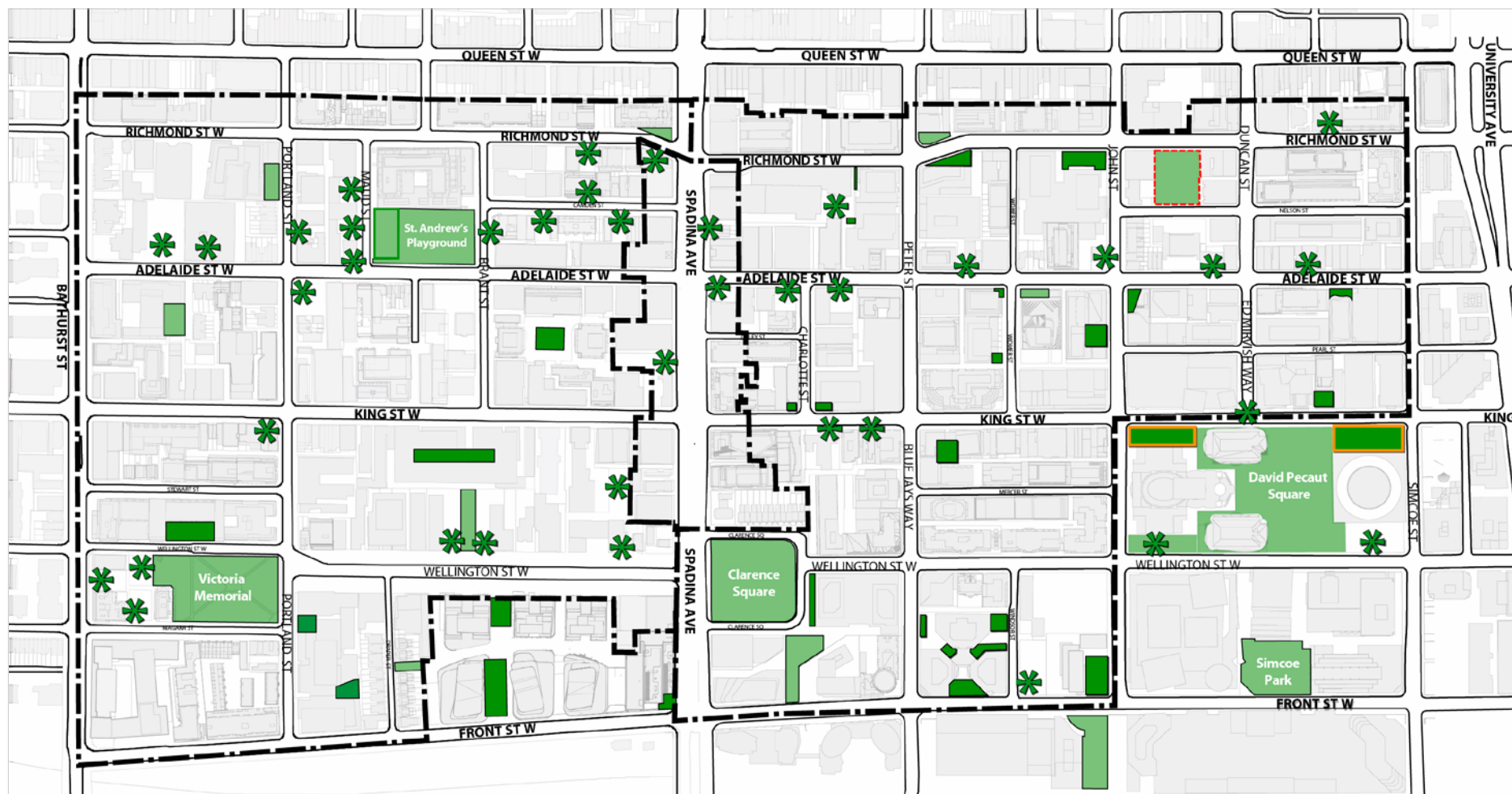


## Legend

- Existing and planned public parks & open spaces including on-site and off-site parkland dedication
- City's acquisition
- Existing, approved & under construction POPS
- Toronto Downtown West BIA proposed initiatives
- Expansion of existing parks
- Sites under study  
(Potential for future public realm enhancement)



Map 20. Potential future parks & open spaces

## 3.2 Gateways

Gateways are important entry points to a neighbourhood, community or a city. They can have a key role in identifying a distinct area. Gateways can contribute to the public realm network and create a sense of place. Creative tools can be used to accentuate these entry points including:

- Special landscape treatment
- Tree planting, lighting, upgraded sidewalk treatment and special street furniture
- Landmark plazas and open spaces
- Public art
- Distinct architectural designs, use of special materials and façade treatments



Figure 100. Illustrative rendering of the public art at 300 Front Street West  
Installation: Jason Bruges Studio, Image: Courtesy of Tridel

Map 21 on page 73 highlights the important gateways within the King-Spadina Secondary Plan Area. Some of these gateways have already been enhanced through outstanding architectural design, landscape and public art, including the property at the southeast corner of Peter and Richmond Street West (Tableau Condominium).

The Major Gateways are all on Great Streets, which are described on page 85.



Figure 101. Illustrative rendering of the public art and the POPS at Tableau Condominium at Richmond Street West & Peter Street, Design: Wallman Architects, Developer: Urban Capital Property Group, Malibu Investments, ALIT Developments



## Legend



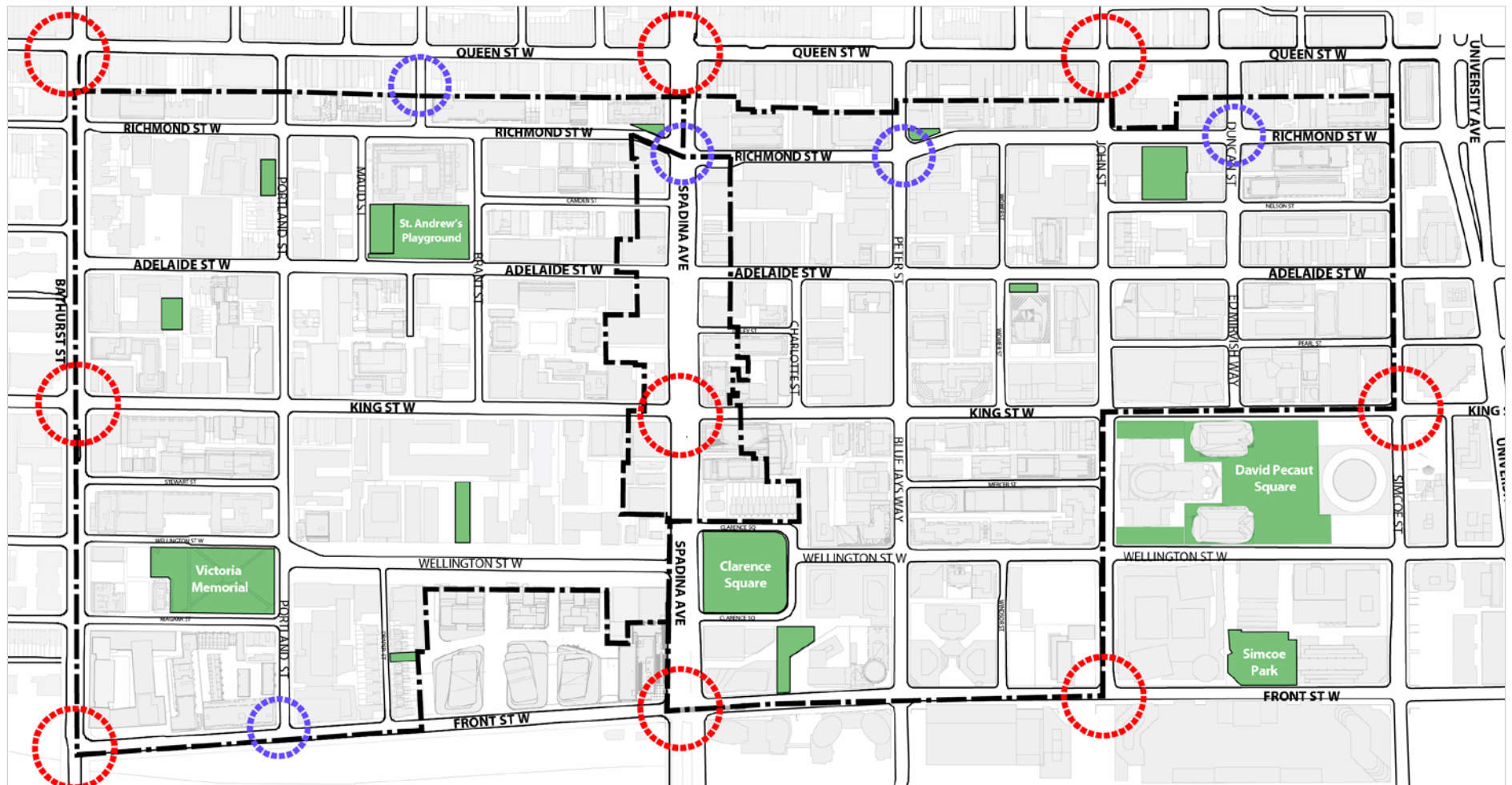
Minor gateways



Major gateways



Existing and planned public parks & open spaces



Map 21. Gateways within the King-Spadina Secondary Plan Area

### 3.3 Key Views and Vistas

There are a number of key views and vistas that exist within the King-Spadina Secondary Plan Area (Map 22 on page 75). The importance of these views is their role in structuring visual connections across the King-Spadina Secondary Plan Area and in helping to orient movement. They also contribute to the character and quality of the public realm within the area.

The following design directions should be considered to enhance and improve the termini of key views:

- Special landscape treatment
- Public art
- Preservation of heritage and character-defining buildings
- Creating distinct architectural designs
- Directing vehicular access and loading areas away from these locations

A good example of treatment at a view terminus is the facade of 134 Peter Street which creates a view terminus at the end of the laneway located on the south side of Richmond Street West.



Figure 102. A key view (View termini) at the end of Nelson Street



Figure 103. A view at the end of a mid-block connection with potential to be enhanced, Adelaide Street West

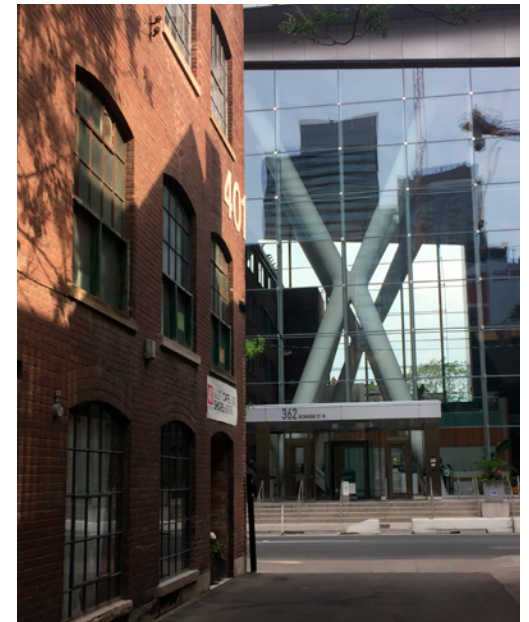





Figure 104. A view at the end of the laneway south of Richmond Street West, terminating the building at 134 Peter Street




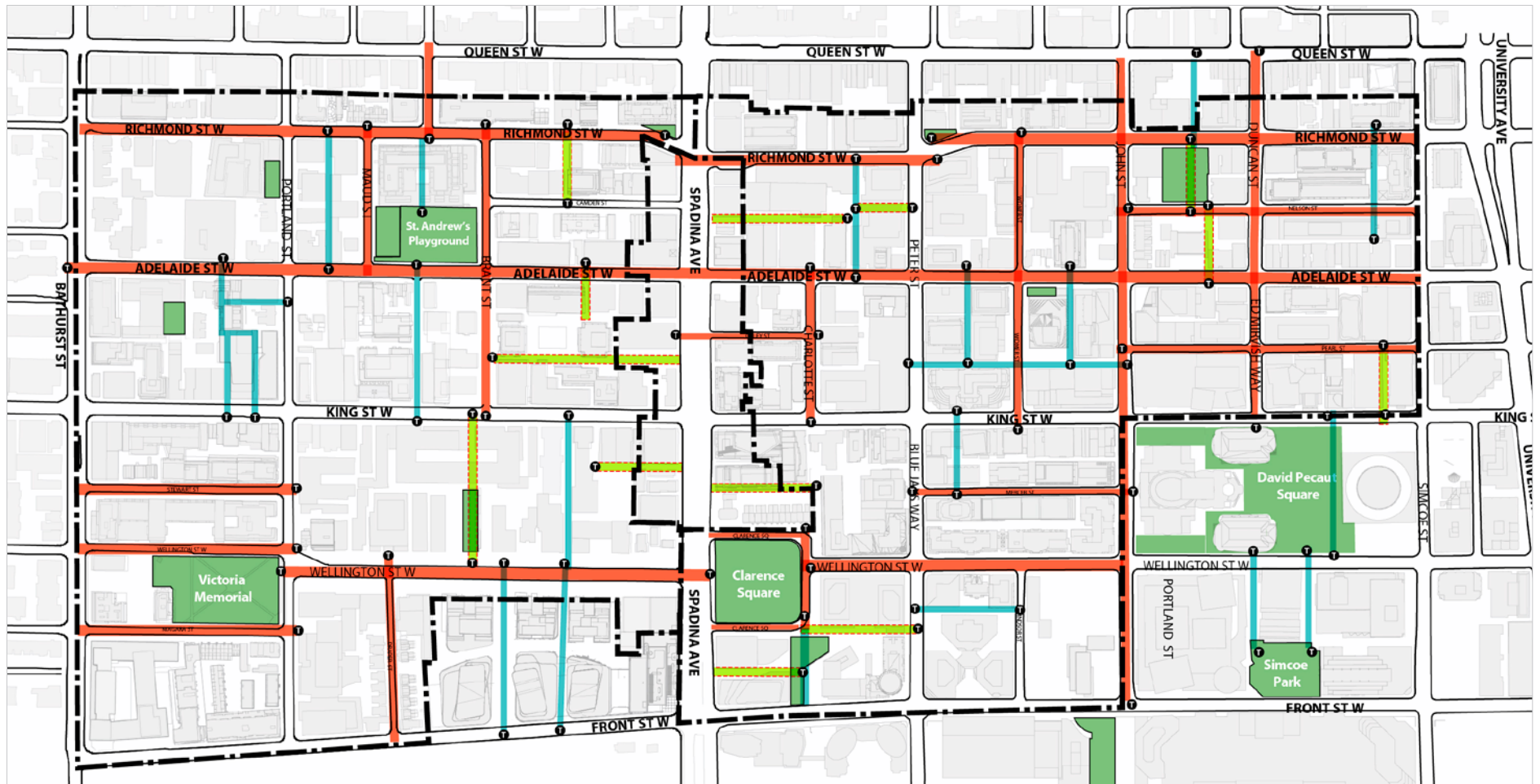
## Legend

 Existing and planned public parks & open spaces

 View terminus along potential mid-block connections

 View terminus along streets

 View terminus along mid-block connections



Map 22. Key views and vistas

### 3.4 Potential Mid-block Connections

A number of potential mid-block connections have been identified within the King-Spadina Secondary Plan Area as shown in Map 23 on page 77. 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 mid-block connections to create a pedestrian friendly corridor; and
- the heights of portico openings should be no less than 6m.




Figure 105. Example of an existing informal mid-block connection that can be enhanced





Figure 106. Example of a potential enhanced mid-block, key view and open space within the area




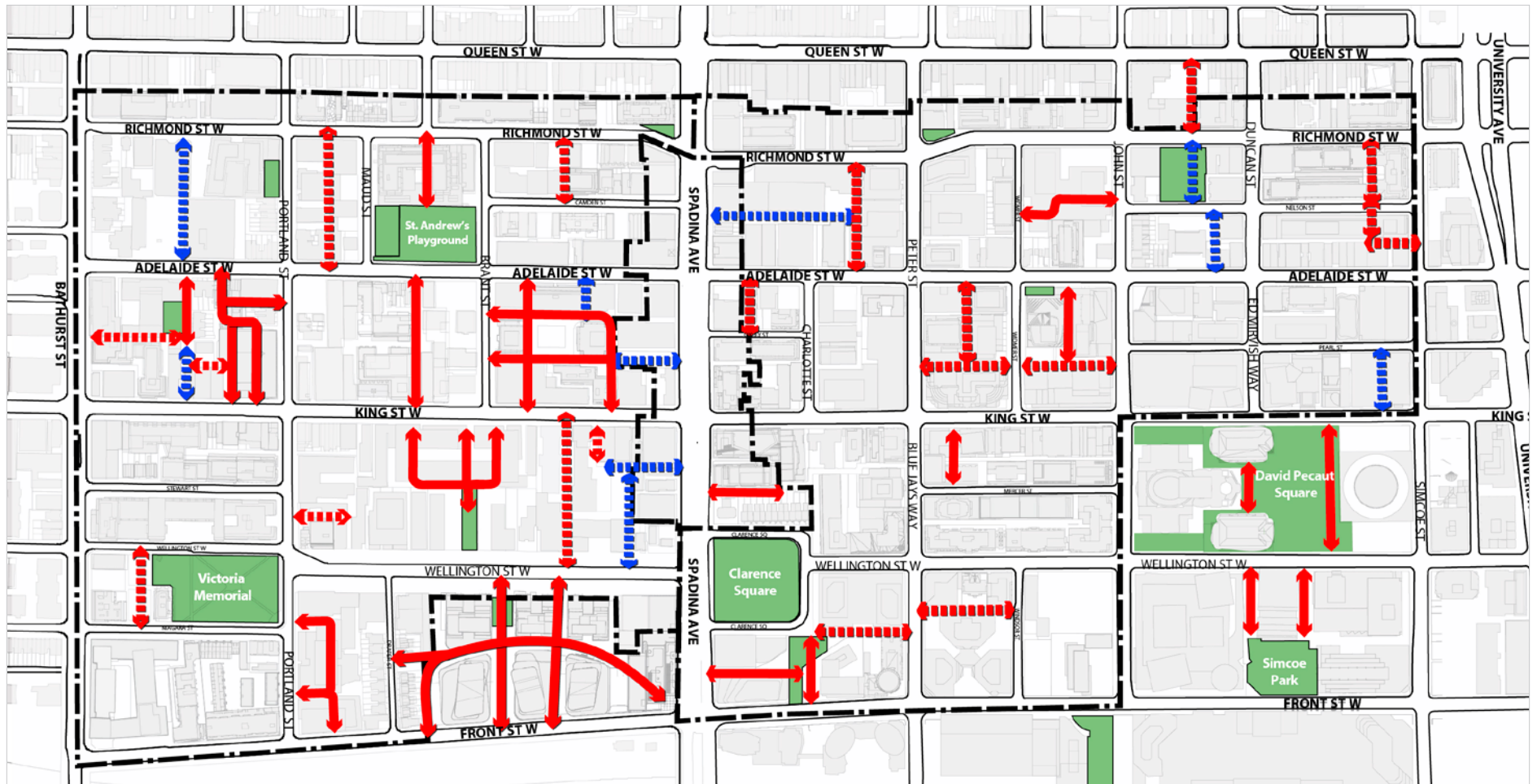
## Legend

 Existing and planned public parks & open spaces

 Existing and planned formal mid-block connections

 Informal mid-block connections

 Potential mid-block connections



Map 23. Existing, planned & potential mid-block connections

## 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 Secondary Plan 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:

1. The pedestrian clearway on sidewalks should be a minimum of 3m.
2. There should be sufficient setback from the front property lines, where possible, to create wider sidewalks for easy movement.
3. In areas adjacent to tall buildings, the minimum sidewalk width should be 6m (from the edge of the curb to the building face).
4. 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.
5. In constrained areas with minimum flexibility to widen the sidewalk, basic improvements to the pavement material, better lighting and street furniture should be considered.
6. Pavement materials and street furniture should be in conformity with the City of Toronto Streetscape Manual, as well as the Toronto Downtown West BIA (Formerly known as Entertainment District BIA) Streetscape Manual.
7. Tree planting and landscape zones should be accommodated adjacent to the curb, providing a buffer between car movement and pedestrian movement.
8. There should be appropriate distance between trees and building face to allow trees grow and provide enough tree canopy.



Figure 107. Example of setback area from front property line to create wider sidewalks



Figure 108. Established Streetscape within the Study Area



9. In constrained areas with minimum opportunity to plant trees within the public right-of-way (ROW), other greening improvements on private property should be considered.
10. 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.
11. New developments should maximize transparency on the ground level to animate streets.

Other approaches to enhancing the streetscape may include:

1. Narrowing traffic lanes and the paved roadway, if possible (i.e. Duncan Street)
2. Creating bump-outs for easier movement and crossing
3. 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 Toronto Downtown West BIA) are also another option. Shared streets can be achieved by extending the sidewalk and removing on-street parking during warmer seasons of the year, combined with the provision of a barrier between vehicular movement and the extended sidewalks (i.e. removable bollards)

A very good example of a mews is Market Street in the St. Lawrence Market Neighbourhood in Toronto (See images on the next page). Streets within the King-Spadina Secondary Plan Area vary in their potential for improvements. Duncan Street, for instance, has the potential for wider sidewalks and reducing the number of traffic lanes.

Adelaide Street West and Richmond Street West, Simcoe Street and Peter Street have been studied and improved for new cycling tracks. Although the immediate implementation is being achieved 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).



Figure 109. An example of improved streetscape with wide sidewalks, tree planting zone, high quality materials and active use at-grade



Figure 110. Example of a parklette on King Street West





Figure 111. Market Street during warmer seasons of the year, Image: Woodcliffe Landmark Properties



Figure 112. Market Street during colder seasons of the year