








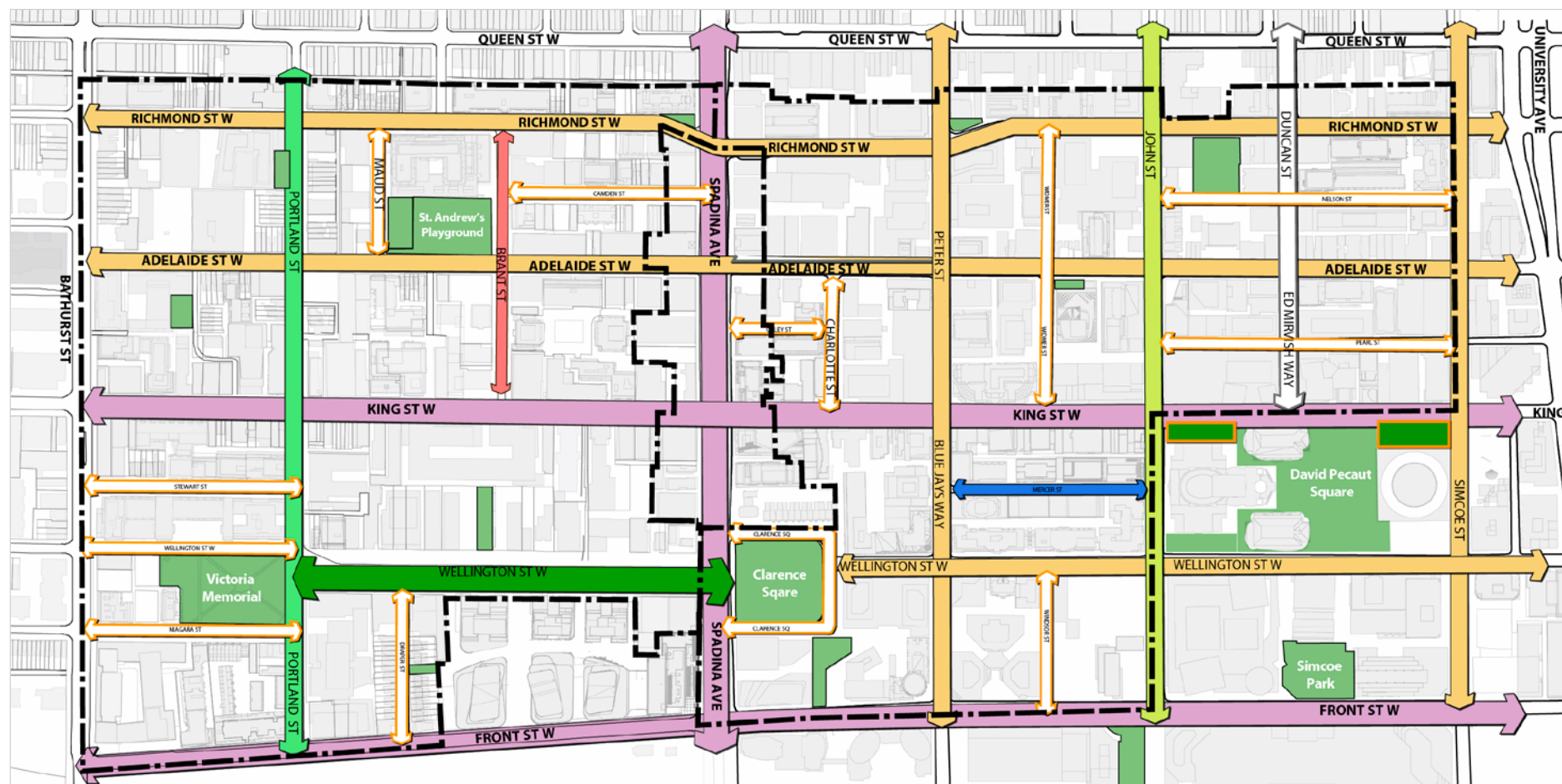


Mews streets like Nelson, Stewart, Charlotte, Pearl, Mercer and Draper Streets can become neighbourhood streets specifically designed to serve the local community such as the "mews" identified in the Toronto

Downtown West BIA Master Plan. There are a number of initiatives that have been started to improve the quality of streetscape along specific streets within the King-Spadina Secondary Plan Area.

Legend

-  Great Streets as identified in PPR Plan
-  John Street Cultural Corridor
-  Wellington Street as a green corridor
-  Brant Street as an important pedestrian corridor (Prime park connector)
-  Portland Street as an important pedestrian corridor (Future prime park connector)
-  Mercer Street streetscape improvements
-  Streets studied for or with cycling tracks
-  Duncan Street with sidewalk widening and cycling potential
-  Other mews streets



Map 24. Initiatives for streetscape improvements and cycling tracks

3.5.1 Streetscape Improvement Initiatives

John Street Cultural Corridor

John Street is identified as a cultural corridor for the Entertainment District. It is a main north-south spine connecting many cultural and civic institutions. An Environmental Assessment (EA) study and the detailed design for John Street has been completed and the construction has commenced.

The Toronto Downtown West BIA Master Plan describes this street as a cultural corridor, linking the Art Gallery of Ontario to the Waterfront. The Master Plan positions the transformation of John Street as a key public realm priority for the District. As a central north-south spine that links most major cultural attractions, the Promenade has the potential to make the greatest and most profound positive impact for the area. Key features of this vision include:

- A unique and high quality streetscape and design treatment
- Narrowed roadway and widened landscaped
- Sidewalks with public art opportunities
- Outfitted to easily close to vehicular traffic for special events and festivals
- Complementary land uses and developments that will ensure a vibrant Promenade in all hours and seasons"

(See pages 15, 32 and 33 in the Toronto Downtown West BIA Master Plan).

The John Street pedestrian initiative, a seasonal pilot project for a segment of the street, was implemented by the Toronto Downtown West BIA with the installation of planters to create wider sidewalks and provide space for bicycle movement, outdoor patios and places to sit.



Figure 113. John Street pilot project

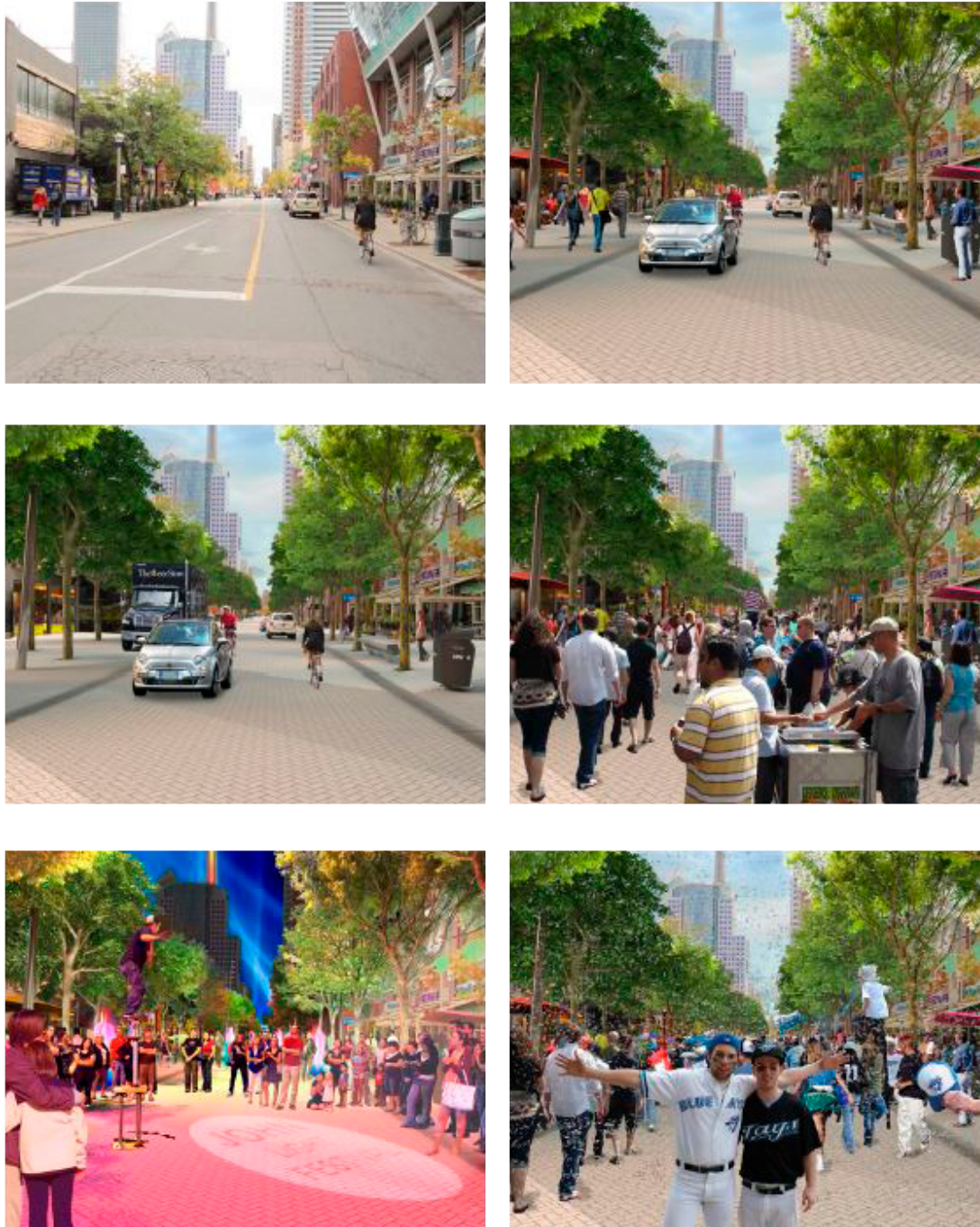


Figure 114. Illustrative rendering of future John Street Cultural Corridor, extracted from page 33 of the "Toronto Downtown West BIA Master Plan" (February 2013, as amended) by The Planning Partnership



Figure 115. John Street pilot



Figure 116. Daytime Demonstration Image of King Street West in Front of restaurant row - Image from page 60 of King Street capital Improvement Plan document (Nov. 2011)

Great Streets

Some streets have been identified as Great Streets in the Downtown PPR Plan. This plan indicates that Great Streets *"Enhance the unique characteristics of Downtown's most emblematic streets and make them outstanding civic places and connections."*

A few of the Great Streets fall within the King-Spadina Secondary Plan Area, including:

Spadina Avenue: In the PPR Plan goals have been set to support the diversity of the places and neighbourhoods along Spadina and improve transit, pedestrian movement, cycling and east-west pedestrian connections

Front Street West: Front Street is an important east-west street that like any other street should be enhanced and beautified. The focus for Front Street will be on achieving better width and sidewalk conditions and



Figure 117. Spadina Avenue south of Queen Street West, A Great Street as identified in PPR Plan

creating seamless connection between the street and nearby parks and open spaces. Front Street also plays a critical role in relation to potential and planned open spaces including 28 Bathurst Street.

For the more details about the design of Great Streets, please refer to the Downtown PPR Plan.

Priority Retail Streets

Some other streets have been identified as Priority Retail Streets in the Downtown PPR Plan. According to this plan: *"where development fronts onto one or more Priority Retail Street (s), the ground floor frontage will include only retail and service commercial space and limited small scale offices with a few exceptions."* John Street, King Street West and Front Street West are among the Retail Priority Streets that are within King-Spadina Secondary Plan Area. For the more details about the design of these streets, please refer to the Downtown PPR Plan.



Figure 118. A view of Front Street West (Existing conditions, which needs to be improved as a part of "Great Streets" and "Priority Retail Streets"

King Street Pilot Project

The City started the King Street Pilot Project on November 2017 which lasted for a full year. The pilot project was set to test transit ridership, additional infrastructure for pedestrians and cyclists, as well as enhancement of the public realm through different means including but not limited to parklettes, additional benches, reducing on-street parking/vehicular lanes, adding outdoor patios in front of restaurants and cafes and creating visual interest with use of murals and interactive creative public art. It is worth mentioning that the King Street pilot project was based on the King Street Capital Improvement Plan. The pilot project has been approved by City Council.

Additionally, The PPR Plan has identified King Street West as one of the streets in which a set of goals have been identified in regards to streetscape for walking, transit, outdoor seating, as well as improving cycling comfort and creating seamless connections to open spaces along the corridor.

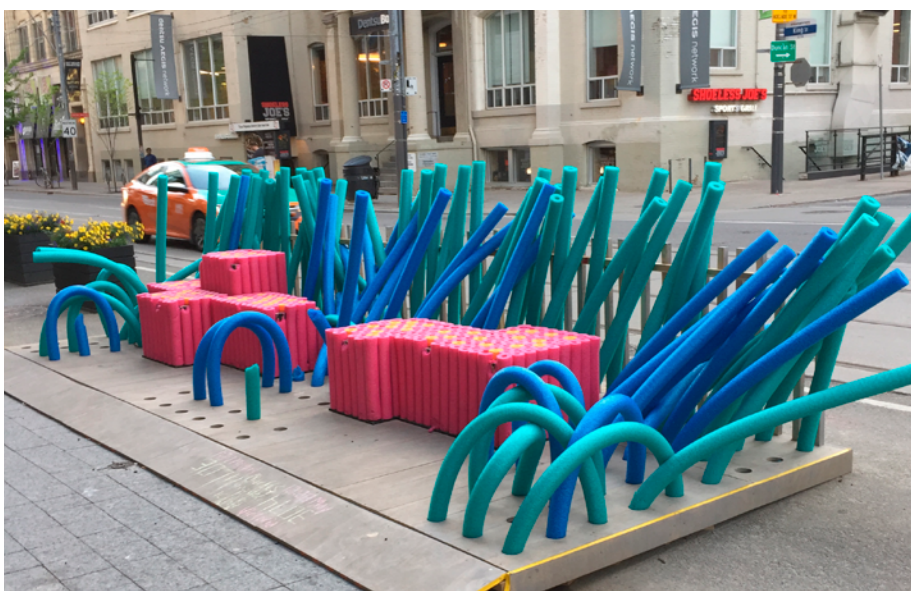


Figure 119. Parklette as a part of King Street West Pilot project

King Street Capital Improvement Plan

The Toronto Downtown West BIA Master Plan includes a Capital Improvement Plan for King Street West. The King Street Capital Improvement Plan describes the objectives as:

- "1. To reinforce and strengthen King Street's distinct character and identity
2. To develop a strategy that will coordinate and balance all streetscape elements to create a unified and appealing environment
3. To minimize the physical and visual clutter in the streetscape
4. To develop a greening strategy for King Street
5. To identify a strategic framework for phasing in improvements over the long-term or as opportunities for capital investments arise."

These objectives will be achieved through pavement treatment, sidewalk widening and improved street furniture.



Figure 120. Enhancement of pedestrian realm - King Street West Pilot project

Other Streets

While all streets should be enhanced equally to reflect the comfort of commuters and especially that of pedestrians, there are certain streets within the area that require special improvements to reflect their unique characteristic and fulfill their potential. These streets include:

Wellington Street West

Wellington Street West within the West Precinct has a very wide right-of-way. Historically, it was considered to be a green linkage between Clarence Square and Victoria Memorial Park. This vision has been carried to-date and includes the following requirements:

- double rows of trees
- places to sit
- special lighting
- special pavement treatment
- outdoor cafes if feasible

Parts of this vision will be implemented through the construction of "The Well" which is located on the south side of Wellington Street West. The streetscape improvement will compliment the publicly accessible open spaces and internal mid-block connections on "The Well" site.



Figure 121. The plan for Wellington Street West streetscape improvements, Design and rendering: Claude Cormier + associés

Portland and Brant Streets

Portland and Brant Streets are north-south corridors which have also been identified as important prime park connectors. These Streets will play a major role in connecting the West Precinct to important destinations including:

- The potential decking of the Rail Corridor
- The Well
- Wellington Place (Green Corridor)
- Future park on the former 'C Lounge' property
- Other planned, existing and potential mid-block connections which will ultimately provide access to potential and planned open spaces

These streets have a great potential for wide sidewalks, outdoor patios and smaller open spaces in different shapes and forms. They can become main spines within the West Precinct, similar to the John Street Cultural Corridor in the East Precinct.

Peter Street

Peter Street has been studied as a part of Downtown Transportation Operation Study (DTOS) in regards to new cycling tracks. Alongside this study, there is significant redevelopment occurring along both sides of the street and as a result City Staff are looking at opportunities to leverage significant streetscape improvements in conjunction with the cycling track initiative.

These opportunities include:

- Narrowing the paved roadway (2 lanes of traffic)
- Providing a cycling track
- Extending sidewalks
- Greening improvements
- Providing some pick up/drop off areas



Figure 122. Mercer Street looking from east to west with new developments



Figure 123. Proposed improvements to Mercer Street's streetscape (Fall & Winter)



Figure 124. Proposed improvements to Mercer Street's streetscape (Summer & Spring)

Mercer Street

City Staff engaged a number of developers with active development applications to transform this neighbourhood street, which has a rich history, into an active, pedestrian-oriented corridor. This study is also consistent with the Toronto Downtown West BIA Master Plan. The design of this street, which is still in progress will include:

- Creating rolled curbs
- High quality pavement materials for paved roadway and the sidewalks
- Use of removable bollards to delineate between the paved roadway and sidewalk
- Extending sidewalk width during warmer seasons of the year by removing on-street parking and providing opportunities for outdoor activities and patios

(See Figures 122, 123 and 124 on page 88)

The proposed improvements for Mercer Street are similar to Market Street in the St. Lawrence Market Neighbourhood. Nelson and Pearl Streets within the East Precinct and Stewart Street within the West Precinct will be studied for similar improvements.

Duncan Street

Duncan Street is a north-south corridor within the East Precinct. This street has a great potential for sidewalk widening, which can also provide enough space for tree planting and street furniture. Alongside these potentials, it can also accommodate bicycle lanes for cyclists, connecting King Street West to Queen Street West and other nearby corridors. The reduction in the width of traffic lanes can also provide space for bump-outs, more greenery, as well as some lay-by parking spaces in between them.



Figure 125. Illustrative rendering of Ed Mirvish Walkway closure for events, Design : Gehry Partners LLP, Developer: Great Gulf & Dream (GGD)

