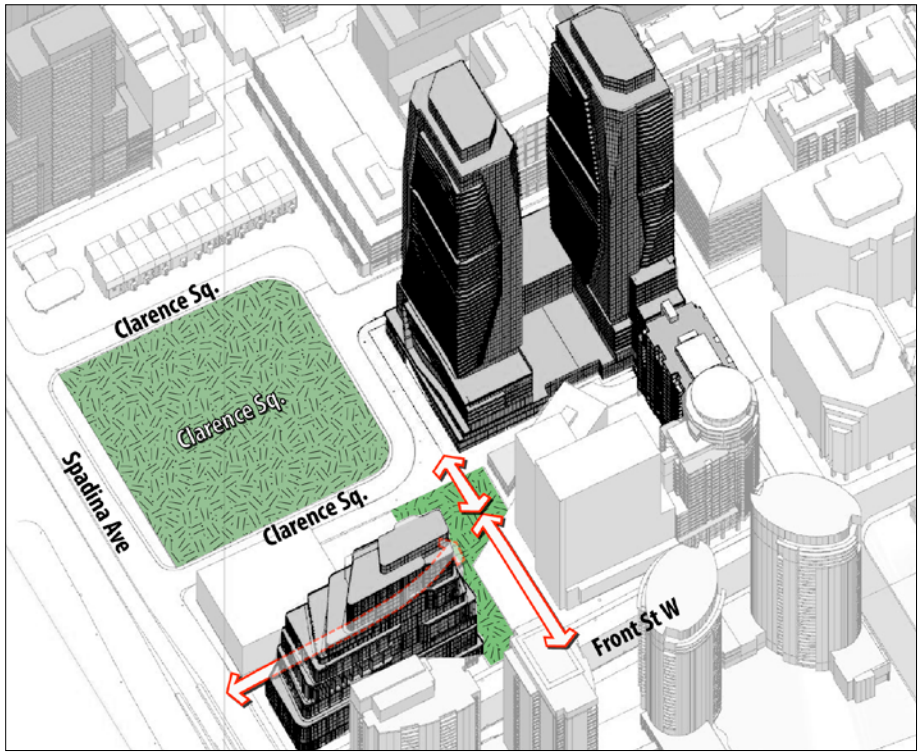


Figure 66. Illustrative rendering of 400 Front Street West, showing the planned mid-block connection

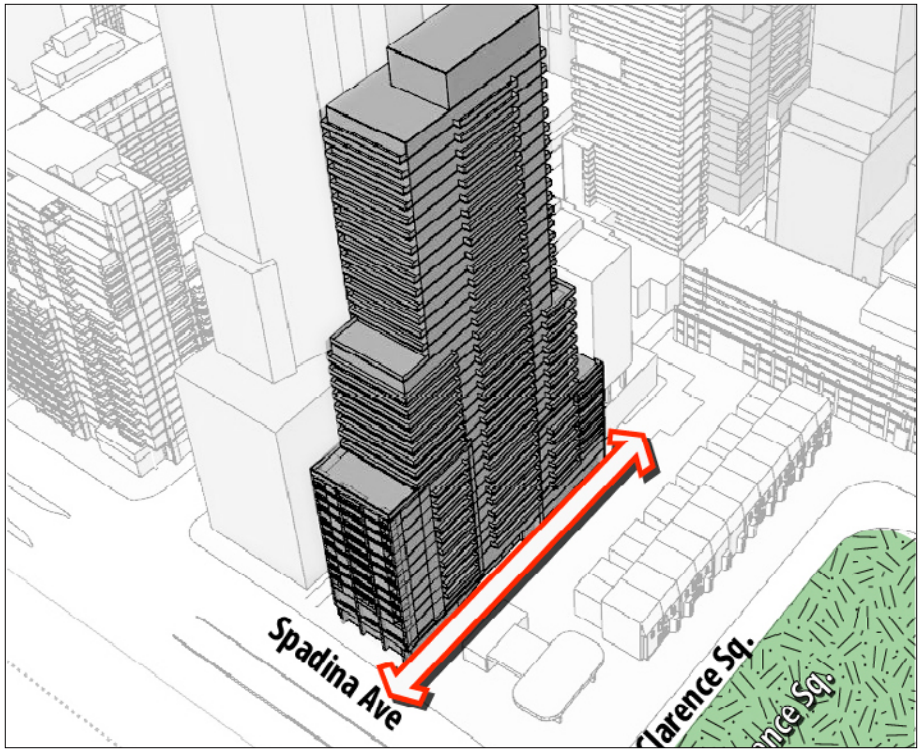


Figure 67. Illustrative rendering at 57 Spadina Avenue, showing the location of the enhanced mid-block connection

Wellington Street West to Simcoe Park - Ritz Carlton hotel and RBC tower (Figures 68 and 69):

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.

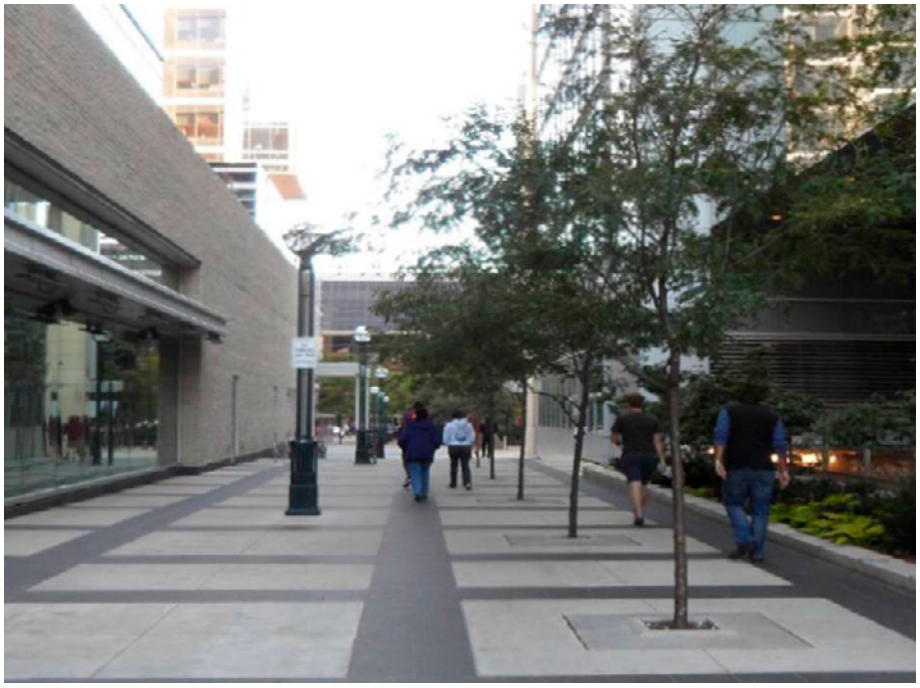


Figure 68. The existing mid-block connections from Simcoe Park to Wellington Street West

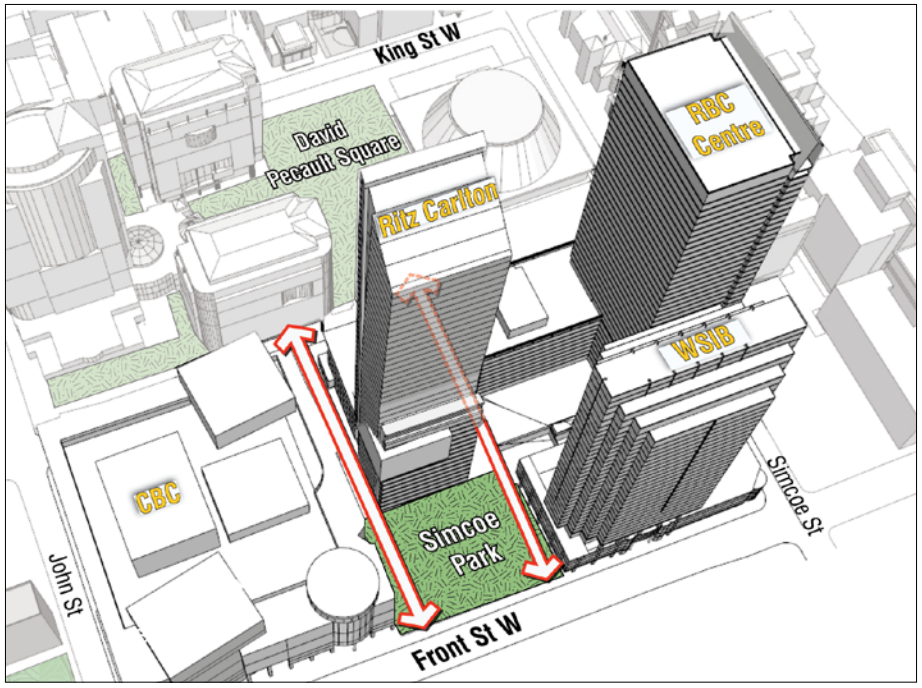


Figure 69. Illustrative rendering of formal mid-block connections in Simcoe Park

355 King West - King Blue Condos (Figures 70 and 71)

A mid-block connection is provided through the recently completed buildings 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.

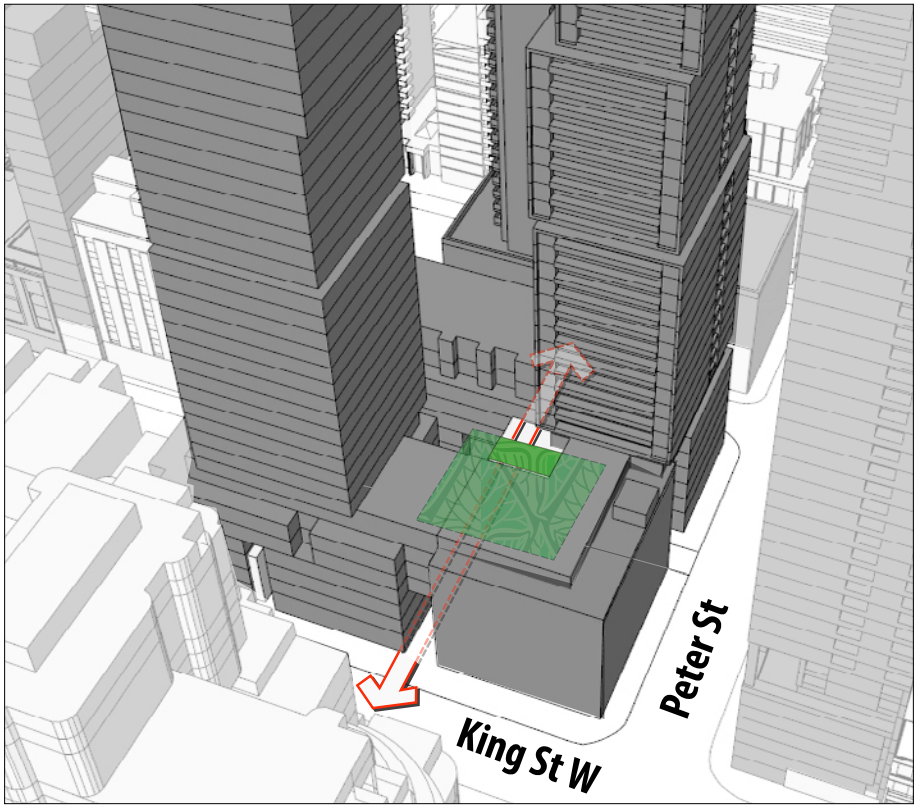


Figure 70. Illustrative rendering of formal mid-block connection at King Blue Condos (355 King Street West)

Figure 71. The mid-block connection at King Blue (355 King Street West)

560 King Street West - Fashion House Condo (Figures 72 and 73)

A mid-block connection has been constructed on the east side of the Fashion House Condo on King Street West, which is located in the West Precinct. This mid-block connection is the extension of a narrow street called Morrison Street, which terminates at this mid-block connection. It has upgraded pavement treatment, active uses at grade and provides continuous visibility towards Adelaide Street West.

Figure 72. The enhanced mid-block connection and the extension of Morrison Street

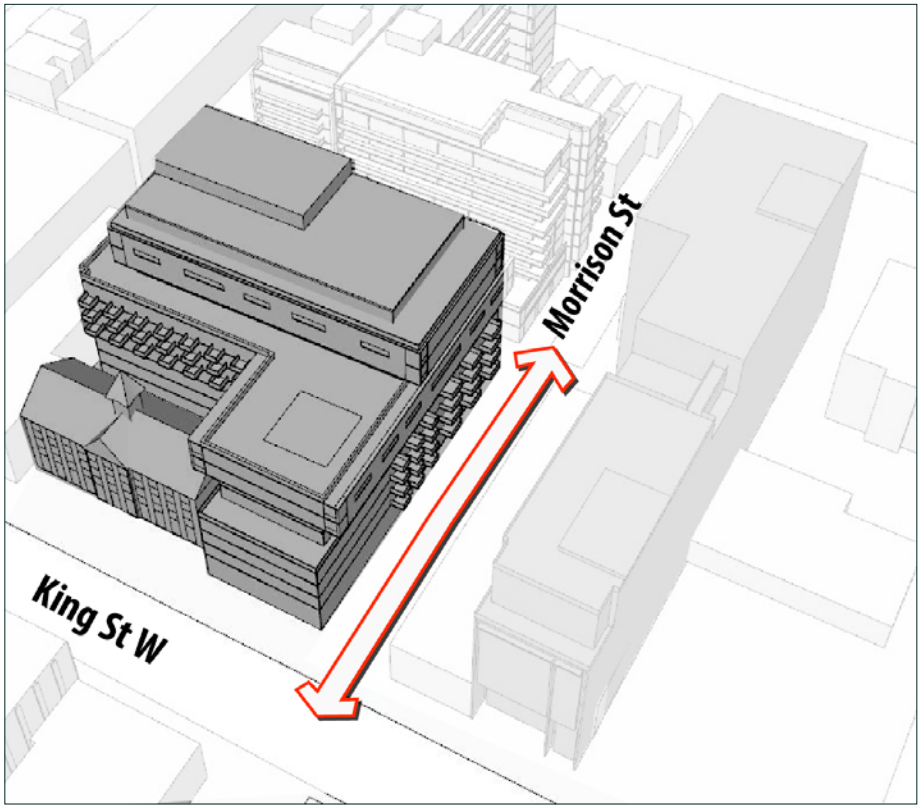


Figure 73. Illustrative rendering of formal mid-block connection at Fashion House

The block bounded by Adelaide Street West, Portland Street and King Street West (Figures 74, 75, 76)

The westerly portion of the block which is between Adelaide Street West to the north, King Street West to the south and Brant Street to the west, has a network of mid-block connections from and to different streets. These connections intersect with the existing POPS in the middle of the block. Additionally, they connect the surrounding streets to each other and enhance the view terminus.

This network of mid-block connections can be expanded through other potential developments on adjacent properties.

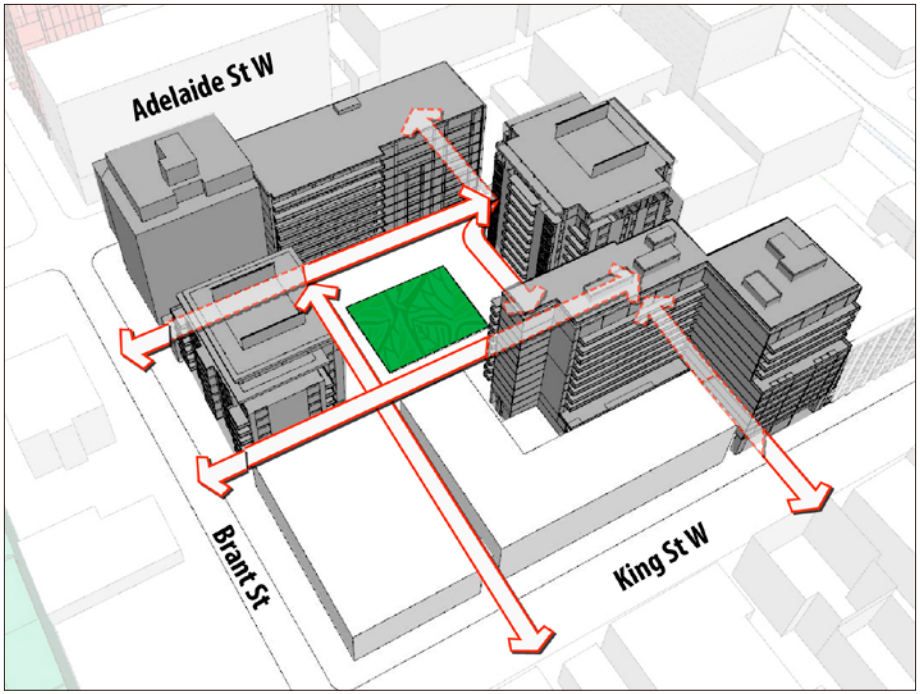


Figure 74. Illustrative rendering of formal mid-block connections

Figure 75. View of the mid-block connection through the heritage building along King Street West, looking south

Figure 76. View of the mid-block connection from Adelaide Street West, looking south

King-Portland Centre at 602-622 King Street West
(Figures 77 and 78)

Similar to the block described on the previous page, this mixed-use development has a network of mid-block connections. The property spans the block in a north-south direction between King Street West and Adelaide Street West and has two main frontages. The two streets are connected by a series of mid-block connections that run through the property. There is also an east-west porosity off of Portland Street which connects to the north-south mid-block connections on the site. Parts of the ground floor along these connections have active uses at-grade, which help create safety, vitality and visibility. These connections are well-lit and have special pavement treatment.

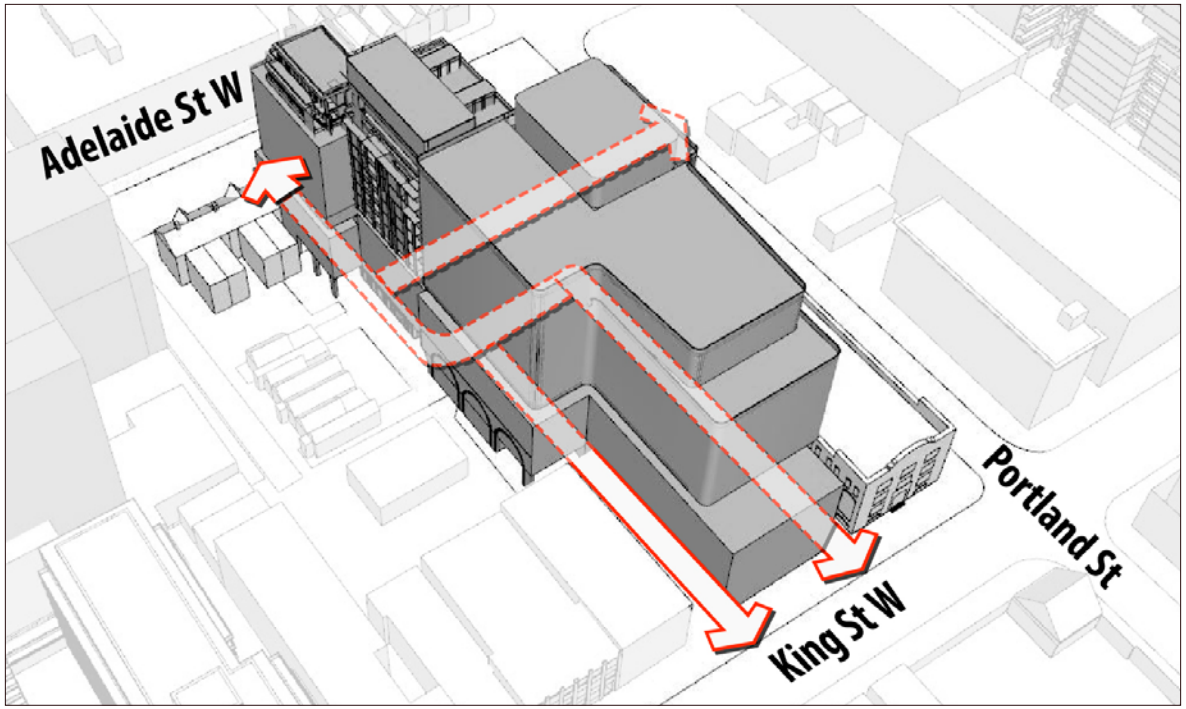


Figure 77. Illustrative rendering of formal mid-block connection at 602-622 King Street West

Figure 78. Illustrative rndering of the mid-block connections at 602-622 King Street West
Design and rendering: Hariri Pontarini Architects, Developer: Allied Properties REIT

Portland Commons at 517 Wellington Street West (Figures 79 and 80)

The property at 517 Wellington Street West is a very large site with three main frontages along Wellington Street West, Portland Street and Front Street West. The majority of the site area is currently covered with surface parking and planned mid-block connections will provide routes that connect Front Street West to Portland Street. These connections will be enhanced by active uses at grade or animated frontages, creating an interesting urban experience. The previously described POPS on the site will also be connected to the on-site pedestrian routes.

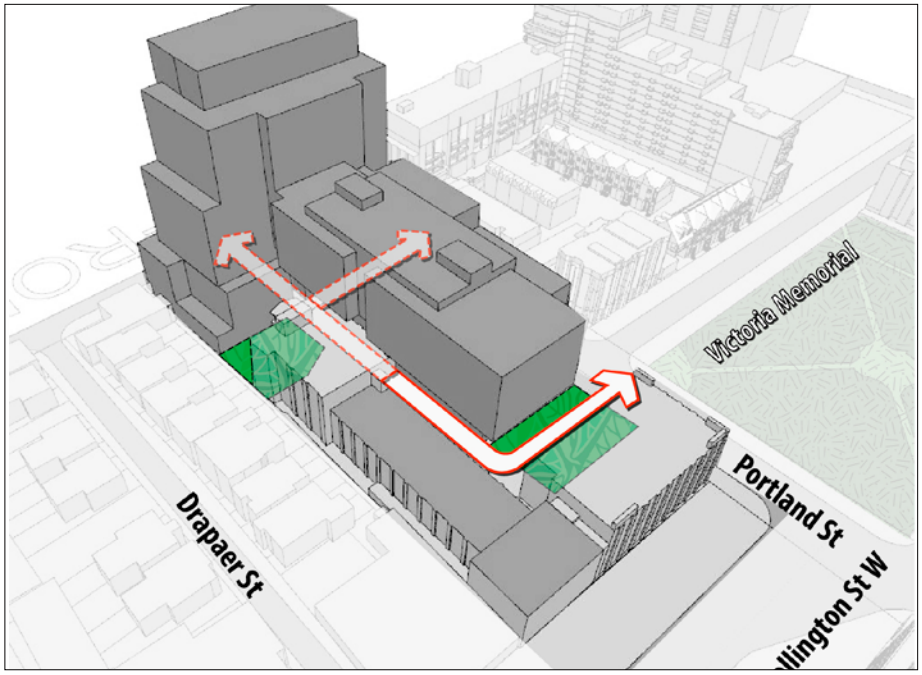


Figure 79. Illustrative rendering of planned mid-block connections at Portland Commons (517 Wellington Street West)

Figure 80. Illustrative renderings of the POPS and mid-block connection at Portland Commons (517 Wellington Street West)
Design and rendering: Sweeny&Co Architect, Owner: Carttera - Portland Commons LP

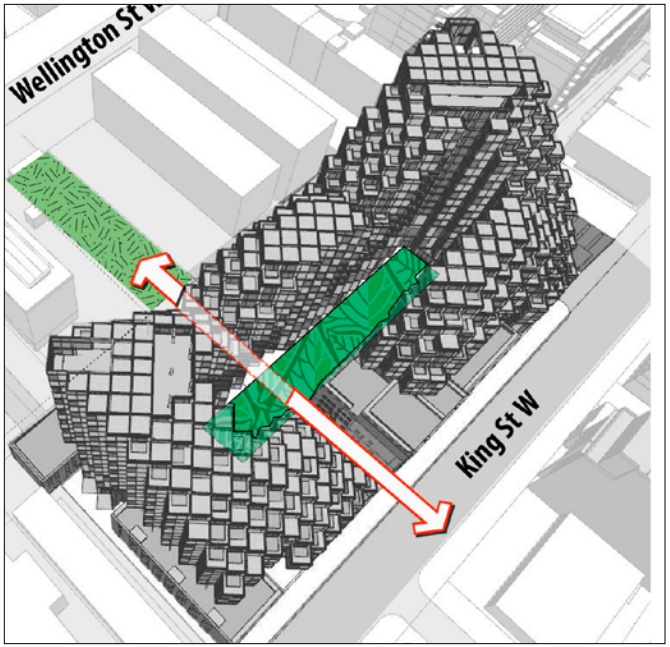


Figure 81. Illustrative rendering of planned mid-block connections at 489-539 King Street West

King Toronto at 489-539 King Street West (Figures 81 and 82)

As previously mentioned, the approved application on this site has planned for a connection from King Street West which goes through the site and ultimately connects to Wellington Street West. There are other forms of connections from the west side of the property which connects to an east-west path. These connections have animated frontages and active uses at-grade.

Figure 82. Illustrative renderings of the POPS and mid-block connection at 489-539 King Street West
Design and rendering: Bijarke Ingels Group (BIG), Developer: Westbank and Allied Properties REIT

102-118 Peter Street and 120-128 Peter Street (Figures 83)

Both properties will create mid-block connections that will connect Adelaide Street West to Richmond Street West. There is an existing lane west of 120-128 Peter Street property which will be enhanced for pedestrian use. Additionally, parts of the property of the 102-118 Peter Street will be dedicated to a mid-block connection. Both of these connections will create a single continuous porosity through the block, complementing the uses at grade and the proposed POPS, previously discussed in this document.

126 John Street (Figures 84)

The site at 126 John Street is a large site that has three main frontages: John Street, Richmond Street West and Widmer Street. The proposed development will provide a mid-block connection that will connect John Street to Widmer Street. This mid-block connection will go through the building and will be within the interior space, however, it will be accessible to the public.

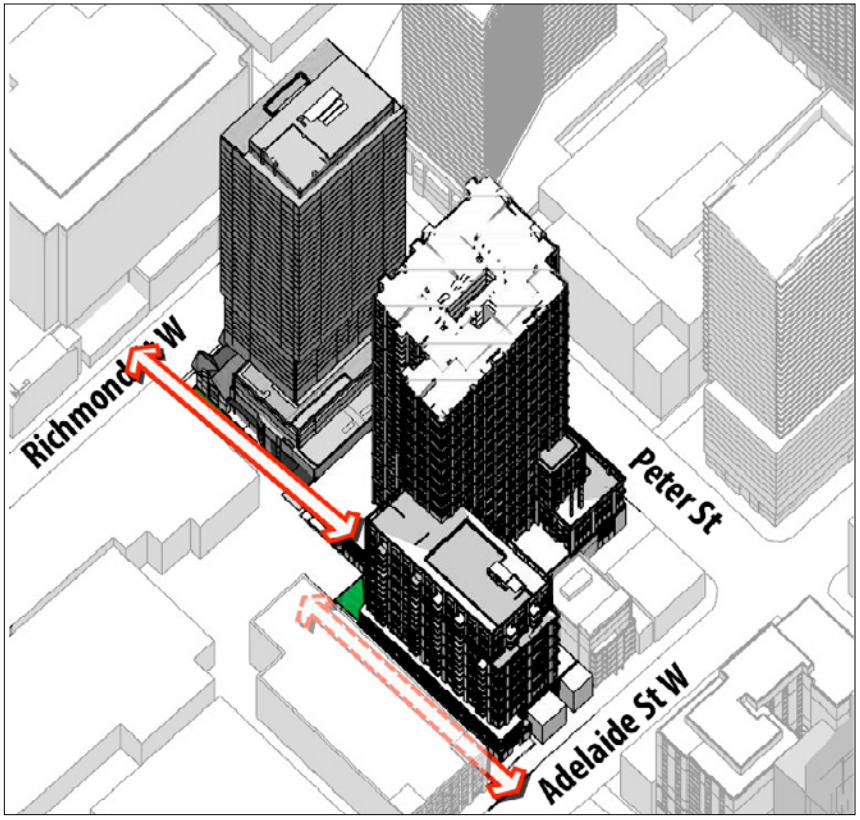


Figure 83. Illustrative rendering of two mid-block connections at 120-128 Peter Street and 102-118 Peter Street

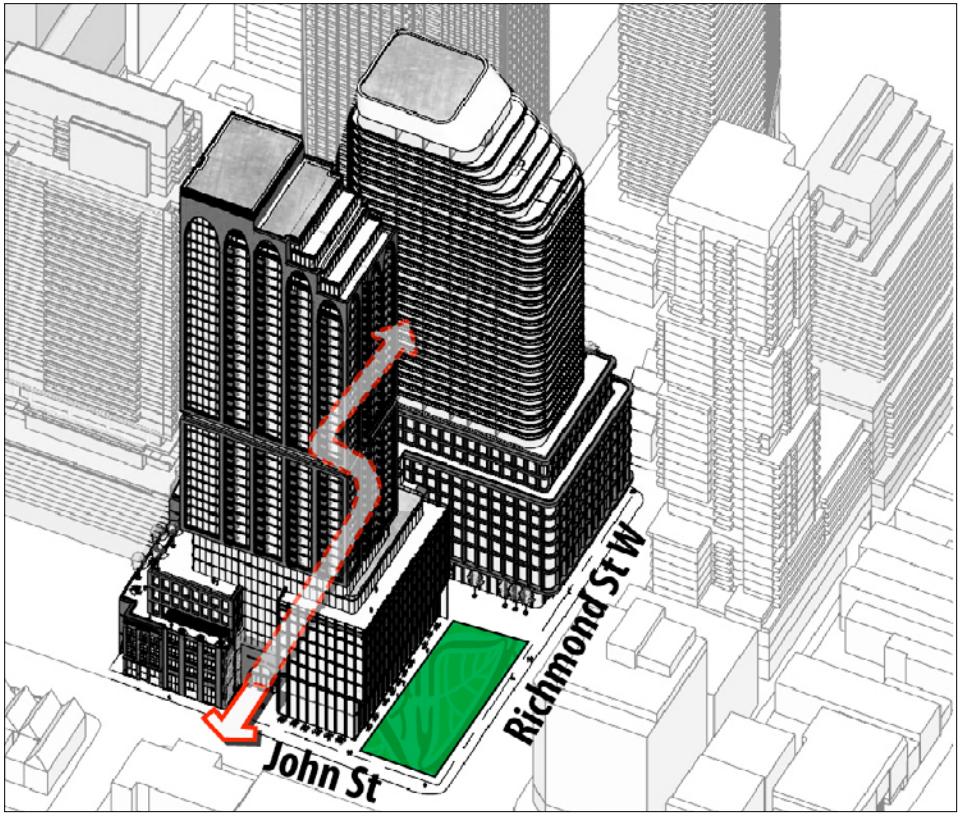


Figure 84. Illustrative rendering of the proposed mid-block connection at 126 John Street

2.3 Existing Streetscape Conditions/Sidewalk Widths

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 also have a great importance in supporting public life, connecting open spaces and providing opportunities for public realm expansion. 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

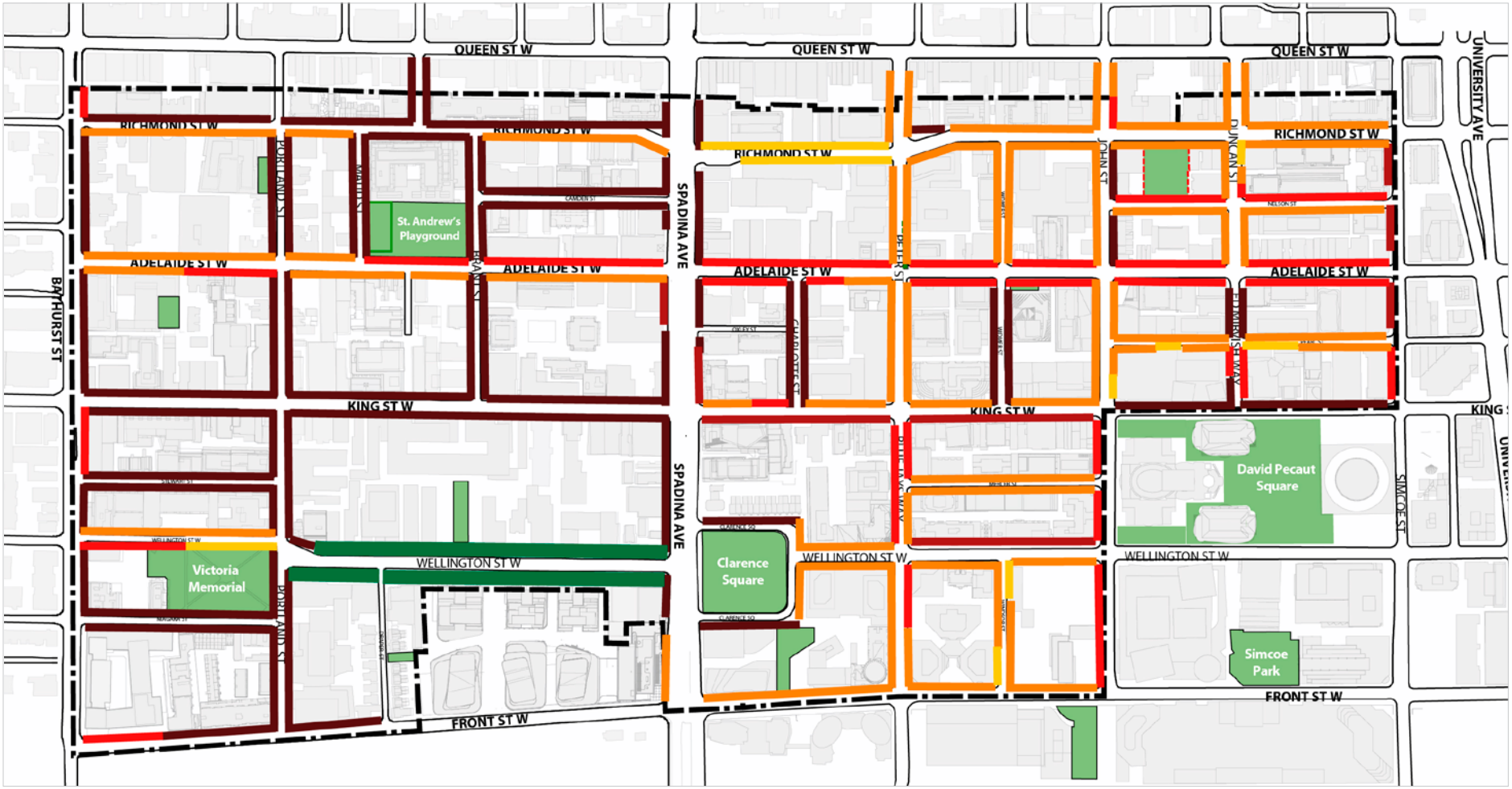
Map 16 on page 61 provides some of the existing sidewalk widths within the public right-of-way. As shown in the diagram on Map 16, the sidewalk widths vary in the Secondary Plan Area. In some instances, the tree planting zone is also interrupted along some streets. Additionally, physical conditions vary along different segments of the streets. Given that most building frontages are fixed, the goal of widening sidewalks through setbacks is limited in most areas, but must be considered if the site conditions allow. 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 installing bump-outs at the intersections in order to increase the space for pedestrian movement, tree planting and street furniture.

Figure 85. Added trees as a part of streetscape improvement along Richmond Street West, close to Peter Street, Looking west

Figure 86. Streetscape conditions along Simcoe Street looking north (A street with potential for enhancement)

Legend

- Existing and planned public parks & open spaces including on-site and off-site parkland dedication
- City's acquisition
- Expansion of existing parks
- 0m - 2m
- 2.1m - 3.5m
- 3.6m - 4.2m
- 4.3m - 5m
- 5m - 7m
- 7+



Map 16. Existing sidewalks widths within the public right-of-way