



RAISING THE STANDARD



TABLE OF CONTENTS

2016 Update to the Financial District Public Realm Strategy	1
Toronto Financial District BIA Boundaries (Figure 1)	2
A Resilient Financial District	3
Permeable Infrastructure Streetscape Summary (Table 1)	5
Summary of Streetscape Recommendations and Project Implementations	6
Financial District Operations Map (Figure 2)	8
Financial District Public Realm Vision Plan (Figure 3)	9
Appendix C – 2016 Update to Summary of Streetscape Recommendations and Project Implementation	11

As Canada's premier economic centre, and a growing global financial presence, the Financial District is Toronto's public face to the world. To build upon this shared asset for the City, *Raising the Standard: A Public Realm Strategy for Toronto's Financial District* put forth the area's first comprehensive plan to improve the public experience in the district with a consistent and coordinated approach.

ANNUAL REVIEW

The strategy, which is based on the City's 5-year Capital Plan, undergoes an annual review to ensure that it captures the most current information on project scope and delivery timelines outlined by the City. This 2016 update to the original strategy will be circulated to City staff, officials and agencies to incorporate project scope and intent into the major capital and infrastructure planning process.

PUBLIC REALM

All physical space from building-face to building-face, including sidewalks, roads, laneways, parks, and open spaces. This includes the primarily privately owned and maintained PATH underground walkway.

A TOOL TO RAISE STANDARDS

In 2012, the Toronto Financial District BIA began a thorough analysis of the state of its public realm. An asset inventory was created to track the state of all public elements on the street, from poles and trees to sidewalk conditions and newspaper boxes. The asset inventory demonstrated that publicly owned and managed streets and spaces are generally inconsistent and in poor condition. In contrast, adjacent private property owners have heavily invested in high-quality standards and finishes, further highlighting the poor condition of the public infrastructure.

After more than a year of planning and public consultation, the Toronto Financial District BIA released *Raising the Standard: A Public Realm Strategy for Toronto's Financial District* in early 2014. The strategy summarizes the functional and aesthetic state of the public realm in the Financial District and highlights best practices and areas for improvement. The strategy has allowed the Toronto Financial District BIA to lead a more collaborative effort to improve the standards of the public realm.

The full strategy is available on the Toronto Financial District BIA's website at <http://torontofinancialdistrict.com/raising-standard-public-realm-strategy-torontos-financial-district/>

KEY RECOMMENDATION 1

The City of Toronto must allocate capital budgets to support bringing the Financial District's public realm to the highest City standard as outlined in this strategy.

KEY RECOMMENDATION 2

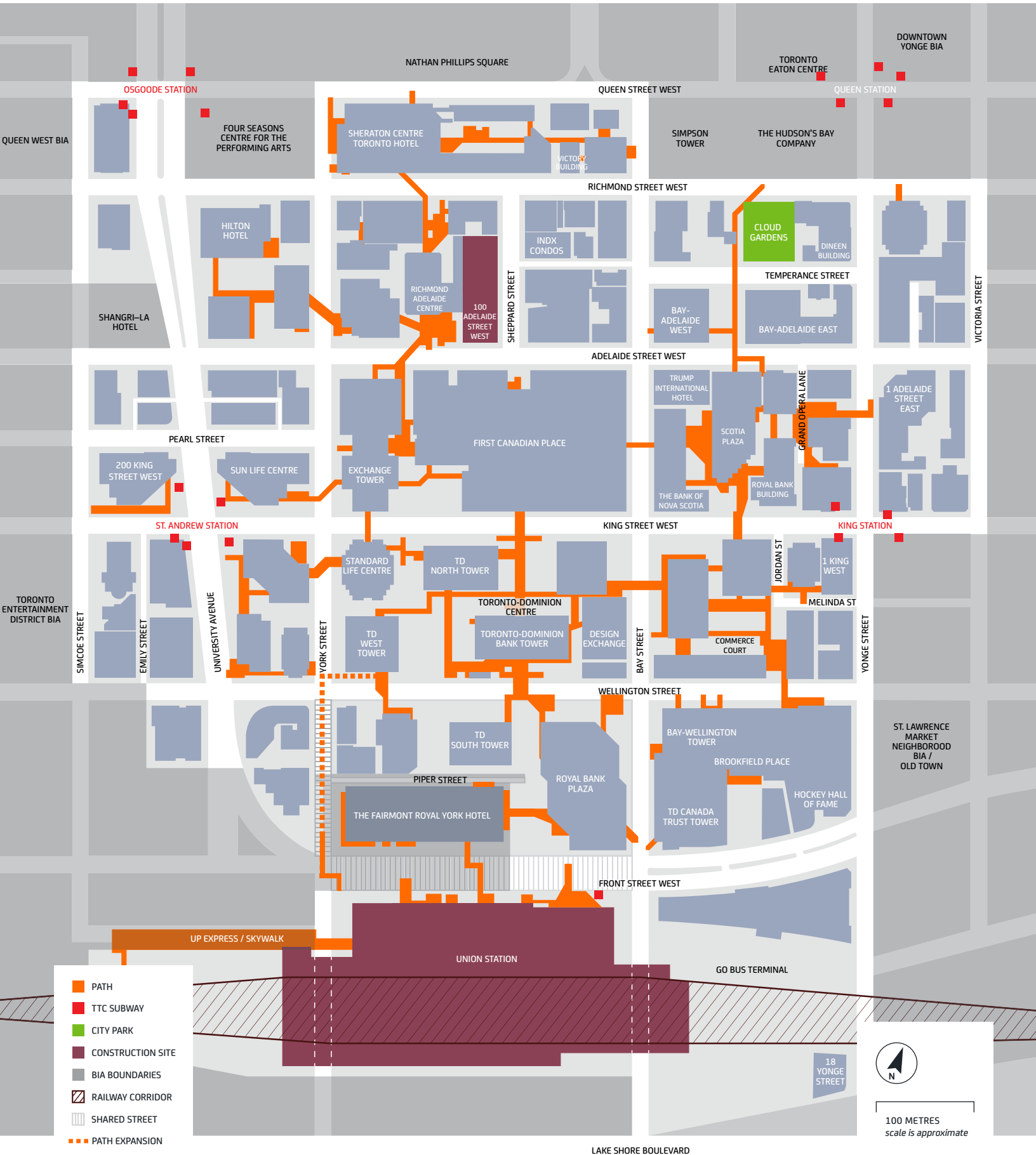
Capital improvements must also address the unique operational requirements of the Financial District in an effort to support future employment growth and private investments.

A COLLABORATIVE RETURN ON INVESTMENT

For a maximum return on public realm investments, it will be critical that a collaborative, long-term planning approach be utilized by the City, property owners and other area stakeholders. Capital works projects must be leveraged to improve the operations and aesthetics of the area simultaneously, and a disciplined application of the City's highest standards must be applied to complement the years of investment made by the private sector.

With the Toronto Financial District BIA as a coordinator for the area, the approach outlined in *Raising the Standard* will produce a public realm that addresses operational and environmental concerns, supports employment growth and increases Toronto's pride of place as a world-class financial centre.

FIGURE 1
TORONTO FINANCIAL DISTRICT BIA BOUNDARIES



A RESILIENT FINANCIAL DISTRICT

THE CASE FOR RESILIENCE

Toronto has suffered several 1 in 100 year storms in the last 15 years; notably the extreme rainstorms of 2005 and 2013 and the extreme winter storm in 2013. The city will continue to experience marked increases in extreme weather that will test our resilience such as higher average and maximum temperatures, heat waves and less frequent but more intense rainstorms.¹ Investing to create a more resilient Financial District will mitigate the impacts of extreme weather, which helps to preserve property values and commercial rates, ensure the timely delivery of goods and services, prevent transportation disruptions and maintain a thriving community for people to live, work and play.

Resilience: The ability of a system, entity, community, or person to withstand shocks while still maintaining its essential functions and to recover quickly and effectively. (Rockefeller Foundation)

ECONOMIC IMPACT OF EXTREME WEATHER

- The August 2005 rainstorm damaged roads and cost the City \$47 million in infrastructure repairs.²
- The July 2013 rainstorm caused extensive flooding damages surpassing \$70 million in public related expenditures and revenue losses and nearly \$1 billion in private property damage.³
- The December 2013 winter storm event left over 300,000 people without power and cost the City an estimated \$106 million in public related expenditures and revenue losses.⁴

THE COST OF INACTION

Ensuring a continuity of critical services and operations improves a city's ability to retain its economic competitiveness.⁵ The quality disconnect between public infrastructure and the high quality private infrastructure challenges Financial District resilience, as failure to improve and maintain infrastructure could prove costlier than proactively planning for adaptation to climate change and pressures.⁶

Investments in resilience can have significant positive economic impacts through the reduction of future lost revenues.⁷

GREEN INFRASTRUCTURE

Investment in green infrastructure such as permeable surfaces, street trees, bioswales and natural areas can mitigate the effects of surface water runoff and flooding from damaging building foundations. Street trees can increase pavement life by 40-60%⁸ and have been estimated to generate a 660% to 850% return on the initial capital investment over a 50-year period.⁹

1 City of Toronto. (2012). Toronto's Future Climate: Study Outcomes. Retrieved from: <http://www.toronto.ca/legdocs/mmis/2013/pe/bgrd/backgroundfile-55155.pdf>. Accessed May 12, 2016.

2 Ibid.

3 City of Toronto. (2014). Resilient City – Preparing for a Changing Climate. Retrieved from <http://www.toronto.ca/legdocs/mmis/2014/pe/bgrd/backgroundfile-70623.pdf>. Accessed May 13, 2016.

4 City of Toronto. (2014). Impacts from the December 2013 Extreme Winter Storm Event on the City of Toronto. Retrieved from <http://www.toronto.ca/legdocs/mmis/2014/cc/bgrd/backgroundfile-65676.pdf>. Accessed May 12, 2016.

5 World Economic Forum. (2014). The Global Competitiveness Report 2014-2015. Retrieved from http://www3.weforum.org/docs/WEF_GlobalCompetitivenessReport_2014-15.pdf. Accessed May 17, 2016.

6 City of Toronto. (2014). Best Practices in Climate Resilience From Six North American Cities. Retrieved from <http://www1.toronto.ca/City%20of%20Toronto/Environment%20and%20Energy/Programs%20for%20Businesses/Images/16-06-2014%20Best%20Practices%20in%20Climate%20Resilience.pdf>. Accessed May 16, 2016.

7 The World Bank. (2013). Building Resilience: Integrating Climate and Disaster Risk into Development. Retrieved from http://www.worldbank.org/content/dam/Worldbank/document/SDN/Full_Report_Building_Resilience_Integrating_Climate_Disaster_Risk_Development.pdf. Accessed June 21, 2016.

8 Burden, D. (2006). Urban Street Trees – 22 Benefits – Specific Applications. Retrieved from https://www.michigan.gov/documents/dnr/22_benefits_208084_7.pdf. Accessed May 25, 2016.

9 Green Roofs for Healthy Cities. (n.d.). Green Infrastructure Design Charrette – Making the Business Case for Green Infrastructure Investment in Your Community. Retrieved from http://greenroofs.org/resources/Charrette_Final-Report.pdf. Accessed May 26, 2016.

CASE STUDIES

The initiatives and benefits of investments to improve resilience have been demonstrated in many cities, including:

NEW YORK^{10,11}

In 2010, New York outlined a \$5.3 billion investment towards reducing impervious surface runoff by 10% by 2030 through numerous improvements to areas including streets and sidewalks, with enhancements such as increased street trees, improved tree pits, bioswales and permeable pavement. Additionally, a \$300 million investment in 2015 to harden electrical infrastructure, including burying power lines is expected to reduce outage impacts on customers by up to 50%.



Bioswales increase permeability in New York, NY.

LONDON¹²

Beginning in 2010, London outlined plans to prioritize and manage areas and assets that were identified at risk to surface water flooding. Approximately £3.2 million was invested to upgrade its infrastructure with enhancements including permeable surfaces, improved tree pits and diverting stormwater into landscaped areas to reduce surface runoff.

RECOMMENDATIONS FOR INCREASING RESILIENCE IN THE FINANCIAL DISTRICT

- Identify and coordinate private infrastructure hardening opportunities as part of City capital projects.
 - Increase permeability throughout the district by identifying opportunities on designated “green streets” to divert groundwater away from building foundations (p. 5).
 - Continue to increase of tree planting and canopy where possible as outlined in the 2014 *Raising the Standard: A Public Realm Strategy for Toronto’s Financial District* (p. 59–60) to reduce burden on drainage infrastructure and reduce the urban heat island effect.
 - Increase LED lighting where possible to reduce power and maintenance costs.
 - Bury overhead hydro wires where possible to reduce conflict with tree canopy.
 - Continue to track and monitor new and existing assets to ensure adequate asset lifespan.
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10 City of New York. (2015). One New York: The Plan for a Strong and Just City. Retrieved from <http://www.nyc.gov/html/onenyc/downloads/pdf/publications/OneNYC.pdf>. Accessed June 22, 2016.

11 City of New York. (2010). NYC Green Infrastructure Plan. Retrieved from http://www.nyc.gov/html/dep/pdf/green_infrastructure/NYCGreenInfrastructurePlan_LowRes.pdf. Accessed June 24, 2016.

12 City of London. (2014). Investment & Performance Board (IPB). Retrieved from https://www.london.gov.uk/moderngov/documents/s38213/12_Drain%20London%20IPB%20cover%20report%2024072014.pdf. Accessed May 18, 2016.

PERMEABLE INFRASTRUCTURE STREETScape SUMMARY

PERMEABLE INFRASTRUCTURE STREETScape SUMMARY (TABLE 1)¹³

Street Name	Utility Grade Grates Permeability %	Green Infrastructure Permeability %	Hard Boulevard Planting (in-ground trees) #	Right-of-Way Cycle Track Planters #
Adelaide Street	0.38%	0.03%	5	0
Jordan Street	0.73%	0.00%	0	N/A
Melinda Street	0.29%	0.00%	0	N/A
Queen Street West	1.69%	1.09%	0	N/A
Richmond Street	0.60%	0.17%	5	0
Simcoe Street	0.38%	0.02%	5	17
University Avenue	0.53%	2.08%	40	N/A
Wellington Street West	0.35%	1.01%	42	N/A
York Street	0.15%	0.89%	34	N/A

¹³ "Green Streets" as outlined in the 2014 *Raising the Standard: A Public Realm Strategy for Toronto's Financial District* (p. 25).

SUMMARY OF STREETScape RECOMMENDATIONS AND PROJECT IMPLEMENTATIONS

The following provides an update to the information provided in Appendix C in *Raising the Standard: A Public Realm Strategy for Toronto's Financial District*.

PROJECT DEVELOPMENT

Projects included coordinate information obtained from extensive public consultations, meetings with property managers and City staff and agencies, review of the City's 5-year Capital Plan and best practices.

COMPLETE STREETS

Complete streets are designed to accommodate various user groups and modes of travel, ensuring transit, automobiles, commercial vehicles, pedestrians, and cycling are forefront in the planning process.

PUBLIC REALM PROJECTS

A key strategic directive of *Raising the Standard* is to leverage the City's 5-year Capital Plan and identify proposed, scheduled, and planned public and private capital infrastructure activities and planning studies in the Financial District with the intent of leveraging and maximizing coordination and investments to improve the public realm. This strategy proposes a framework to ensure that all capital and repair work leads to functional and aesthetic improvements.

In developing project scopes, each street in the Financial District was analyzed to review its character, operational constraints and considerations, scheduled work, and opportunities for improvement. Projects take a "complete streets" approach, developing a hierarchy of streets to ensure the district can support various user groups, operations, and activities. These project descriptions are a working framework that are to be used in discussions with City officials, staff, utility companies, and the private sector.

By leveraging the City's 5-year Capital Plan, *Raising the Standard* will bring about positive change within the Financial District by ensuring improvement projects are incorporated early in the planning stages. Further collaboration and/or studies will be required to shape specific project details when timelines, funding, stakeholder engagement, and operational requirements are identified and confirmed.

GENERAL NOTES

The following notes apply to Table 1: Summary of Streetscape Recommendations and Project Implementations.

- These details only apply when implementing City standards. Private properties are encouraged to implement and maintain their own high-quality details.
- Efforts to increase the urban tree canopy are strategically focused on Adelaide Street, Richmond Street, Wellington Street, University Avenue, and York Street, supporting the City's efforts to increase the overall tree canopy to 40% (*Sustaining and Expanding the Urban Forest: Toronto's Strategic Forest Management Plan*).
- Where an open planter cannot be achieved, opportunities for tree planting should be based on current City standards such as T-3A (or most current approved equivalent).
- Installation of tree guards when implementing open pit details is recommended (City-standard, black frame).
- Projects should follow guidelines from *Tree Planting Solutions in Hard Boulevard Spaces: City's Best Practice Manual* when installing trees in the Financial District.
- Projects should follow the City's guidelines for *Drought Tolerant Landscaping* when selecting plant materials.
- All efforts to improve accessibility should be pursued, including installing detectable warning plates at intersections, crosswalks, and transit stops.
- All instances where City-standard sidewalks are reinstated (from utility cuts) or fully reconstructed should implement recommended details. In instances where sidewalks are not being reconstructed but work is occurring, efforts should be made at minimum to strip and install new paver details.
- Opportunities to ensure the district becomes more resilient to extreme weather conditions should be pursued (e.g., green infrastructure to manage water runoff, burying overhead electrical wires).
- All TTC poles should be black upon scheduled replacement, unless otherwise specified.
- Opportunities to upgrade street lighting to more efficient LED technology should be pursued.
- All new City standard street furniture should be black. WR4 (or most current equivalent) litter bins should be installed area wide.
- Projects should identify opportunities to install new bicycle parking. Emphasis should be placed on areas where sidewalks permit clustering of ring-and-posts and focused around cycling infrastructure (e.g., Adelaide, Richmond, and Simcoe Cycle Tracks).
- Projects should identify opportunities to expand TO360 Wayfinding Project, focusing on Yonge Street, Queen Street, University Avenue, and York Street.

FIGURE 2
FINANCIAL DISTRICT OPERATIONS MAP

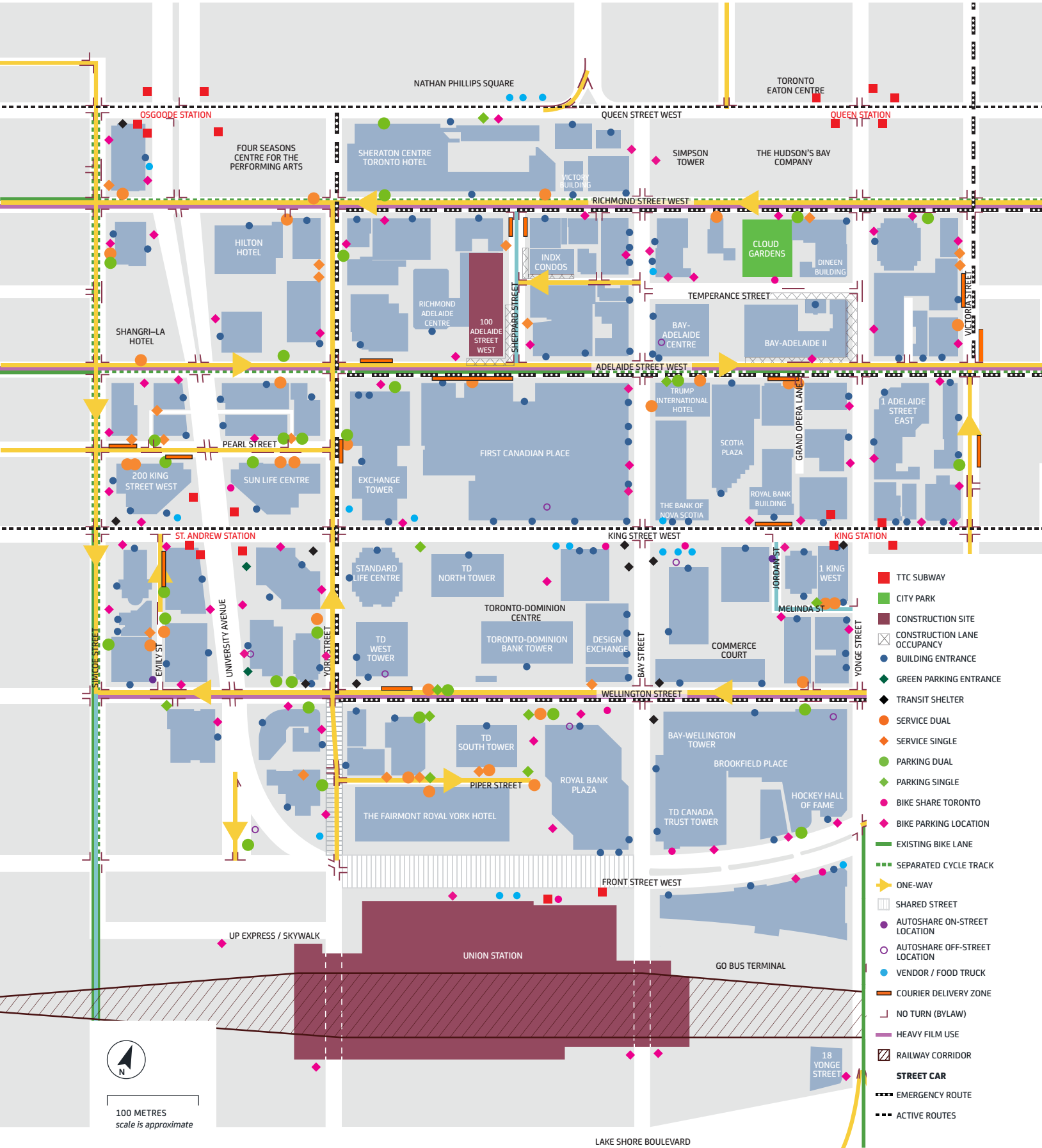
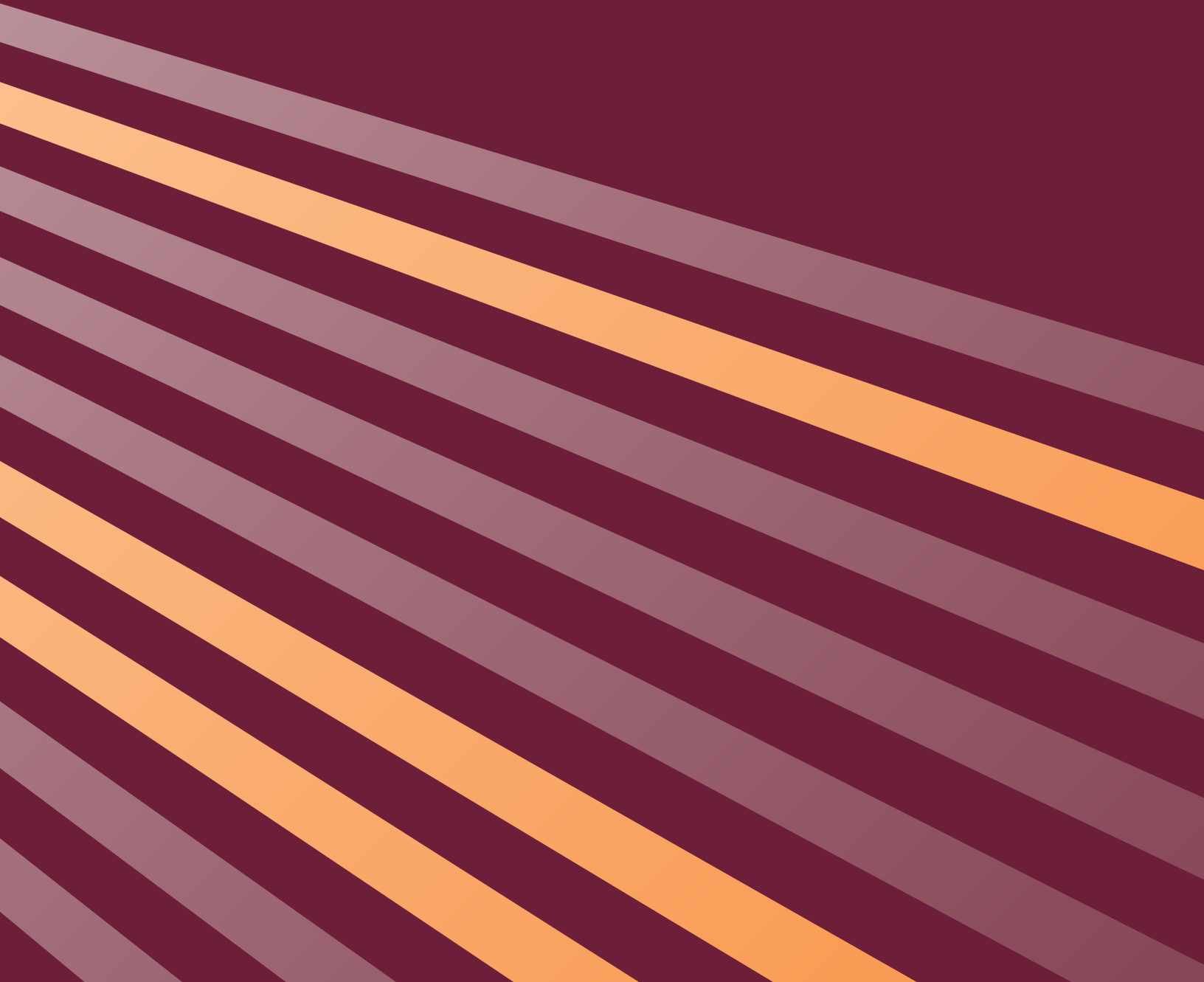


FIGURE 3
FINANCIAL DISTRICT PUBLIC REALM VISION PLAN





APPENDIX C

2016 UPDATE TO SUMMARY OF STREETScape RECOMMENDATIONS AND PROJECT IMPLEMENTATION

STREETScape SUMMARY

Street Name	Total ROW in Meters (Average)	Road Width in Meters (Average)	Sidewalk Width in Meters (Average)	City-standard Sidewalks %	Non-City-standard Sidewalks %	LED Lighting %	Recommended City-standard Sidewalk Details – 200x200x60 mm Charcoal Grey Granite	Recommended Tree Detail	Year(s) of FDBIA Capital Project
Adelaide Street	20.62	12.73	3.94	76.6%	23.4%	0%	2-row Grey Granite Paver Banding Black TTC Poles	Open Planter (in-ground tree) (minimum 1200 x 2800 mm) with City-standard corten tree grate and guard Barracuda 48" Ellis Planter in Caviar Black (or approved equivalent) (Cycle Track placement)	2014 (York to Simcoe) <i>Completed</i> 2016 (Simcoe to Victoria) <i>Completed</i> 2019 – 2020 (York to Victoria)
Bay Street	22.32	13.61	4.35	49.7%	50.3%	0%	2-row Grey Granite Paver Banding Black TTC Poles	None	2015 <i>Completed</i> TBD Bay St. Underpass
Emily Street	10.10	6.05	1.08	100%	0%	0%	Poured Concrete	None	TBD
Front Street West	30.01	22.48	3.77	35.3%	64.7%	0%	Union Station Plaza Detail / 2-row Grey Granite Paver Banding (Bay to Yonge Street)	Union Station Plaza Detail Sybertech 42" Round Millennium Reservoir Planter in Black (or approved equivalent)	2015 <i>Completed</i>
King Street	22.71	12.88	4.91	24.6%	75.4%	74%	6-row Grey Granite Paver Banding Black TTC Poles LED Lighting	None	2014 – 2015 <i>Completed</i>
Jordan Street	11.77	7.27	2.25	39.3%	60.7%	0%	2-row Grey Granite Paver Banding	Open planter (minimum 2400 mm) with charcoal granite curb (T-1A or most current approved equivalent)	TBD
Melinda Street	16.21	8.51	3.85	70.7%	29.3%	0%	2-row Grey Granite Paver Banding	Open planter (minimum 2400 mm) with charcoal granite curb (T-1A or most current approved equivalent)	TBD
Pearl Street	12.10	7.30	2.40	80.1%	19.9%	0%	Poured Concrete	None	TBD
Piper Street	10.30	7.30	1.50	100%	0%	0%	Poured Concrete	None	TBD
Queen Street West	24.17	16.80	3.68	100%	0%	0%	Nathan Phillips Square Queen Street Detail (TBC) / 2-row Grey Granite Paver Banding (York to Simcoe Street) Galvanized TTC Poles	Nathan Phillips Square Queen Street Detail (TBC) Open Planter (in-ground tree) (minimum 1200 x 2800 mm) with City-standard corten tree grate and guard (York to Simcoe Street)	2017
Richmond Street	21.17	13.35	3.91	98.5%	1.5%	0%	2-row Grey Concrete Paver Banding Galvanized TTC Poles	Open Planter (in-ground tree) (1200 x 2800 mm) with City-standard corten tree grate and guard Barracuda 48" Ellis Planter in Caviar Black (or approved equivalent) (Cycle Track placement)	2016 (York to Church) 2017 (Simcoe to Victoria) 2018 – 2019 (York to Simcoe)

STREETSCAPE SUMMARY

Street Name	Total ROW in Meters (Average)	Road Width in Meters (Average)	Sidewalk Width in Meters (Average)	City-standard Sidewalks %	Non-City-standard Sidewalks %	LED Lighting %	Recommended City-standard Sidewalk Details – 200x200x60 mm Charcoal Grey Granite	Recommended Tree Detail	Year(s) of FDBIA Capital Project
Sheppard Street	14.92	9.10	2.91	100%	0%	0%	TBD as part of Temperance Street Precinct Plan	TBD as part of Temperance Street Precinct Plan	TBD
Simcoe Street	20.91	11.25	4.83	84.9%	15.1%	0%	6-row Grey Granite Paver Banding	Open Planter (in-ground tree) (minimum 1200 x 2800 mm) with City-standard corten tree grate and guard (T1-A or most current approved equivalent) Barracuda 48" Ellis Planter in Caviar Black (or approved equivalent) (Cycle Track placement)	2014 <i>Completed</i>
Temperance Street	15.14	7.90	3.62	70.8%	29.2%	0%	TBD as part of Temperance Street Precinct Plan	TBD as part of Temperance Street Precinct Plan	2017 Pilot Project (Bay to Sheppard)
University Avenue	38.30	28.62	4.84	80.6%	19.4%	0%	2-row Grey Granite Paver Banding	York Street Tree Detail – Granite Planter / Seat-wall Detail in charcoal grey (York Street Promenade Detail or most current approved equivalent)	TBD
Victoria Street	17.60	11.00	3.30	100%	0%	0%	2-row Grey Granite Paver Banding Galvanized TTC Poles	None	TBD
Wellington Street West	20.53	12.99	3.77	35.4%	64.6%	0%	2-row Grey Granite Paver Banding City-standard unit paving surface Black TTC Poles LED Lighting	Open Planter (in-ground tree) (minimum 1200 x 2800 mm) with City-standard corten tree grate and guard (T1-B or most current approved equivalent)	2017
Yonge Street	21.13	13.93	3.60	100%	0%	0%	2-row Grey Granite Paver Banding	None	TBD
York Street	21.32	12.90	4.21	74.0%	26.0%	0%	2-band Granite Paver / Union Station Front Street Plaza Paving Detail (or approved equivalent) Black TTC Poles	Granite Planter / Seat-wall Detail in charcoal grey (York Street Promenade Detail or most current approved equivalent) Barracuda 48" Ellis Planter in Caviar Black (or approved equivalent) (Cycle Track placement) Sybertech 42" Round Millennium Reservoir Planter in Black (or approved equivalent)	2016 Pilot Project (Front to Wellington Street) 2022 (Front Street to Railway Underpass)
Cloud Garden Park	N/A	N/A	N/A	N/A	N/A	N/A	N/A	TBD as part of Temperance Street Precinct Plan	TBD

STREETSCAPE SUMMARY

Street Name	BIA Completed and Proposed Work	City / Public Work Anticipated	Development Applications / Private Property Work	Funding Availability / Deficit	Action	Key City and Agency Departments
Adelaide Street	<p>Work completed in 2014 and 2015 included new City-standard sidewalk with 2-band of grey granite pavers, detectable warning plates, pole wraps, banners and new street signs (York Street to Simcoe Street)</p> <p>Work completed in 2015 reinforced Adelaide Street's importance as an operational street through the implementation of on street courier zones adjacent to building loading docks as part of the development of a cycle-track pilot project</p> <p>Work completed in 2016 included installation of pole wraps, banners, Canada Post relay box wraps and landscaped planters in the cycle track</p> <p><i>Proposed work includes:</i></p> <p>Increase tree canopy</p> <p>Remove raised planters and place trees in ground where possible (open pit minimum 2800 mm)</p> <p>Consolidate bicycle parking areas</p> <p>Complete installation of City-standard sidewalk with 2-band of grey granite pavers and detectable warning plates (York to Victoria Street)</p>	<p>TTC Track Removal, Full Road Rehabilitation and Sidewalk Reconstruction to FDBIA standard (York to Simcoe) (Completed 2014)</p> <p>Adelaide Street Cycle Track Pilot Project (Bathurst to Parliament Street) (Completed 2015)</p> <p>Transportation Safety Improvements at Yonge Street (2017)</p> <p>Toronto Hydro Relamping Program (half block west of Yonge) (2017)</p> <p>Sewer Rehabilitation (half block east of University, at Sheppard, half block west of Bay) (2017)</p> <p>Surface Traction Power Distribution Replacement (Bathurst to Church) (2017)</p> <p>Road Resurface and Rehabilitation (York to Bay) (2019)</p> <p>Pedestrian Infrastructure Improvements (Adelaide & Simcoe) (2019)</p> <p>TTC Track Removal and Watermain Replacement (2019 – 2020)</p>	<p>Bay – Adelaide Centre East (Completed 2016)</p> <p>100 Adelaide Street West (2013 – 2017)</p>	<p>Received cost share for 2014 capital project</p> <p>Eligible to apply for 50/50 cost share for 2019 – 2020 project</p>	<p>Work with City and stakeholders on final design and implementation of cycle track pilot project</p> <p>Identify as BIA project with MCIC as part of 2019 – 2020 TTC Track Removal and Watermain Replacement</p> <p>Coordinate 2019 project with Entertainment District BIA</p>	<p>Cycling Infrastructure and Programs</p> <p>Economic Development</p> <p>Engineering & Construction Services</p> <p>TTC Special Projects</p> <p>Parks, Forestry and Recreation</p> <p>Transportation Services</p> <p>Entertainment District BIA</p>

STREETSCAPE SUMMARY

Street Name	BIA Completed and Proposed Work	City / Public Work Anticipated	Development Applications / Private Property Work	Funding Availability / Deficit	Action	Key City and Agency Departments
Bay Street	<p>Work completed between 2013 and 2015 included installation of City-standard sidewalk with 2-band of grey granite pavers and detectable warning plates, consolidated bike parking (19 additional ring and posts), new wayfinding signage as part of TO360, pole wraps, traffic control box wraps, Canada Post relay box wraps, banners, new slim black litter receptacles, removal of unnecessary street furniture and new street signs</p> <p><i>Proposed work includes:</i></p> <p>Rehabilitation and public artwork in the Bay Street underpass to enhance the connection between the Financial District and Waterfront</p>	<p>Road Rehabilitation <i>(Completed 2015)</i></p> <p>Phase II City of Toronto Wayfinding Project TO360 <i>(Completed 2015)</i></p> <p>Toronto Hydro Underground Civil and Electrical Work (Wellington to Gardiner) <i>(2016–2017)</i></p> <p>Bell Cable Burying Work (at Richmond) <i>(2017)</i></p> <p>Toronto Hydro Underground Civil and Electrical Work (half block south of Front) <i>(2017)</i></p> <p>Toronto Hydro Underground Civil Work (half block south of King) <i>(2017)</i></p>	<p>45 and 141 Bay Street</p> <p>160 Front Street West <i>(Approved)</i></p>	<p>Received for 50/50 cost share for 2015</p> <p>TBD</p>	<p>Submit application to StreetART with Waterfront BIA to initiate process of improving the Bay Street underpass</p> <p>Discuss public realm improvements with City and developer as part of 45 and 141 Bay Street</p>	<p>Economic Development</p> <p>Transportation Services</p> <p>Street Furniture</p> <p>Pedestrian Projects, Public Realm Section</p> <p>StreetART</p> <p>Waterfront BIA</p>
Emily Street	<p>Work completed in 2016 included installation of pole wraps and banners</p> <p>Implement consistent City-standard concrete sidewalk</p>					Engineering & Construction Services
Front Street West	<p>Work completed in 2015 included reconstruction of the Front Street median to allow improved vehicular access to Brookfield Place, installation of new wayfinding signage as part of TO360, pole wraps, banners, litter bins, and new street signs</p>	<p>Front Street Revitalization <i>(Completed 2015)</i></p> <p>Phase II City of Toronto Wayfinding Project TO360 <i>(Completed 2015)</i></p> <p>Toronto Hydro Handwell Replacement – Yonge to York Street <i>(Completed 2015)</i></p> <p>Toronto Hydro Underground Civil and Electrical Work – Yonge to Bay <i>(2016–2017)</i></p> <p>Toronto Hydro Underground Utility Work (single pole installation / vault roof rebuild) (half block west of Bay) <i>(2017)</i></p> <p>Toronto Hydro Relamping Program (half block west of Yonge) <i>(2017)</i></p>	<p>171 Front Street West <i>(Approved)</i></p> <p>160 Front Street West <i>(Approved)</i></p>		<p>FDBIA to maintain Front Street planters and median</p> <p>Coordinate activities with Toronto Hydro</p>	<p>Union Station Working Group</p> <p>Engineering & Construction Services</p> <p>TTC</p> <p>Pedestrian Projects, Public Realm Section</p> <p>Parks, Forestry and Recreation</p>

STREETSCAPE SUMMARY

Street Name	BIA Completed and Proposed Work	City / Public Work Anticipated	Development Applications / Private Property Work	Funding Availability / Deficit	Action	Key City and Agency Departments
King Street	<p>Work completed in 2014 and 2015 included new City-standard sidewalks with 6-rows of grey granite pavers, detectable warning plates, new wayfinding signage as part of T0306, pole-wraps, banners, Canada Post relay box wraps, new slim black litter receptacles, and removal of unnecessary street furniture</p> <p>Work completed in 2016 included replacement of TTC poles with new black poles and LED street lights</p> <p><i>Proposed work includes:</i></p> <p>Removal of trees and unnecessary streetscape elements to improve pedestrian flows</p>	<p>TTC Streetcar Accessibility Improvements and FDBIA Sidewalk Reconstruction <i>(Completed 2015)</i></p> <p>Phase II City of Toronto Wayfinding T0360 <i>(Completed 2015)</i></p> <p>Toronto Hydro and City of Toronto LED Lighting Pilot Project (42 luminaries from University Avenue to Jordan Street) (2015 – 2016)</p> <p>TTC Pole Replacement (2015 – 2016)</p> <p>Private Property Granite TTC Accessibility Cuts (2015 – 2016)</p> <p>King Street Vision Study Pilot Project (2017)</p> <p>King Station Elevator Improvements (2017 – 2019)</p> <p>Enwave (Victoria Street East to St. Lawrence Market BIA) (2017)</p> <p>Toronto Hydro Relamping Program (half block west of Yonge) (2017)</p>	<p>One King West (terracotta restoration and cornice replacement) <i>(Completed 2015)</i></p> <p>145 King West Podium Revitalization <i>(Completed 2015)</i></p>	<p>Received 50/50 cost share for 2014</p>	<p>Participate in the coordination and evaluation of the LED Lighting Pilot Project</p>	<p>Economic Development</p> <p>Surface Maintenance, Toronto Transportation Services</p> <p>TTC</p> <p>Toronto Hydro</p> <p>Pedestrian Projects, Public Realm Section</p>

STREETSCAPE SUMMARY

Street Name	BIA Completed and Proposed Work	City / Public Work Anticipated	Development Applications / Private Property Work	Funding Availability / Deficit	Action	Key City and Agency Departments
Melinda and Jordan Streets	<p>Work completed in 2016 included installation of FDBIA branded pole wraps and banners, Canada Post relay box wraps and repainting of black historic Hydro poles</p> <p>Improve the connection of Jordan and Melinda Streets to Commerce Court</p> <p>Explore programming and shared street principles to activate the street as a temporary public open space</p> <p>Install detectable warning plates at intersections and crosswalks</p> <p>New consolidated bicycle parking areas</p>	<p>Transportation Services Road Improvements <i>(Completed 2014)</i></p> <p>Toronto Hydro Underground Utility Work <i>(2016–2019)</i></p> <p>King Station Elevator Improvements <i>(2015–2017)</i></p> <p>Toronto Hydro Relamping Program (Jordan Street) <i>(2017)</i></p>		TBD	Identify opportunities for streetscape improvements as part of TTC Easier Access Program	TTC Economic Development
Pearl Street	<p>Work completed in 2016 included installation of FDBIA branded pole wraps and banners</p> <p>Remove all parking near the loading facility to improve access</p> <p>Convert Pearl Street into two-way street between York and University</p>				Advocate for two-way conversion of Pearl Street	TEY Traffic Operations and Traffic Planning
Piper Street	Implement consistent City-standard concrete sidewalk					Transportation Services

STREETSCAPE SUMMARY

Street Name	BIA Completed and Proposed Work	City / Public Work Anticipated	Development Applications / Private Property Work	Funding Availability / Deficit	Action	Key City and Agency Departments
Queen Street West	<p>Completed work in 2015 included the installation of a gateway wayfinding element installed as part of TO360</p> <p>Work completed in 2016 included installation of FDBIA branded pole wraps and banners</p> <p><i>Proposed work includes:</i></p> <p>Identify future opportunities for public art at Queen and Bay intersection</p> <p>Potential installation of wayfinding signage at key pedestrian decision points as part of Phase III TO360</p> <p>Introduce elements from Nathan Phillips Square Revitalization on the south side of Queen Street to extend the square and attract people to the south side of the street (Bay to York Street)</p> <p>Increase tree canopy</p> <p>Remove raised planters and place trees in ground where possible (open pit minimum 2800 mm) (Simcoe to York Street)</p> <p>City-standard sidewalk with 2-band of grey granite pavers (Simcoe to York Street)</p> <p>Install detectable warning plates at intersections and crosswalks</p>	<p>Nathan Phillips Square Revitalization (Completed 2016)</p> <p>TTC Overhead Electrical Program (Completed 2016)</p> <p>TTC Track and Watermain Replacement (2016 – 2017)</p> <p>Civic Improvements (2017)</p> <p>Road Rehabilitation (University to York) (2017)</p> <p>Toronto Hydro Relamping Program (half block west of Yonge) (2017)</p> <p>Sewer Rehabilitation (at University) (2017)</p> <p>Hydro One Underground Infrastructure Work (York to Bay) (2018 – 2020)</p> <p>Road Rehabilitation (York to Bay) (2019)</p> <p>Line 1 Subway Extension Work (at University) (2019)</p>	2 Queen Street West (Proposed)	Eligible to apply for 50/50 cost share in 2017	Identified as BIA project with MCIC as part of 2017 TTC Track Replacement	<p>Economic Development</p> <p>Engineering & Construction Services</p> <p>TTC Special Projects</p> <p>City Planning / Civic Improvements</p> <p>Pedestrian Projects, Public Realm Section</p>

STREETSCAPE SUMMARY

Street Name	BIA Completed and Proposed Work	City / Public Work Anticipated	Development Applications / Private Property Work	Funding Availability / Deficit	Action	Key City and Agency Departments
Richmond Street	<p>Work completed in 2016 included new City-standard sidewalks with 2-rows of grey concrete pavers, installation of detectable warning plates, removal of raised planters, improved in-ground tree plantings with corten steel grates and guards</p> <p><i>Proposed work includes:</i></p> <p>Installation of pole wraps and banners</p> <p>Installation of landscaped planters in the cycle track</p>	<p>Richmond Street Cycle Track Pilot Project (Bathurst to Parliament Street) <i>(Completed 2015)</i></p> <p>Watermain and TTC Track Replacement <i>(2014–2016)</i></p> <p>Full Road Resurfacing Including BIA Improvements (York to Church Street) <i>(2016)</i></p> <p>Toronto Hydro Relamping Program (half block west of Yonge) <i>(2017)</i></p> <p>Sewer Rehabilitation (Lane west of York St south from Richmond) <i>(2017)</i></p> <p>Surface Traction Power Distribution Replacement (York to Victoria) <i>(2017)</i></p> <p>Toronto Hydro Underground Civil and Electrical Work (at Yonge) <i>(2017)</i></p> <p>Toronto Hydro Underground Civil Work (half block east of York) <i>(2017)</i></p> <p>Watermain Replacement (York to Simcoe Street) <i>(2019)</i></p>	Bay Adelaide Centre North Tower <i>(Proposed)</i>	Applied for 50/50 cost share for 2016	<p>In-progress for 2016 implementation <i>(active project)</i></p> <p>Identify with MCIC as BIA project for 2018–2019 as part of watermain replacement</p> <p>Coordinate 2019 project with Entertainment District BIA</p>	<p>Economic Development</p> <p>Engineering & Construction Services</p> <p>TTC Special Projects</p> <p>Parks and Forestry</p> <p>Transportation Infrastructure, Transportation Services</p> <p>St. Lawrence Market BIA</p> <p>Downtown Yonge BIA</p> <p>Entertainment District BIA</p>

STREETSCAPE SUMMARY

Street Name	BIA Completed and Proposed Work	City / Public Work Anticipated	Development Applications / Private Property Work	Funding Availability / Deficit	Action	Key City and Agency Departments
Sheppard Street	Improved streetscape as part of larger Temperance Street Precinct Plan	<p>Sewer Rehabilitation (at Temperance) (2017)</p> <p>Watermain Replacement (Richmond to Adelaide) (2019)</p>	<p>INDX Condos (2012–2015)</p> <p>100 Adelaide West (2013–2017)</p>	TBD	Work with City Planning to develop a precinct plan for Temperance Street, Sheppard Street, and Cloud Garden Park	<p>City Planning</p> <p>Economic Development</p> <p>Parks and Forestry</p>
Simcoe Street	<p>Work completed in 2014 included repaired sidewalks, installation of consistent grey paver treatment, pole wraps, banners, new litter bins and new street signs</p> <p><i>Proposed work includes:</i></p> <p>Identify opportunities for enhanced tree canopy</p> <p>Implement consistent sidewalk detail (6-row grey granite paver)</p> <p>Explore opportunities for public art to activate the east side of the street</p> <p>Install detectable warning plates at intersections and crosswalks</p> <p>Consolidated bicycle parking areas</p>	<p>Grind and Pave (Completed 2014)</p> <p>Simcoe Street Cycle Track Pilot Project (Completed 2014)</p> <p>Enwave (2016)</p> <p>Toronto Hydro (single pole installation or vault/roof rebuilding) (2016–2019)</p> <p>Toronto Hydro Underground Electrical Work (half block south of King) (2019)</p>	<p>160 Front Street West (Approved)</p> <p>171 Front Street West (Approved)</p>	TBD	<p>Identify opportunities for streetscape improvements as part of permanent installation of cycle-tracks</p> <p>Coordinate efforts with Entertainment District BIA</p>	<p>Economic Development</p> <p>Transportation Infrastructure, Transportation Services</p> <p>Cycling Infrastructure and Programs</p> <p>Entertainment District BIA</p>

STREETSCAPE SUMMARY

Street Name	BIA Completed and Proposed Work	City / Public Work Anticipated	Development Applications / Private Property Work	Funding Availability / Deficit	Action	Key City and Agency Departments
Temperance Street	<p>Work completed in 2016 included installation of FDBIA branded pole wraps and banners, and repainting of black historic Hydro poles</p> <p>Explore the potential to transform Temperance Street into a flexible shared street</p> <p>Utilize high-quality materials in the public realm to create a unique experience</p> <p>Eliminate curbs</p> <p>Connect with Cloud Garden Park and Sheppard Street</p> <p><i>Proposed work for 2017 includes:</i></p> <p>Develop a pilot project to create opportunities for expanded patio space for restaurants (Bay to Sheppard) through the creation of parklettes</p> <p>Advance opportunities for public art and lighting in public laneway connecting Richmond and Temperance Streets</p>	<p>Bell Underground Utility Work (Yonge to Sheppard Street) (2015–2016)</p> <p>Toronto Hydro (underground and overhead infrastructure work at Bay Street) (2016)</p> <p>Toronto Hydro Relamping Program (half block west of Yonge) (2017)</p>	<p>INDX Condos (2012–2016)</p> <p>Bay Adelaide Centre East (2012–2016)</p> <p>Bay Adelaide Centre North (Approved)</p>	<p>Utilize Section 37/45 funding</p> <p>Eligible to apply for 50/50 cost share</p>	<p>Work with City Planning, Brookfield, and other relevant City staff and stakeholders to develop a precinct plan for Temperance Street, Sheppard Street and Cloud Garden Park</p> <p>Develop parklette standards</p> <p>Work with relevant City staff and stakeholders to develop pilot project for 2017</p>	<p>Public Realm</p> <p>Brookfield</p> <p>Dream</p> <p>City Planning</p> <p>Economic Development</p> <p>TEY Traffic Operations and Traffic Planning</p> <p>Bell</p> <p>Toronto Hydro</p>

STREETSCAPE SUMMARY

Street Name	BIA Completed and Proposed Work	City / Public Work Anticipated	Development Applications / Private Property Work	Funding Availability / Deficit	Action	Key City and Agency Departments	
University Avenue	Development of linear park with stronger connections to Queen's Park	Sewer Rehabilitation (at Heenan Pl) (2017)		Eligible to apply for 50/50 cost share	Identify with MCIC as BIA project for 2019 as part of watermain replacement	Economic Development	
	Streetscaping should include City-standard sidewalk with 2-band of grey granite pavers and open tree details with improved plantings	Enwave (installation of new pipelines) (Pearl to College) (2018)				Engineering & Construction Services	
	Utilize ambient lighting to showcase the street at night	Watermain Replacement (north of Queen Street) (2019)				Public Realm	
	Assess options to improve pedestrian connections at the intersection of York, University and Front						
	Install detectable warning plates at intersections and crosswalks						
	Potential installation of wayfinding signage at key pedestrian decision points as part of Phase III T0360						
Consolidated bicycle parking areas							
Victoria Street	City standard sidewalk with 2-rows of grey granite pavers	TTC Track Replacement (Completed 2014)			Identified as BIA project with MCIC as part of 2016 TTC Electrical Program	Economic Development	
	Install detectable warning plates at intersections and crosswalks	TTC Electrical Program (reconstruction of streetcar overhead lines and replacement of power system at Adelaide Street) (2016)				Coordinate project with St. Lawrence Market BIA and Downtown Yonge BIA	Engineering & Construction Services
	Coordinate streetscape efforts with St. Lawrence Market BIA and Downtown Yonge BIA	Enwave (2017)				TTC Special Projects	
		TTC Pole Replacement (TBD)				St. Lawrence Market BIA	
						Downtown Yonge BIA	

STREETSCAPE SUMMARY

Street Name	BIA Completed and Proposed Work	City / Public Work Anticipated	Development Applications / Private Property Work	Funding Availability / Deficit	Action	Key City and Agency Departments
Wellington Street West	<p>Efforts should focus on alleviating operational, access, and egress concerns</p> <p>Streetscaping should include City-standard sidewalk with 2-rows of grey granite pavers and open tree details (open pit minimum 2800 mm)</p> <p>Improvements should connect green spaces along Wellington Street (Berczy Park, David Pecaut Square, Clarence Square, and Victoria Square)</p> <p>Install detectable warning plates at intersections and crosswalks</p> <p>Plans should address curbside activities such as taxis, shredding trucks and deliveries</p> <p>TTC pole replacement (black) with new lighting</p>	<p>TTC Streetcar Curb Cuts (2016–2017)</p> <p>TTC Streetcar Track Reconstruction and Watermain Replacement (2017)</p> <p>Road Rehabilitation (University to York) (2017)</p> <p>TTC Pole Replacement (2017)</p> <p>Toronto Hydro Relamping Program (half block west of Yonge) (2017)</p>		Eligible to apply for 50/50 cost share for 2017	<p>Identified as BIA project with MCIC as part of 2017 watermain and track replacement</p> <p>FDBIA led study to evaluate two-way conversion of Wellington Street and address issues related to operations, access, and egress <i>(Completed 2015)</i></p> <p>Develop plans for streetscape improvements <i>(Completed 2016)</i></p> <p>Coordinate project development and implementation</p>	<p>Economic Development</p> <p>Engineering & Construction Services</p> <p>TTC Special Projects</p> <p>Parks and Forestry</p> <p>Public Realm</p> <p>St. Lawrence Market BIA</p> <p>Entertainment District BIA</p>

STREETSCAPE SUMMARY

Street Name	BIA Completed and Proposed Work	City / Public Work Anticipated	Development Applications / Private Property Work	Funding Availability / Deficit	Action	Key City and Agency Departments
Yonge Street	<p>Work completed in 2016 included installation of FDBIA branded pole wraps and banners, Canada Post relay box wraps and repainting of black historic Hydro poles</p> <p>Incorporate details from adjacent neighborhoods to ensure connectivity along the street while respecting the Financial District's unique character</p> <p>Streetscaping should include City-standard sidewalk with 2-band of grey granite pavers and improved lighting</p> <p>Improve Yonge Street underpass</p> <p>Install detectable warning plates at intersections and crosswalks</p> <p>Potential installation of wayfinding signage at key pedestrian decision points as part of Phase III T0360</p>	<p>Yonge-Love Planning Study Downtown Yonge BIA <i>(Completed 2014)</i></p> <p>Proposed Cycle Track – 10 Year Cycle Network Plan <i>(Completed 2016)</i></p> <p>Lower Yonge Street Precinct Plan <i>(2013–2016)</i></p> <p>Yonge Street Study and Environmental Assessment (Gerrard to Queen Streets) <i>(2016–2017)</i></p> <p>Toronto Hydro Underground Electrical Work (Esplanade to Front) <i>(2016–2017)</i></p> <p>Toronto Hydro Relamping Program (Front to Queen) <i>(2017)</i></p>	Bay Adelaide Centre East <i>(2012–2016)</i>		<p>Work with Cycling Infrastructure on plans for Yonge Street cycle-track</p> <p>Participate in Yonge Street EA to a cohesive plan that can extend elements to all of downtown Yonge Street</p>	<p>Public Realm</p> <p>TEY Traffic Operations and Traffic Planning</p> <p>Waterfront BIA</p> <p>Cycling Infrastructure and Programs</p> <p>Downtown Yonge BIA</p> <p>Toronto Hydro</p>

STREETSCAPE SUMMARY

Street Name	BIA Completed and Proposed Work	City / Public Work Anticipated	Development Applications / Private Property Work	Funding Availability / Deficit	Action	Key City and Agency Departments
York Street	<p>Work completed in 2016 included Front-York-University Interim Streetscape Plan which created an improved pedestrian environment using road paint and landscaped planters</p> <p><i>Proposed work includes:</i></p> <p>2 band Granite Paver / Union Station Front Street Plaza Paving Detail (or approved equivalent)</p> <p>Open tree detail with improved plantings</p> <p>“Green-walk” plans should use trees and landscaping to create strong connections to Osgoode Hall park to the north and York Street Promenade to the south</p> <p>Create gateway features at York Street’s intersections with Queen and Front Streets to attract pedestrian traffic</p> <p>Promote the street as a dining and entertainment destination</p> <p>Install detectable warning plates at intersections and crosswalks</p> <p>TTC pole replacement (black) with new lighting</p> <p>Completion of wayfinding signage at key pedestrian decision points as part of Phase III T0360</p>	<p>Front-York-University Interim Streetscape Plan (Completed 2016)</p> <p>TTC Reconstruction (streetcar overhead lines and replacement of power system) (2016)</p> <p>TTC Pole Replacement (2017 – 2018)</p> <p>Enwave (installation of new pipe lines) (at Front Street) (2018)</p> <p>North West PATH (2018)</p> <p>Hydro One Underground Infrastructure Work (Queen to Queen’s Quay) (2018 – 2020)</p> <p>Toronto Watermain Replacement (Front to railway underpass) (2022)</p> <p>York Street Beautification and Promenade (TBD)</p>		Eligible for 50/50 cost share	<p>FDBIA developed preliminary streetscape plans in 2014</p> <p>NW PATH to be revisited by City in 2018. Identified as BIA project as part of York Street Promenade Reconstruction</p> <p>Identify underpass project as part of 2022 watermain replacement</p> <p>Work with City and EDBIA to implement long-term temporary improvements (as outlined in NW PATH EA) to manage increased pedestrian flows</p>	<p>Pedestrian Projects, Public Realm Section</p> <p>Transportation Services</p> <p>Entertainment District BIA</p> <p>Economic Development</p> <p>Engineering & Construction Services</p> <p>Facilities Management</p> <p>Public Realm</p> <p>TTC</p>

STREETSCAPE SUMMARY

Street Name	BIA Completed and Proposed Work	City / Public Work Anticipated	Development Applications / Private Property Work	Funding Availability / Deficit	Action	Key City and Agency Departments
Cloud Garden Park	<p>Cloud gardens park is the only public park in the Financial District</p> <p>Recent developments along Temperance Street have brought new users and uses to the area. There is now an opportunity to create an integrated vision for the precinct, including an enhanced park design</p> <p>To capture these opportunities, the FDBIA completed a Cloud Gardens Park survey in August 2016</p> <p><i>Survey results highlighted the following:</i></p> <ul style="list-style-type: none"> • Safety concerns (hidden spaces, illicit and anti-social activities) • Priorities for enhanced experience (maintenance, landscaping, seating, programming) • Important features of the current park design (water element, trees, seating) • Primary purpose of park (relaxing, experiencing nature) <p><i>Proposed work includes:</i></p> <p>A revised park design, including:</p> <ul style="list-style-type: none"> • Eliminating hidden, dark spaces (i.e. ramps) • Additional seating • Enhanced lighting • Improved landscaping • More open space for programming • Integration with Temperance Street <p>Ensure water feature, trees and seating are incorporated into a future park design</p> <p>Introduce alternate management/partnership models to allow for enhanced maintenance, security and programming</p>		Bay Adelaide Centre North (Approved)		<p>Work with City Planning, Brookfield, and other relevant City staff and stakeholders to develop a precinct plan for Temperance Street, Sheppard Street, and Cloud Garden Park</p> <p>Working with Toronto Police to address safety concerns with Park</p>	<p>Brookfield</p> <p>Temperance Street Properties</p> <p>Public Realm</p> <p>City Planning</p> <p>Economic Development</p> <p>TEV Traffic Operations and Traffic Planning</p> <p>Ward 28 Councillor</p> <p>52 Division</p>

The Toronto Financial District Business Improvement Area (BIA) represents Canada's premier business centre, an area that includes Union Station, the PATH underground walkway and Canada's five major banks and most prominent firms. With a mandate to promote economic development in the area, the Toronto Financial District BIA's initiatives include implementing a comprehensive public realm strategy for the Financial District, undertaking annual public realm improvements, showcasing the daily activity of our thriving businesses at TorontoFinancialDistrict.com and @MyTOFD, advocating for the needs of Financial District members and identifying collaborative opportunities that ensure the Financial District and PATH are well-maintained, integrated, connected and accessible.

The importance of Toronto's Financial District worldwide and as an economic generator for the City is readily apparent. The 15 square blocks of the Financial District make up less than 0.1% of Toronto's land, but generates 6% of its property tax revenue and 15% of its jobs. Toronto has been ranked among the 10 most important financial centres in the world by the *Financial Times' The Banker* magazine for the past several years.

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