

# RAISING THE STANDARD

2023 UPDATE TO THE  
PUBLIC REALM STRATEGY  
FOR TORONTO'S FINANCIAL DISTRICT

November 2023



TORONTO  
FINANCIAL  
DISTRICT



# TABLE OF CONTENTS

|           |  |    |
|-----------|--|----|
| <b>1</b>  | Land Acknowledgement                                   | 3  |
| <b>2</b>  | About this Report                                      | 4  |
|           | Financial District Operations Map                      | 5  |
| <b>3</b>  | Key Updates  | 6  |
| <b>4</b>  | FDBIA Public Realm Improvements 2022–2023              | 8  |
| <b>5</b>  | A Vibrant Financial District following COVID-19        | 10 |
|           | Office Space   | 10 |
|           | Retail and Spending                                    | 10 |
|           | Transit and Transportation                             | 11 |
|           | Hotels and Tourism                                     | 12 |
|           | Living Costs   | 12 |
|           | Recovery Trends from Other Cities                      | 13 |
| <b>6</b>  | Transport and Infrastructure                           | 14 |
|           | The Ontario Line & Queen Streetcar Diversion           | 14 |
|           | Adelaide Utility Work and Streetcar Track Installation | 15 |
|           | York Streetcar Track Installation                      | 16 |
|           | King Street Transit Priority Corridor                  | 17 |
|           | Cloud Gardens Park                                     | 17 |
|           | Temperance Street                                      | 17 |
|           | Union Station Security Perimeter                       | 18 |
| <b>7</b>  | Private Transportation                                 | 19 |
|           | Micromobility  | 19 |
|           | Toronto’s Electric Vehicle Strategy                    | 20 |
| <b>8</b>  | Acknowledgements                                       | 21 |
| <b>9</b>  | Board of Management and Staff                          | 21 |
|           | Board of Management                                    | 21 |
|           | Staff  | 22 |
| <b>10</b> | Works Cited  | 23 |
| <b>11</b> | Photography Credits                                    | 26 |
| <b>12</b> | Completed Public Realm Improvements 2013–2023          | 27 |
| <b>13</b> | Public Realm Projects 2023–2027                        | 29 |

# LAND ACKNOWLEDGEMENT

The Financial District BIA acknowledges the land we operate on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee, and the Wendat peoples and is now home to many diverse First Nations, Inuit, and Métis peoples.

We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

# ABOUT THIS REPORT

## ABOUT THIS REPORT

This document is intended to outline the status of the public realm near the end of 2023 and explain material changes coming to the public realm in the upcoming years. We use our unique position to comment on the care of the public spaces in the Financial District. This document is intended to have a lifespan of one year.

## PUBLIC REALM

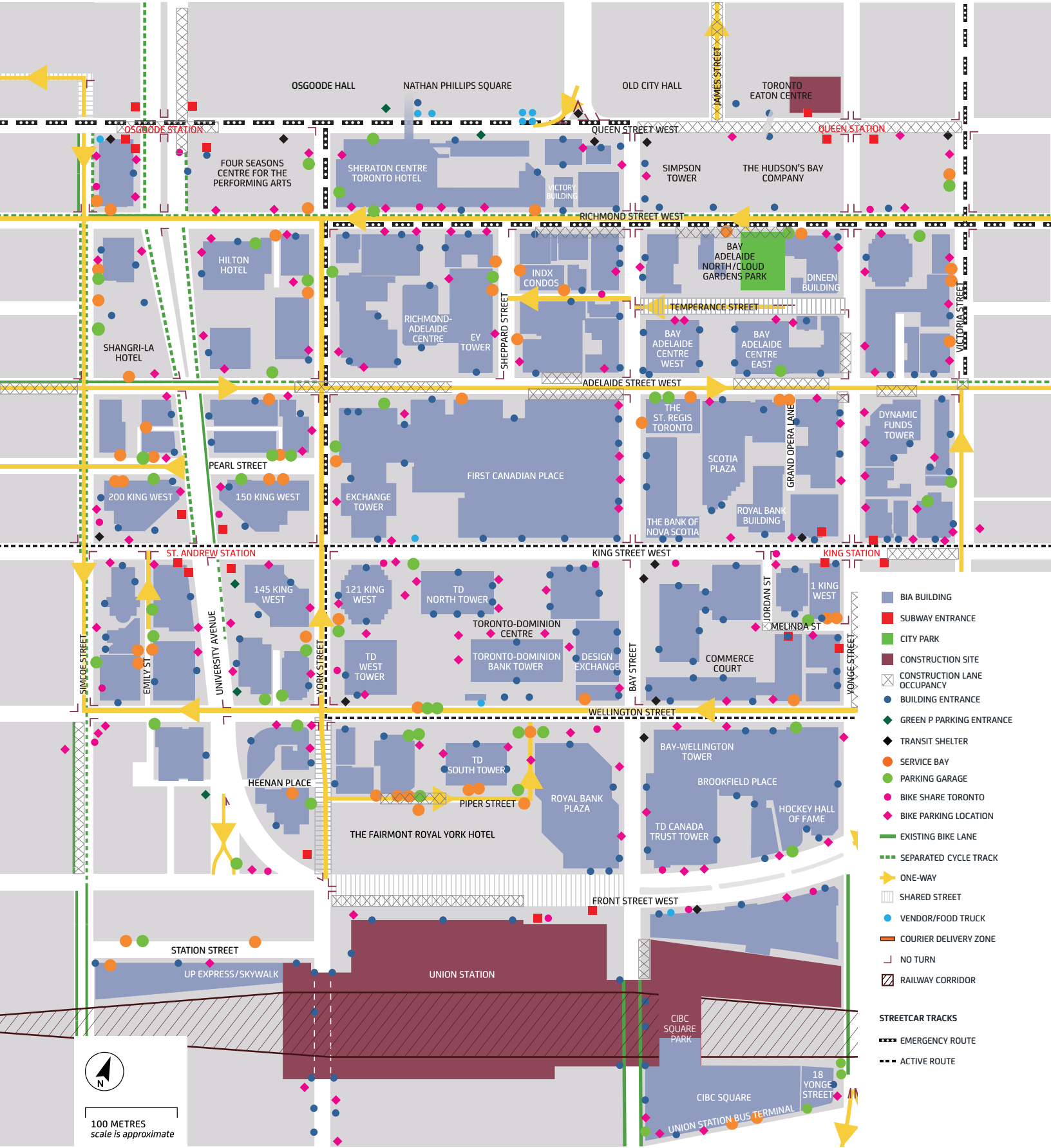
All publicly accessible physical space between buildings, including sidewalks, roads, laneways, parks, and open spaces. In the Financial District, this includes the primarily privately owned and maintained PATH underground walkway.

The Financial District BIA (FDBIA) monitors the capital and policy changes that can affect the public realm in Toronto's Financial District. This is an annual update that summarizes these changes and how they will impact downtown Toronto.

The full strategy, including the FDBIA's public realm standards, is available on the FDBIA's website at:

[www.torontofinancialdistrict.com/publicrealm](http://www.torontofinancialdistrict.com/publicrealm)

**FIGURE 1**  
**FINANCIAL DISTRICT OPERATIONS MAP**



## KEY UPDATES

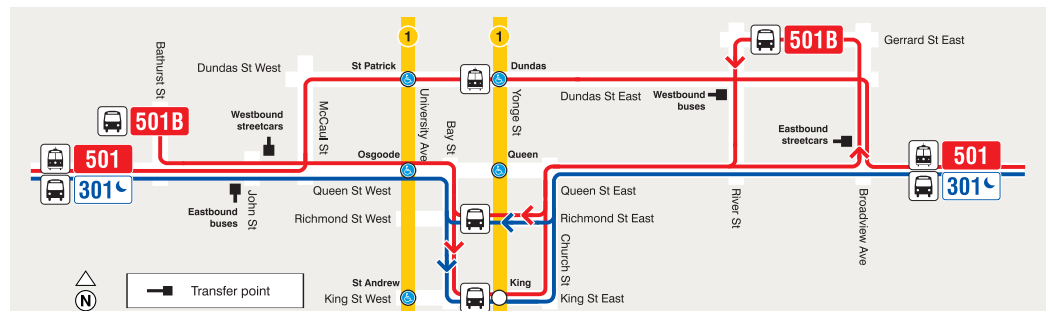
### A VIBRANT FINANCIAL DISTRICT FOLLOWING COVID-19

A May 2023 report by Altus estimates 9.4 million square-foot surplus of office space expected by 2041. Plain offices are no longer attractive to employees, so offices with integrated amenities will be in demand. The FDBIA is advocating that the City update its downtown office retention policies to reflect this.



### THE ONTARIO LINE & QUEEN STREETCAR DIVERSION

Necessary infrastructure upgrades are resulting in significant work on Adelaide and York Streets. The FDBIA has been and will continue to work with property managers to advocate for sufficient access during these projects. The Queen streetcar will be diverted onto Richmond and Adelaide Streets via York Street to allow for the Queen Ontario Line station to be built at Yonge.



## TRANSPORT AND INFRASTRUCTURE

- The City is trialling and has partially funded permanent infrastructure for the King Street transit priority corridor.
- Union Station's security barriers are scheduled for replacement next summer with permanent bollards.
- The City is preparing to trial e-scooter ridesharing in 2024. The FDBIA requested this trial include designated parking and restricted sidewalk use. This was adopted in Council's motion.



## PRIVATE TRANSPORTATION

- The City is preparing for an e-scooter rental trial next summer. The FDBIA encourages responsible rollout of e-scooters and implementation of cycle lanes for micromobility.
- Canada's Infrastructure Bank is rolling out a financing program to support buildings installing their own car charging or hydrogen refuelling infrastructure.





## FDBIA PUBLIC REALM IMPROVEMENTS 2022–2023



- Adelaide Street's watermain installation was completed. Required hydro vault upgrades were initiated in May 2023 with a scheduled completion in March 2024.
- Streetcar track installation on York and Adelaide Streets is underway with a scheduled completion date of March 2024.



- Wellington Street (Yonge to York) TTC poles were replaced.



- Traffic control boxes were re-wrapped with poster and graffiti-resistant public art.





- Cloud Gardens Park was reinstated upon completion of Scotiabank North Tower at Bay Adelaide Centre.



- Temperance Street was converted into a shared street with attractive brick paving and a smooth connection to open space on either side of the street.

## A VIBRANT FINANCIAL DISTRICT FOLLOWING COVID-19

### ACTIVITY-BASED WORK

A shift to “activity-based work” will see employees coming into the office based on the type of work they need to complete.

For example, a day of virtual meetings could be done remotely, but a collaborative brainstorming session would require in-person attendance. This shift might also impact the type of building floorplate and layout favoured by employers and employees.

### OFFICE SPACE

Smaller, lower-quality buildings (“B” and “C” class) are unlikely to be converted to residential or occupied by offices. As such, Toronto’s Official Plan and office replacement policy should be adapted to reflect this. Onerous office replacement policies disincentivize residential or mixed-use development.<sup>1</sup>

- Class A office space is no longer sufficient to encourage a return-to-office; so-called “lifestyle offices” that integrate office space and amenities will be the new path forward.
- There are 40 million square feet of space being prepared for development.<sup>2</sup> Depending on return-to-office models moving forward, it is estimated that there will be a surplus of 49 million (assuming most employees return to the office two days a week) to 9.4 million (assuming most employees return to the office three days a week) square feet by 2041. Only if most employees return to the office four days a week will there be an increased need for office space (approximately 15 million square feet) before 2041.

The FDBIA has advocated for the City updating the downtown office replacement policy to reflect this new reality and promote more mixed-use buildings in downtown.

### RETAIL AND SPENDING

- 2023 showed a negative trend in retail spending in Toronto and Canada. Increased interest rates and an increased debt load due to the rising cost of housing are having an effect.
- In March 2023, 9 336 businesses opened in Toronto and the surrounding municipalities. Small businesses make up nearly 98% of all businesses in the city and employ about 60% of Toronto’s workforce.<sup>3</sup> The FDBIA has welcomed numerous small businesses in the past year with our social media team producing original content for more than 60 by mid-September.

1 Altus Group. Phase 2 Financial District Revitalization Strategies. 21 November 2022.

2 Altus Group. Office Needs and Policy Directions in the GTA. 19 May 2023, <https://static1.squarespace.com/static/60466adde21fa469e3679ee3/t/646cebc6e97a0217c11a6969/1684859852652/FINAL+-+Altus+Group+-+Office+Needs+and+Policy+Directions+in+the+GTA.pdf>.

3 Toronto, City of. “Local Shops.” 13 Sept. 2021, <https://www.toronto.ca/explore-enjoy/festivals-events/showloveto/local-shops/>.



## TRANSIT AND TRANSPORTATION

As of June 2023, TTC ridership has returned to 74% of pre-pandemic levels.<sup>4</sup> However, travel patterns have changed: rather than 5-day commutes, TTC riders are using the TTC more sporadically throughout the week.

- The number of unique riders who use the TTC 1–4 days per week is 120% of pre-COVID ridership.
- The number of unique riders who use the TTC 4–5 days per week is 58% of pre-COVID ridership.

Demand for streetcar and subway service is more directly affected by hybrid work;<sup>5</sup> office workers tend to prefer the streetcar and subway over buses.

Downtown Toronto should be convenient to access outside of traditional commute hours. Fare integration, increased all-day GO service, and an extension of the Ontario Seniors' Transit Tax Credit to younger age cohorts that includes office workers and students can help encourage ridership and visits to the downtown.

Once downtown, the public realm needs to be comfortable to make the trip feel worthwhile and encourage repeat visits. Extensive Ontario Line construction, while critical for the sustainability of the transit network, creates a medium-term disincentive to travelling downtown. Comfortable pedestrian sidewalks and pathways should be maintained, along with public squares and events.<sup>6</sup>



STREETCAR RIDERSHIP WAS AT 56% OF PRE-PANDEMIC LEVELS AS OF MAY 2023.



BUS RIDERSHIP LEADS AT 84% OF PRE-PANDEMIC LEVELS AS OF MAY 2023.



SUBWAY RIDERSHIP WAS AT 63% OF PRE-PANDEMIC LEVELS AS OF MAY 2023.

4 TTC CEO. Sustaining a Reliable Transit System: Outlook 2024 and Beyond. For Action, TTC Board, 12 June 2023, [https://ttc-cdn.azureedge.net/-/media/Project/TTC/DevProto/Documents/Home/Public Meetings/Board/2023/June-12/4\\_Sustaining\\_a\\_Reliable\\_Transit\\_System\\_Outlook\\_2024\\_and\\_Beyond.pdf?rev=61c6b26482974a958de7ec9f71b4009b&hash=B40A02964F09631B90874D51D02EE682](https://ttc-cdn.azureedge.net/-/media/Project/TTC/DevProto/Documents/Home/Public%20Meetings/Board/2023/June-12/4_Sustaining_a_Reliable_Transit_System_Outlook_2024_and_Beyond.pdf?rev=61c6b26482974a958de7ec9f71b4009b&hash=B40A02964F09631B90874D51D02EE682).

5 TTC Chief Safety Officer. Community Safety and Security Update. For Action, TTC Board, 12 June 2023, [https://ttc-cdn.azureedge.net/-/media/Project/TTC/DevProto/Documents/Home/Public-Meetings/Board/2023/June-12/4\\_Sustaining\\_a\\_Reliable\\_Transit\\_System\\_Outlook\\_2024\\_and\\_Beyond.pdf?rev=61c6b26482974a958de7ec9f71b4009b&hash=B40A02964F09631B90874D51D02EE682](https://ttc-cdn.azureedge.net/-/media/Project/TTC/DevProto/Documents/Home/Public-Meetings/Board/2023/June-12/4_Sustaining_a_Reliable_Transit_System_Outlook_2024_and_Beyond.pdf?rev=61c6b26482974a958de7ec9f71b4009b&hash=B40A02964F09631B90874D51D02EE682).

6 (Altus Group, Nov 2022)

## HOTELS AND TOURISM

- Downtown Toronto hotel occupancy rates in Q3 2022 are within 10% of where they were in 2019 (76% & 85% respectively).
- Travel for business, a key driver of tourism and hotel bookings in Toronto,<sup>7</sup> is expected to return to 2019 levels in late 2024 or early 2025.<sup>8</sup>

## LIVING COSTS

- Housing affordability is impacting downtown recovery.<sup>9</sup> The lack of office workers means the downtown economy will increasingly be driven by downtown residents.
- Rent has increased 15% year-over-year, with an average one-bedroom apartment in Toronto costing over \$2,500 in rent each month. Toronto's rental vacancy rate in 2022 was 1.7%, significantly lower than a healthy vacancy rate of 3–5%. High rents and low rental supply impact employees' ability to live close to work, impacting downtown vibrancy after hours.
- As of 2020, 36% of Toronto's condominiums are owned by investors. More than half of the GTA's condominium investors are losing money on their properties, which could impact construction trends and rental supply.

<sup>7</sup> PwC Canada. The Impact of the Pandemic on the Downtown Areas of Canada's Six Major Cities. Final, 22 Mar. 2021, <https://www.pwc.com/ca/en/deals/publications/950628-the-impact-of-the-pandemic-on-the-downtown-areas-of-canada-s-six-major-cities-en.pdf>.

<sup>8</sup> Caputo, Peter, et al. Navigating toward a New Normal: 2023 Deloitte Corporate Travel Study. 10 Apr. 2023, <https://www2.deloitte.com/us/en/insights/focus/transportation/corporate-travel-study-2023.html>.

<sup>9</sup> (PwC Canada)



## RECOVERY TRENDS FROM OTHER CITIES

### DOWNTOWN RECOVERY RANKING

This recovery ranking is based on research conducted between March and May 2023 by the University of Toronto of the 63 largest Canadian and US cities. It uses cell phone data to track the number of people within the boundaries of the downtown core and compares that to 2019 levels.<sup>10</sup>

### OVERALL FINDINGS

Mid-sized cities with a high concentration of jobs that must be done in person (e.g., film, health services, education) are recovering more quickly than cities that rely heavily on finance and tech sectors. Average commute time also seems to have an impact on recovery: Vancouver has an average commute time of 27 minutes, whereas Toronto's is over 36 minutes.

# Downtown Recovery Rankings:

## 24<sup>th</sup> NEW YORK CITY, NEW YORK

As of the end of May, the average weekday office occupancy in New York was 46%. Average subway ridership for the week of June 8, 2023 has returned to 68% of the pre-pandemic baseline.



## 45<sup>th</sup> CHICAGO, ILLINOIS

The number of residents in Chicago's central business district has grown by almost 9% since 2020, attracted by short commutes and rental availability. These residents tend to have higher incomes than elsewhere in the city. In 2022, they spent an estimated \$481 million in the district's businesses.



## 48<sup>th</sup> CALGARY, ALBERTA

Calgary is still experiencing high office vacancy rates, however, investment from the City is incentivizing downtown office conversions.



## 51<sup>st</sup> BOSTON, MASSACHUSETTS

Boston's recovery is neighbourhood specific. Where the city has a strong mix of residential and commercial properties, there is strong recovery. However, their financial district is lagging, with many small businesses suffering due to financial service workers choosing to work from home.



<sup>10</sup> Chapple, Karen, et al. "Downtown Recovery Rankings." School of Cities, May 2023, <https://downtownrecovery.com/charts/rankings>.

## 52<sup>nd</sup> MONTRÉAL, QUÉBEC

Montréal is experiencing a tight labour market that has employers hesitant to impose mandatory in-person attendance. Quebec had tighter COVID-19 restrictions than elsewhere in North America; the president and CEO of the Chamber of Commerce of Metropolitan Montréal said that these measures “continu[e] to have a lasting psychological impact on workers.”



## 54<sup>th</sup> VANCOUVER, BRITISH COLUMBIA

Though high rental prices are impacting Vancouver’s recovery, there have been positive trends recently in hotel occupancy rates and transit ridership numbers.



## 55<sup>th</sup> SEATTLE, WASHINGTON

Amazon required Seattle employees to return to the office three days a week, resulting in high foot traffic in May. Small business owners surrounding Amazon’s campus reacted positively to their return.



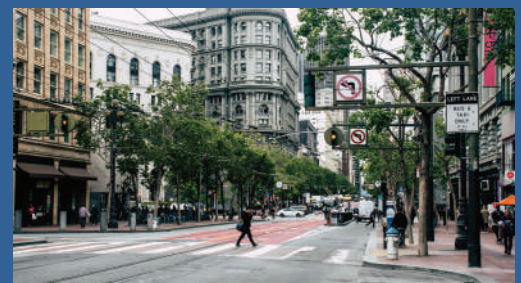
## 58<sup>th</sup> TORONTO, ONTARIO

Toronto has been steadily recovering since March of 2022. However, this is concentrated on some days of the week: the least-busy weekday is consistently Monday or Friday at 29% of pre-COVID foot traffic and the peak weekday, Wednesday, is steadily increasing.<sup>11</sup>



## 63<sup>rd</sup> SAN FRANCISCO, CALIFORNIA

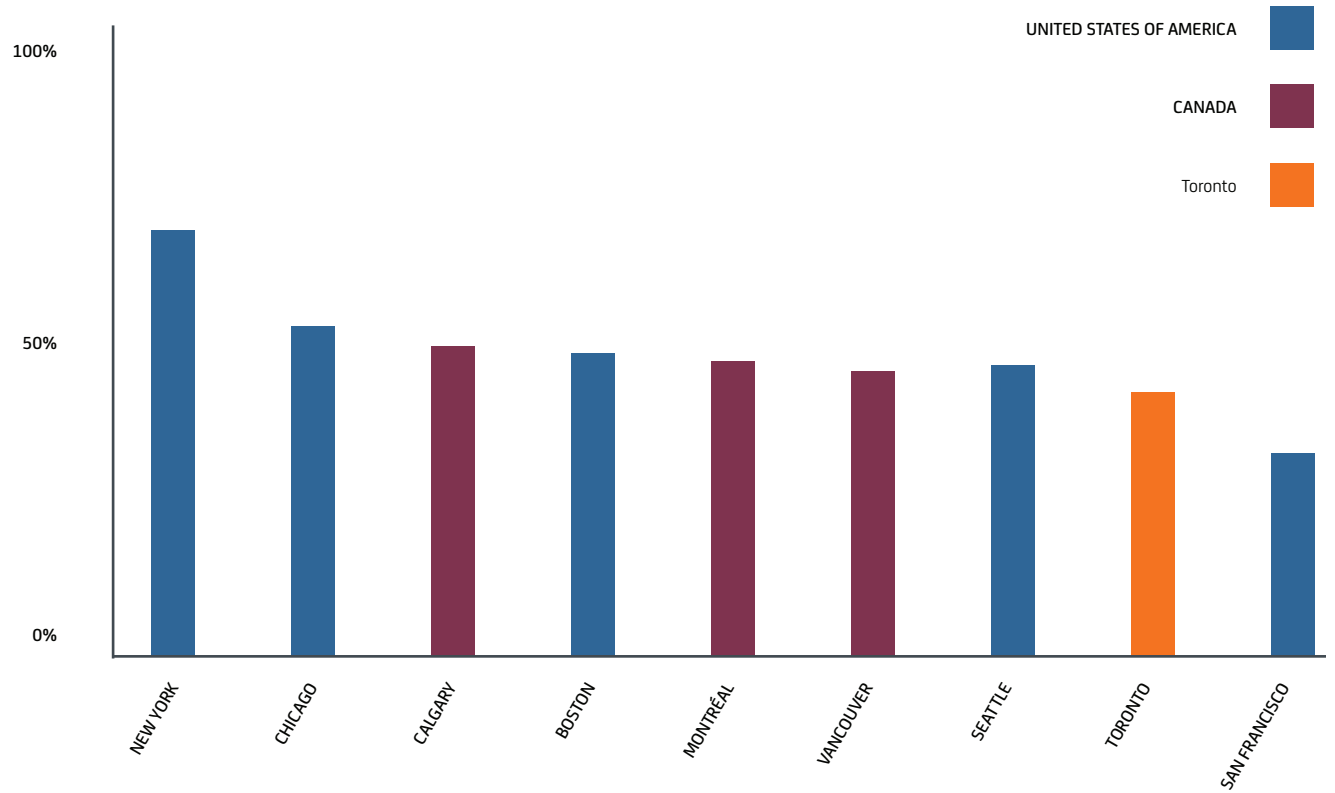
Downtown San Francisco has the weakest recovery from the pandemic of all study cities partially due to its high concentration of office jobs that have become remote. As of March 2023, office vacancy is about 30% in their downtown, yet rent is still high. Retail stores are also closing downtown, further threatening San Francisco’s recovery.



11. SRRA. “Occupancy Index - Oct 15, 2023”, <https://srraresearch.org/covid/almhpga3keymzyj-ls6b7-88sm6>.



## RECOVERY LEVELS AT A GLANCE

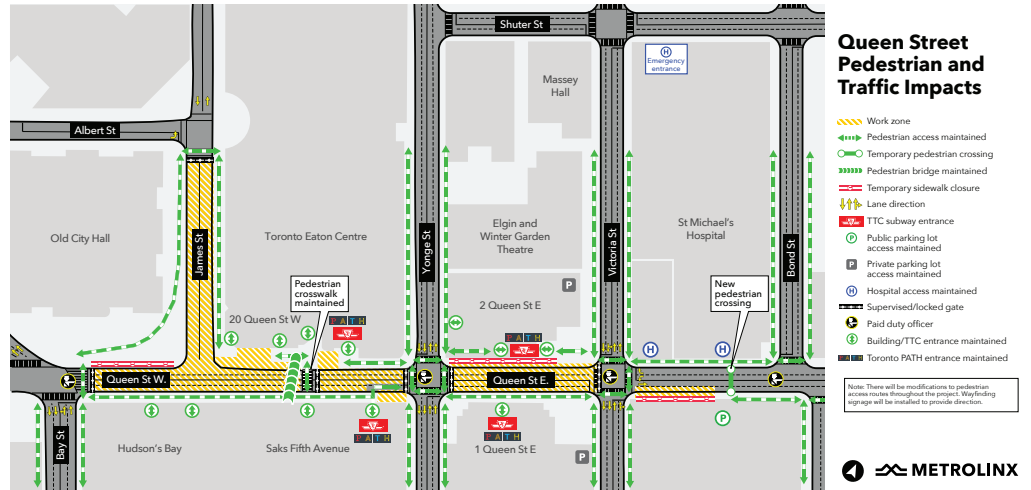


For the March to May period of this year, in comparison to 2019 activity levels, New York has reached 67% of 2019 levels, while San Francisco is lagging at only 32%. Toronto sits at 42% and is ranked 58<sup>th</sup> overall.

**THE ONTARIO LINE & QUEEN STREETCAR DIVERSION**

For construction of the Ontario Line Queen station, which will connect to existing Line 1, Queen Street will be closed from Bay Street to Yonge Street through 2027. Pedestrian access will be maintained.

In the upcoming year, utilities will be relocated to prepare for station construction in summer 2024. During this time, the configuration and hoarding style of the site may change, but no further closures will be made.



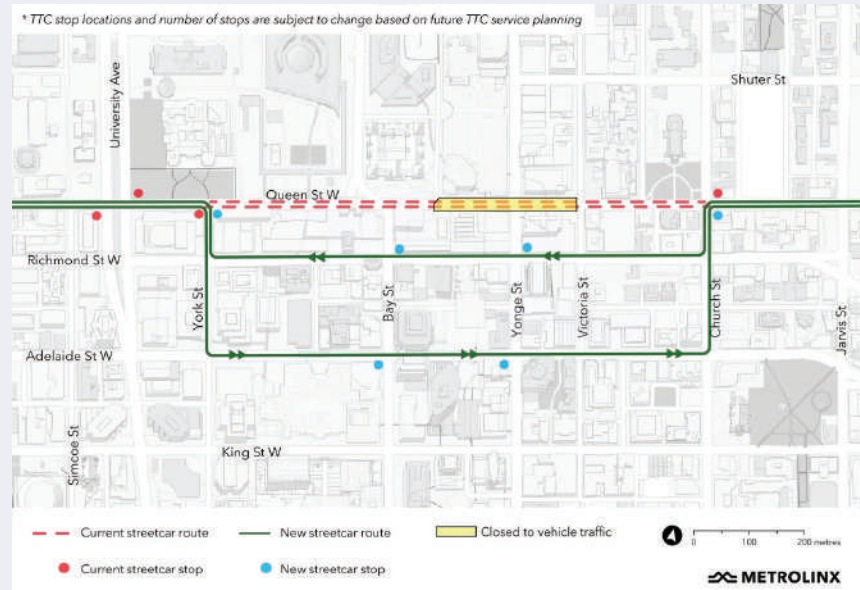
DURING CONSTRUCTION, QUEEN STREET WILL REMAIN OPEN TO PEDESTRIANS.



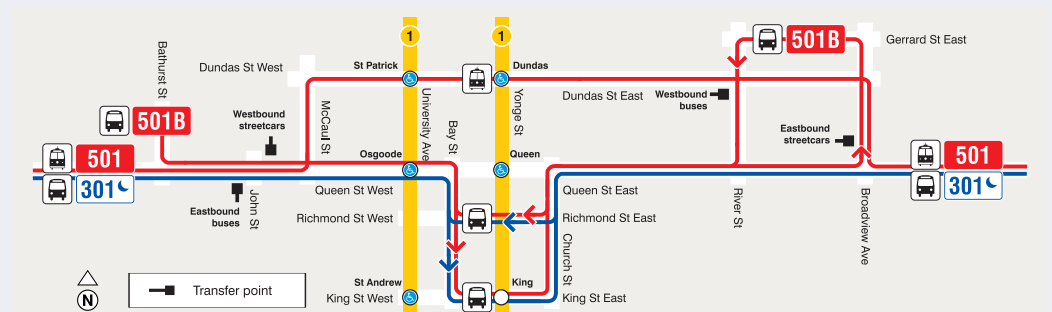
DESPITE BEING CLOSED TO VEHICULAR TRAFFIC FOR SUBWAY STATION CONSTRUCTION, PEDESTRIAN TRAFFIC REMAINS HIGH ON QUEEN STREET.



The 501 Queen streetcar will be diverted around the closure using reconstructed tracks on Adelaide and Richmond Streets. York Street will also be converted to two-way between Queen and Adelaide Streets to facilitate the diversion.



THE 501 QUEEN STREETCAR WILL DIVERT AROUND STATION CONSTRUCTION USING RICHMOND/ADELAIDE STREETS, YORK STREET, AND CHURCH STREET.



WHILE THE QUEEN STREETCAR DIVERSION IS BEING BUILT, THE 501 QUEEN STREETCAR WILL BE SPLIT BETWEEN A CROSS-CITY STREETCAR DIVERSION ON DUNDAS STREET, AND A DOWNTOWN 501B BUS ON RICHMOND AND KING STREETS.

#### ADELAIDE UTILITY WORK AND STREETCAR TRACK INSTALLATION

The City completed watermain reconstruction on Adelaide Street. Hydro vaults, which include Bell Canada and Toronto Hydro installations, were relocated by the watermain contractor to prepare the street for track installation. A new streetcar track will be laid down Adelaide Street from York Street to Church Street. Adelaide Street will be returned to its original configuration once the track is installed, excepting the cycle track, which will be relocated to the north side of the street.

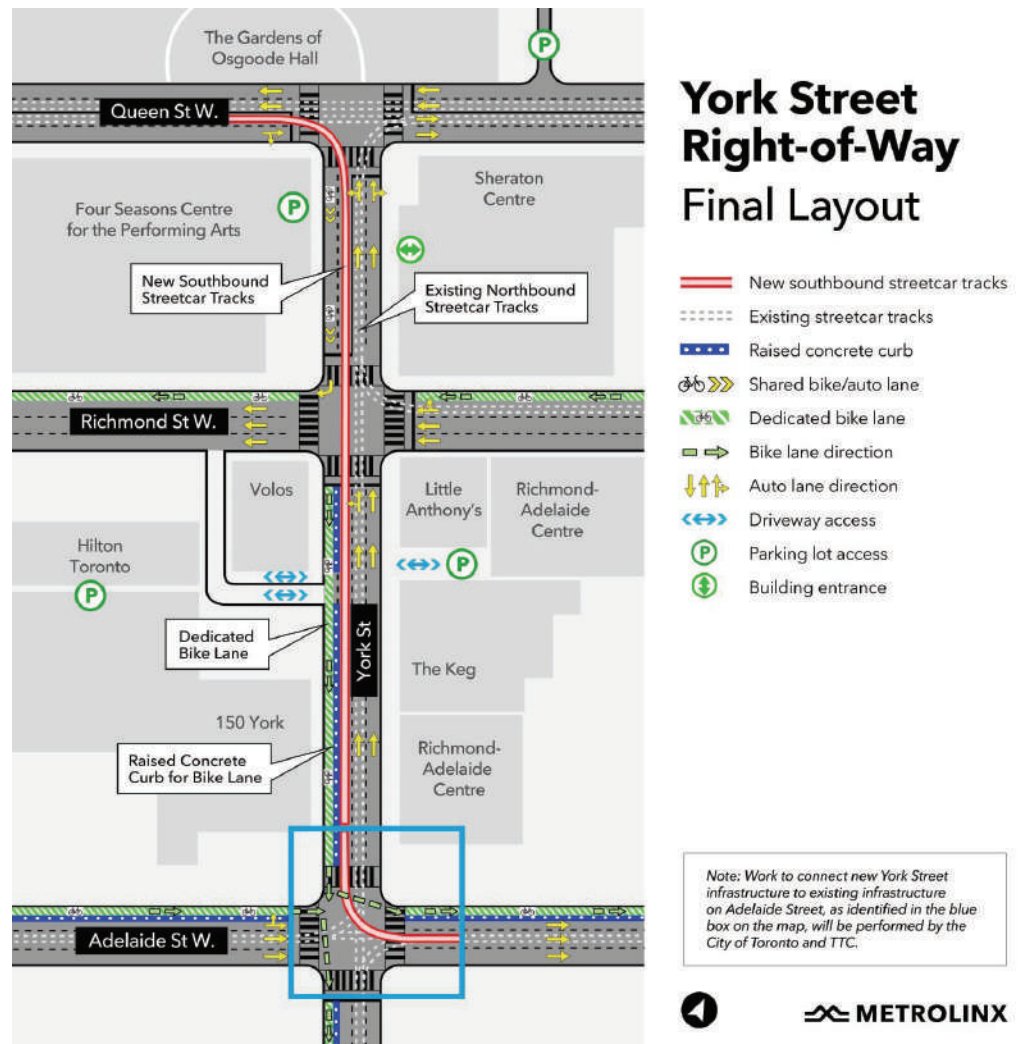
The FDBIA worked with affected properties on the south side of Adelaide Street to communicate access requirements to the City. The FDBIA continues to monitor the project and manage properties' access needs with the City.

### YORK STREETCAR TRACK INSTALLATION

York Street will have an additional southbound streetcar track installed from Queen Street to Adelaide Street in order to divert the Queen streetcar around the Ontario Line construction at Yonge and Queen Streets. York Street will also be converted to two-way between Queen and Adelaide Streets.

York Street will also be converted to two-way between Queen and Adelaide Streets. For this work, York Street will remain open with one lane in each direction.

Metrolinx will be managing the contractor for this project. The FDBIA worked with properties along York Street to set expectations and report access requirements to Metrolinx. The FDBIA will continue to work with Metrolinx and their contractor to appropriately manage construction and required closures.



WHEN DONE, YORK STREET BETWEEN ADELAIDE AND QUEEN STREETS WILL INCLUDE TWO NORTHBOUND MIXED-TRAFFIC LANES, A SOUTHBOUND MIXED-TRAFFIC LANE, AND A CYCLE TRACK.



## KING STREET TRANSIT PRIORITY CORRIDOR

King Street has been identified by the City of Toronto as a Great Street in the TOCore plan. Accordingly, the City is planning to introduce permanent streetscape improvements.



COMBINED BIKE LANE AND LOADING ZONE AT KING STREET & PORTLAND STREET THAT THE CITY IS TESTING TO REPLACE TEMPORARY KING STREET-CAR STOP INSTALLATIONS.

## CLOUD GARDENS PARK

Cloud Gardens Park was reopened this year following construction using Section 37 funds as part of the Bay-Adelaide Centre development. The redesigned park is more open than the previous one and features flower beds and integrated benches for seating. The new park complements the design of Temperance Street and the POPS Arnell Plaza on the other side of the street. Cloud Gardens Conservatory remains closed and requires refurbishment before reopening. The FDBIA encourages the City to use Section 37 funds for this purpose.



CLOUD GARDENS PARK HAS BEEN OPENED TO THE PUBLIC. HOWEVER, THE CONSERVATORY REMAINS CLOSED AND IN NEED OF REPAIR.

## TEMPERANCE STREET

Construction on Temperance Street between Bay and Yonge Streets is complete. The new street features decorative pavers, planters, and seating areas, and smoothly connects the adjacent Cloud Gardens Park to Arnell Plaza. It is a shared street that serves pedestrians and cyclists, and provides delivery access for nearby buildings while allowing for reprieve from the large-scale buildings and bustle of Yonge and Bay Streets.



TEMPERANCE STREET LOOKING EAST TOWARDS YONGE STREET FROM CLOUD GARDENS PARK.

## UNION STATION SECURITY PERIMETER

In response to security concerns regarding the proximity of vehicle traffic on Front Street to the pedestrian plaza at Union Station, temporary concrete barriers were installed in 2018. The FDBIA has been advocating to have these replaced with a more aesthetically pleasing and permanent solution fitting of the gateway to Toronto.



CURRENT STATE OF THE SECURITY BARRIERS.

The permanent Security Perimeter is currently in the planning phase. A design is expected to be finalized this year, with permanent installation occurring in the summer of 2024.



**MICROMOBILITY**

Transportation that uses small vehicles such as scooters or bicycles (typically electric) and emphasizes walking. Micromobility options provide viable alternatives to driving. Electric cargo bikes may also gain traction for last-mile deliveries, especially downtown.

**ADVOCACY FROM DOWNTOWN BIAs**

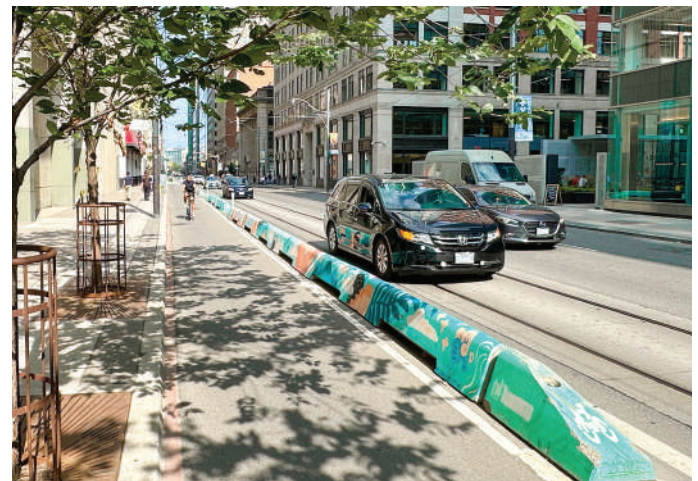
The FDBIA, on behalf of the St. Lawrence Market Neighbourhood BIA, the Bloor-Yorkville BIA, the Toronto Downtown West BIA, the Downtown Yonge BIA, and the Waterfront BIA, submitted a letter to the City of Toronto in response to the proposed e-scooter pilot program. The letter is available at:  
<https://www.toronto.ca/legdocs/mmis/2023/ie/comm/communicationfile-170139.pdf>

**MICROMOBILITY**

E-scooters are gaining popularity worldwide as affordable, rapid, compact, and environmentally friendly local transportation. They are becoming an inevitability of city life, and Toronto, like many cities, will be integrating e-scooters into its public realm. City Council has approved the introduction of a pilot program to understand e-scooters' role in Toronto's broader transportation strategy.

The FDBIA, in collaboration with other downtown Toronto BIAs, supports the pilot to ensure that e-scooters are adopted in a safe and respectful manner.<sup>12</sup> The FDBIA advocates for certain operational requirements to maintain the quality of the public realm, including:

- E-scooters must be restricted from operating on sidewalks.
- E-scooters cannot be parked or stored outside of designated scooter areas (to be determined by the BIA and City).
- For the duration of the e-scooter pilot, BIA and City representatives should have established checkpoint meetings to identify and address concerns.



DEDICATED CYCLE LANES WILL PROVIDE SAFE PLACES FOR E-SCOOTERS TO TRAVEL, THUS KEEPING THEM OFF SIDEWALKS.

The FDBIA also continues to advocate for dedicated cycle lanes where supported by the City of Toronto Cycling Network Strategy. These will be an important infrastructure tool for safely including e-scooters in the public realm.

City Council has adopted recommendations from the General Manager, Transportation Services, that include involvement of BIA representatives in the creation of a micromobility strategy to be presented in Q1 of 2024.<sup>13</sup> The FDBIA will continue to advocate for a safe and functional public realm in the creation and implementation of the City's micromobility strategy.

<sup>12</sup> FDBIA. Re: IE4.8 – E-Scooter Pilot Program. 1 June 2023, <https://www.toronto.ca/legdocs/mmis/2023/ie/comm/communicationfile-170139.pdf>.  
<sup>13</sup> Transportation Services, General Manager. Developing a Micromobility Strategy and Pilot Projects. For Action, City Council, 18 July 2023, <https://www.toronto.ca/legdocs/mmis/2023/cc/bgrd/backgroundfile-238450.pdf>.



The City of Toronto's goal of reducing greenhouse gas (GHG) emissions to net zero by the year 2040 is contained in TransformTO. As part of this, Toronto's Electric Vehicle Strategy sets goals for electric vehicle uptake and infrastructure installation in the city.

To assist in electric vehicle charger installation, Canada's Infrastructure Bank is rolling out a financing program to support buildings installing their own charging or hydrogen refuelling infrastructure. Buildings that meet the following criteria are eligible for financing: projects must be large scale with capital costs greater than \$10 million, be delivered by the private sector, and include revenue generation. Repayments will be tied to charger usage: if the chargers are used less than expected, repayment will be adjusted accordingly. For example, chargers used at only 80% of anticipated capacity will require only 80% of loan repayment that year. Under-performing years will be supplemented by funds from over-performing years. If a charger installation is used at 110% of anticipated capacity, the repayment cost will be proportionally higher.<sup>14</sup>

<sup>14</sup> CIB. Charging and Hydrogen Refuelling Infrastructure Initiative. Canada Infrastructure Bank, Sept. 2022, <https://cdn.cib-bic.ca/files/Investment/EN/CHRI-Initiative-Overview.pdf>.

## ACKNOWLEDGEMENTS

The Toronto Financial District BIA would like to thank the property owners, managers, and stakeholders who engage in working groups, public consultations, and ongoing discussions to improve the public realm. We are also grateful to the following organizations and individuals who provided information that contributed to this report:

- City of Toronto
- Kiera McMaster
- Mark Maloney
- Metrolinx
- Toronto Transit Commission
- University of Toronto School of Cities

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APPENDICES





## WORKS CITED

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# APPENDIX A

## COMPLETED PUBLIC REALM IMPROVEMENTS 2013–2023

Based on July 2023 forecast

| Location  | Capital Work, Pilot Projects and Programs          | Toronto Financial District BIA Improvements  | Year Completed | Toronto Financial District BIA Investment |
|---|--|--|----------------|---|
| <b>STREETS</b>  |  |  |                |   |
| Adelaide Street   | TTC Track Removal and Road Rehabilitation          | Upgraded sidewalks to highest City standard, consolidated bicycle parking*           | 2014           | \$3,825                                   |
|   | Adelaide Street Cycle Track Pilot                  | Installation of landscaped planters along cycle track pilot*                         | 2016           | \$13,388                                  |
| Bay Street  | Road Rehabilitation                                | Upgraded sidewalks to highest City standard, added and consolidated bicycle parking* | 2015           | \$450,301                                 |
| Front Street  | Front Street Revitalization                        | Installation of planters along Front Street median*                                  | 2015           | \$0                                       |
| King Street   | TTC Streetcar Accessibility Improvements           | Upgraded sidewalks to highest City standard*   | 2015           | \$89,871                                  |
|   |  | Installed improved tree planting detail east of Bay*                                 | 2018           | \$1,525                                   |
|   | King Street Pilot Study                            |  | 2017 – 2018    | \$0                                       |
| Pearl Street  | Conversion to Two-way Traffic (University to York) |  | 2018           | \$0                                       |
| Queen Street  | Watermain Replacement and TTC Track Removal        |  | 2021           | \$0                                       |
| Richmond Street   | Watermain Replacement and TTC Track Removal        | Upgraded sidewalks to highest City standard and improved tree planting detail*       | 2016           | \$53,148                                  |
|   | Richmond Street Cycle Track Pilot                  | Installation of landscaped planters along cycle track pilot*                         | 2016           | \$12,098                                  |
|   | Watermain Replacement                              | Upgraded sidewalks to highest City standard and improved tree planting detail*       | 2019 – 2020    | \$20,000                                  |
| Sheppard Street   | Sheppard Street Watermain Replacement              | Upgraded sidewalks to highest City standard*   | 2019 – 2020    | \$15,351                                  |
| Simcoe Street   | Simcoe Street Cycle Track Pilot                    | Toronto Downtown West BIA installed planters along cycle track pilot*                | 2014           | \$0                                       |
| Temperance Street   | Temperance Street Parklet Cafés                    | Designed site plan and café parklets   | 2018           | \$30,000                                  |
| Wellington Street   | Watermain Replacement and TTC Track Removal        | Upgraded sidewalks to highest City standard and improved tree planting detail*       | 2017           | \$16,568                                  |
|   | Watermain Replacement and TTC Track Removal        |  | 2021           | \$0                                       |
| York Street   | York Street Pedestrian Pilot                       | Installed planters along east curblane to delineate pedestrian space                 | 2016           | \$38,396                                  |
| <b>Subtotal Toronto Financial District BIA Investment</b> |  |  |                | <b>\$744,471</b>                          |

\*Cost shared between the City of Toronto and Toronto Financial District BIA.

| Location                     | Capital Work,<br>Pilot Projects and Programs | Toronto Financial District<br>BIA Improvements   | Year<br>Completed | Toronto Financial District<br>BIA Investment |
|------------------------------|--|--|-------------------|--|
| <b>AREAWIDE IMPROVEMENTS</b> |  |  |                   |  |
|                              |  | BIA-branded street signs*  | 2013 – 2014       | \$15,846                                     |
|                              |  | Newest model Astral litter bins  | 2014              | \$20,943                                     |
|                              |  | BIA-branded banners installed  | 2013 – 2023       | \$481,781                                    |
|                              |  | Poles and Canada Post relay boxes wrapped with BIA-branded poster- and graffiti-resistant material | 2013 – 2023       | \$1,989,464                                  |
|                              |  | Traffic control boxes wrapped with poster- and graffiti-resistant public art*                      | 2018 – 2023       | \$80,274                                     |
|                              |  | <b>Subtotal Toronto Financial District BIA Investment</b>  |                   | <b>\$2,588,308</b>                           |
| <b>WAYFINDING</b>            |  |  |                   |  |
|                              | TO360 Wayfinding                             | Project development and installation of 11 TO360 wayfinding signs*                                 | 2015              | \$100,000                                    |
|                              |  | Complete installation of TO360 Wayfinding in Financial District*                                   | 2019              | \$59,091                                     |
|                              | PATH Wayfinding                              | Development and ongoing installation of new PATH wayfinding standard*                              |                   | \$231,153                                    |
|                              |  | <b>Subtotal Toronto Financial District BIA Investment</b>  |                   | <b>\$390,244</b>                             |
| <b>MAINTENANCE</b>           |  |  |                   |  |
|                              |  | Maintenance of Toronto Financial District BIA improvements (wraps, banners, planters, etc.)        | 2013 – 2023       | \$1,468,019                                  |
|                              |  | <b>Total Investment by Toronto Financial District BIA</b>  |                   | <b>\$5,191,042</b>                           |

\*Cost shared between the City of Toronto and Toronto Financial District BIA.



# APPENDIX B

## PUBLIC REALM IMPROVEMENTS 2023–2027

Utility work is scheduled on an as-needed basis and is maintained separately from this document.

### STREETSCAPE SUMMARY

| Street Name     | FDBIA Proposed Work  | City/Public Work Anticipated   | Development Applications/ Private Property Work | Funding Availability/ Deficit | Action  | Key City Departments and Agencies                           |
|-----------------|--|--|---|-------------------------------|---|---|
| Adelaide Street | Consolidate and improve bicycle parking areas<br><br>Relocate cycle track to north side and incorporate permanent solution to separate cycle track from traffic and eliminate need for ongoing planter maintenance | TTC Track Replacement (Charlotte to York), 2022–2024                                   |   |                               | Work with City and stakeholders on final design of cycle tracks                               | Cycling Infrastructure and Programs                         |
|                 |  | On-street bikeway construction (Simcoe to Charlotte and Victoria to Church), 2023      |   |                               | Identify as BIA project with MCIC as part of 2022 TTC Track Removal and Watermain Replacement | Economic Development<br>Engineering & Construction Services |
|                 |  | Major road resurfacing (Victoria to Toronto), 2023                                     |   |                               |   | TTC Special Projects  |
|                 |  | Major road resurfacing (Simcoe to Duncan), 2023  |   |                               |   | Parks, Forestry and Recreation                              |
|                 |  | Overhead and underground civil and underground electrical (Dundas to Queen), 2025–2026 |   |                               |   | Transportation Services                                     |
| Bay Street      | Improve connectivity between the Financial District via the Bay Street Railway Underpass with lighting, public art and raised sidewalks  | Overhead and underground civil and electrical (Peter to Simcoe), 2023                  |   |                               |   | Toronto Downtown West BIA                                   |
|                 |  | Underground electrical (Spadina to Simcoe), 2023–2024                                  |   |                               |   | Metrolinx   |
|                 |  | Watermain replacement (Queen to Dundas), 2028  | CIBC SQUARE (141 Bay Street), 2024              |                               | Discuss public realm improvements with City and developer as part of CIBC SQUARE development  | Economic Development<br>Transportation Services             |
|                 |  | Major road reconstruction (Queen to Bay), 2028   |   |                               |   | Pedestrian Projects, Public Realm Section                   |
| Emily Street    | Implement consistent City-standard concrete sidewalk   | Overhead and underground civil and underground electrical (Dundas to Queen), 2025      |   |                               |   | StART   |
|                 |  | Sewer rehabilitation (45 Bay St to 43 Bay St), 2025                                    |   |                               |   | Waterfront BIA  |
|                 |  | Underground civil and electrical (Queen to Albert), 2022–2023                          |   |                               |   | Toronto Hydro   |
|                 |  | Underground civil and electrical (King to Hagerman), 2022–2023                         |   |                               |   |   |
|                 |  | Watermain Replacement (King to Wellington), 2024                                       |   |                               |   | Engineering & Construction Services                         |

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## STREETSCAPE SUMMARY

| Street Name                | FDBIA Proposed Work   | City/Public Work Anticipated   | Development Applications/ Private Property Work | Funding Availability/ Deficit                  | Action   | Key City Departments and Agencies   |
|----------------------------|---|--|---|--|--|---|
| Front Street West          | <p>Extend existing civic plaza using high-quality materials east of Bay Street, including expanding the sidewalk in front of the redeveloped Dominion Public Building</p> <p>Incorporate permanent features to replace installed planters to stop illegal parking on median in front of Union Station</p> <p>Incorporate permanent, high quality pedestrian safety measures</p> | <p>Union Station Security Perimeter, 2024</p> <p>On-street Bikeway Paving Markings (Simcoe to Church), 2025</p> <p>Sewer Rehabilitation (1 Front St W to 30 Yonge St), 2024</p> <p>Trunk sewer (Yonge to Scott), 2026–2027</p> | 1 Front Street West (Proposed)                  |  | <p>Coordinate public realm improvements with City and developer as part of 1 Front Street West development</p> <p>Coordinate with City and properties for security perimeter</p> | <p>Union Station Working Group</p> <p>City Planning</p> <p>Engineering &amp; Construction Services</p> <p>Pedestrian Projects, Public Realm Section</p> |
|                            |   | Station work (Victoria to Church), 2024–2025   |   | Eligible to apply for 50/50 cost share in 2025 | Work with Transportation Services and TTC to install new transit stops   | Engineering & Construction Services   |
|                            |   | Overhead and underground civil and electrical (Spadina to Simcoe), 2023  |   |  | Identify as BIA project with MCIC as part of 2027 watermain replacement  | TTC   |
|                            |   | Track replacement (Yonge to Church and Charlotte to University), 2027–2028   |   |  |  | Pedestrian Projects, Public Realm Section   |
|                            |   | Sewer rehabilitation (Close to Berkeley), 2027–2028  |   |  | Toronto Hydro  |   |
|                            |   | Watermain replacement (University to Spadina), 2027–2028   |   |  |  |   |
|                            |   | Underground civil (Simcoe to Ed Mirvish Way), 2023–2024  |   |  |  |   |
| Lake Shore Boulevard       |   |  |   |  |  | Transportation Services   |
| Melinda and Jordan Streets | <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>Consolidate and improve bicycle parking</p>   | King Station Elevator Improvements (Melinda), 2022–2024  |   |  |  | Economic Development  |
|                            |   |  |   |  |  | Pedestrian Projects, Public Realm Section   |
|                            |   |  |   |  |  | Engineering & Construction Services   |
|                            |   |  |   |  |  | TTC   |
|                            |   |  |   |  | Toronto Water  |   |

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## STREETSCAPE SUMMARY

| Street Name       | FDBIA Proposed Work   | City/Public Work Anticipated   | Development Applications/ Private Property Work | Funding Availability/ Deficit           | Action  | Key City Departments and Agencies           |  |
|-------------------|---|--|---|---|---|---|--|
| Pearl Street      | Evaluate Pearl Street conversion and implement changes as necessary   | Overhead and underground civil and electrical (John to Simcoe), 2023             |   |   |   | Toronto Hydro                               |  |
|                   |   | Underground electrical (Duncan to Simcoe), 2023–2024                             |   |   |   | Toronto Water                               |  |
|                   |   | Watermain replacement (John to University), 2027                                 |   |   |   | TEY Traffic Operations and Traffic Planning |  |
|                   |   | Sewer rehabilitation (130 Pearl), 2025   |   |   |   |   |  |
| Piper Street      | Implement consistent City-standard concrete sidewalk  |  |   |   |   | Transportation Services                     |  |
| Queen Street West | Identify future opportunities for public art at Queen and Bay intersection<br><br>Increase tree canopy<br><br>Remove raised planters and place trees in ground where possible (open pit minimum 2400mm, 10m spacing) (Simcoe to York Street)<br><br>City-standard sidewalk with 2-band of grey granite pavers (Simcoe to Bay Street)<br><br>Install detectable warning plates at intersections and crosswalks | Ontario Line Construction (Bay to Victoria), 2023–2027                           |   |   |   | Economic Development                        |  |
|                   |   | Underground civil and electrical (York to James), 2022–2023                      |   |   |   | Engineering & Construction Services         |  |
|                   |   | Overhead and underground civil and underground electrical (Bay to Yonge), 2025   |   |   |   | TTC Special Projects                        |  |
|                   |   | Waterhead replacement (University to Bay), 2021–2023                             |   |   |   | City Planning/ Civic Improvements           |  |
|                   |   |  |   |   |   | Pedestrian Projects, Public Realm Section   |  |
|                   |   |  |   |   |   | Metrolinx                                   |  |
| Richmond Street   | Consolidate and improve bicycle parking   | Sewer rehabilitation (169 Richmond St W. to 165 Richmond St W.), 2023            |   | Received 50/50 cost share for 2019–2020 | Coordinate project development and implementation | Cycling Infrastructure and Programs         |  |
|                   |   | Sewer rehabilitation (214 Richmond St W. to 222 Richmond St W.), 2023            |   |   |   |   | Economic Development                                   |
|                   |   | Station work (Duncan to Simcoe), 2025–2026                                       |   |   |   |   | Engineering & Construction Services                    |
|                   |   | Station work (Victoria to Church), 2024–2025                                     |   |   |   |   | TTC Special Projects                                   |
|                   |   | Underground civil and electrical (Victoria to Church), 2022–2023                 |   |   |   |   | Parks, Forestry and Recreation                         |
|                   |   | Cable direct buried (York to Sheppard), 2023–2024                                |   |   |   |   | Transportation Infrastructure, Transportation Services |
|                   |   | Overhead and underground civil and electrical (Simcoe to Twilight Ln), 2025–2026 |   |   |   |   |  |
|                   |   | Track replacement (Church to Victoria), 2028                                     |   |   |   |   | Toronto Water  |

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## STREETSCAPE SUMMARY

| Street Name              | FDBIA Proposed Work   | City/Public Work Anticipated  | Development Applications/ Private Property Work | Funding Availability/ Deficit | Action   | Key City Departments and Agencies   |
|--------------------------|---|---|---|-------------------------------|--|---|
| <b>Sheppard Street</b>   | Develop plan for Cloud Gardens/Temperance/Sheppard Precinct   |   |   |                               |  | City Planning<br>Economic Development<br>Engineering & Construction Services<br>Transportation Infrastructure, Transportation Services  |
| <b>Simcoe Street</b>     | Identify opportunities for enhanced tree canopy<br><br>Implement consistent sidewalk detail (6-row grey granite paver)<br><br>Install detectable warning plates at intersections and crosswalks<br><br>Consolidated bicycle parking areas   | PATH Expansion (Front to Wellington), 2021–2023<br><br>Underground civil and electrical (Wellington to Front), 2022–2023<br><br>Trunk sewer (Front to Bremner), 2024–2026<br><br>On-street bikeway construction (Front to Bremner), 2024–2026<br><br>Overhead and underground civil and electrical (Queen to Adelaide), 2025–2026 |   |                               | Identify opportunities for streetscape improvements as part of permanent installation of cycle tracks<br><br>Coordinate efforts with Toronto Downtown West BIA | Economic Development<br><br>Transportation Infrastructure, Transportation Services<br><br>Cycling Infrastructure and Programs<br><br>Toronto Downtown West BIA<br><br>Toronto Hydro |
| <b>Station Street</b>    |   |   |   |                               |  |   |
| <b>Temperance Street</b> | Develop plan for Cloud Gardens/Temperance/Sheppard Precinct<br><br>Utilize high-quality materials in the public realm to create an enhanced experience<br><br>Eliminate curbs<br><br>Advance opportunities for public art and lighting in public laneway connecting Richmond and Temperance Streets |   | Bay Adelaide Centre North, 2022                 | Utilize Section 37/45 funding | Work with City and Parks, Forestry and Recreation departments and stakeholders to develop a plan for Cloud Gardens/Temperance/Sheppard Precinct                | City Planning<br><br>Economic Development<br><br>Pedestrian Projects, Public Realm Section<br><br>TEY Traffic Operations and Traffic Planning                                       |



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## STREETSCAPE SUMMARY

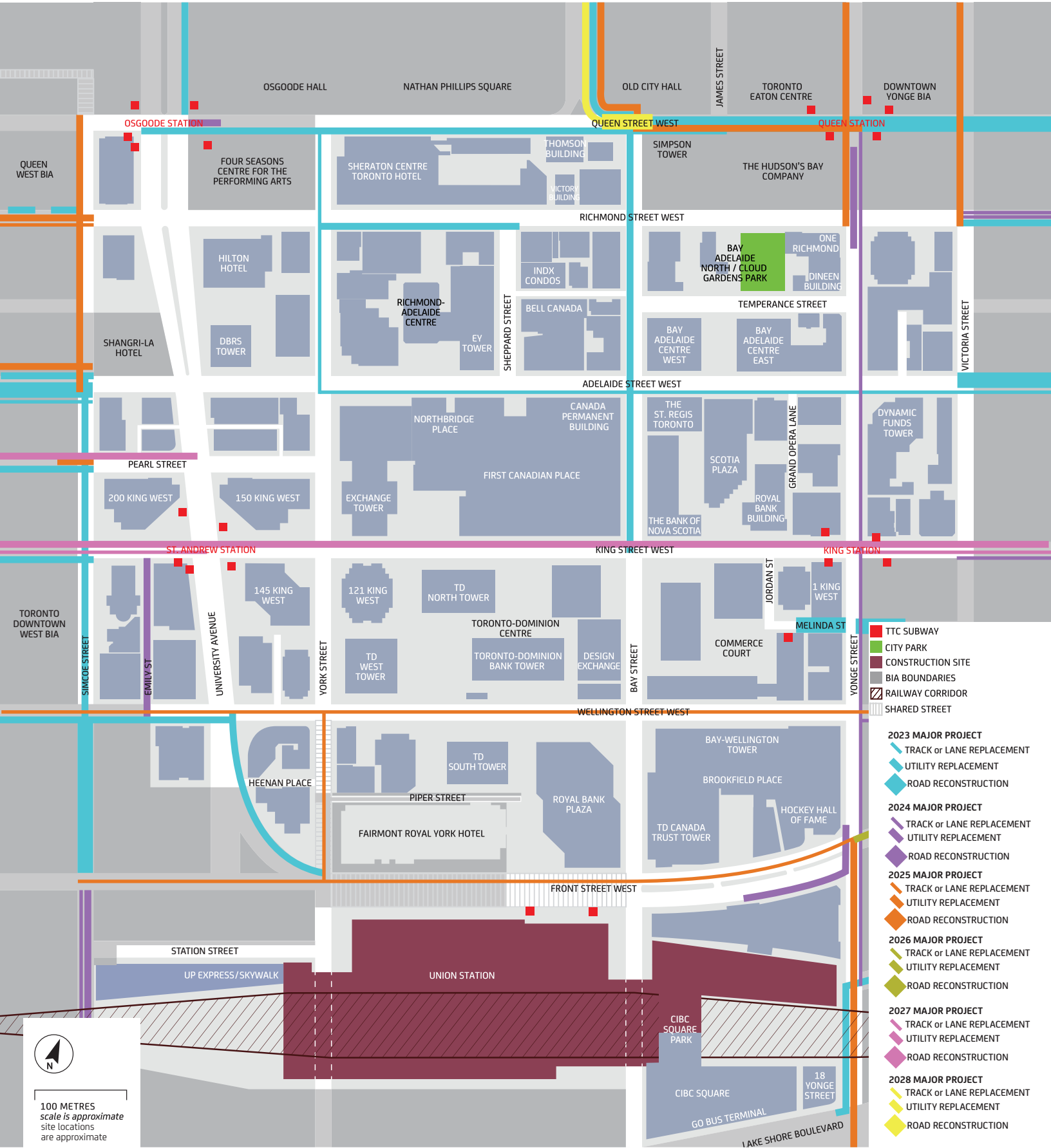
| Street Name       | FDBIA Proposed Work   | City/Public Work Anticipated   | Development Applications/ Private Property Work | Funding Availability/ Deficit | Action | Key City Departments and Agencies                      |
|-------------------|---|--|---|-------------------------------|--------|--|
| University Avenue | <p>Include City-standard sidewalk with 2-band of grey granite pavers and open tree details with improved plantings</p> <p>Assess options to improve pedestrian connections at the intersection of York, University and Front</p> <p>Install detectable warning plates at intersections and crosswalks</p> | Sewer rehabilitation (145A Queen St W), 2024                               |   |                               |        | Economic Development                                   |
|                   |   | Gas main relocation (Queen to Armoury), 2023                               |   |                               |        | Engineering & Construction Services                    |
|                   |   | Overhead and underground civil and electrical (Front to Wellington), 2023  |   |                               |        | Public Realm   |
|                   |   | Watermain replacement (Queen), 2022–2023                                   |   |                               |        | Transportation Infrastructure, Transportation Services |
| Victoria Street   | <p>City standard sidewalk with 2-rows of grey granite pavers</p> <p>Install detectable warning plates at intersections and crosswalks</p> <p>Coordinate streetscape efforts with St. Lawrence Market BIA and Downtown Yonge BIA</p>   | Underground civil and electrical (Shuter to Richmond), 2025–2027           |   |                               |        | Economic Development                                   |
|                   |   | Underground civil and electrical (Queen to Richmond), 2025–2027            |   |                               |        | Engineering & Construction Services                    |
|                   |   |  |   |                               |        | St. Lawrence Market BIA<br>Downtown Yonge BIA          |
| Wellington Street | <p>Improve management of curbside activity and operations</p>   | On-street Bikeway Paving Markings (John to Church), 2025                   |   |                               |        | Economic Development                                   |
|                   |   | Overhead and underground civil and electrical (Simcoe to University), 2023 |   |                               |        | Engineering & Construction Services                    |
|                   |   | Track replacement (Wellington to Church), 2021–2023                        |   |                               |        | TEY Traffic Operations and Traffic Planning            |
|                   |   | Underground civil (Simcoe to Windsor), 2023–2024                           |   |                               |        | Transportation Infrastructure, Transportation Services |

Utility work is scheduled on an as-needed basis and is maintained separately from this document.

## STREETSCAPE SUMMARY

| Street Name  | FDBIA Proposed Work  | City/Public Work Anticipated                                       | Development Applications/ Private Property Work | Funding Availability/ Deficit | Action   | Key City Departments and Agencies                      |
|--|--|--|---|-------------------------------|--|--|
| Yonge Street   | Streetscaping should include City-standard sidewalk with 2-band of grey granite pavers and improved lighting<br><br>Improve connectivity between the Financial District via the Yonge Street Railway Underpass with lighting, public art and raised sidewalks<br><br>Install detectable warning plates at intersections and crosswalks | King Station Elevator Improvements (King to Wellington), 2022–2024 |   |                               | Participate in yongeTOMorrow EA to ensure needs of Financial District operations are met             | Pedestrian Projects, Public Realm Section              |
|  |  | Watermain Replacement (King to Queens Quay), 2022–2024             |   |                               |  | TEY Traffic Operations and Traffic Planning            |
|  |  | On-street Bikeway Paving Markings (Queen to Front), 2028           |   |                               |  | Transportation Infrastructure, Transportation Services |
|  |  | Sewer rehabilitation (1 Queen St E to 151 Yonge St), 2024          |   |                               |  | Downtown Yonge BIA                                     |
|  |  | Sewer rehabilitation (178 Yonge to 1 Richmond St W.), 2024         |   |                               |  | Waterfront BIA   |
|  |  | Infrastructure enhancement (Queens Quay to Front), 2025–2026       |   |                               |  |  |
|  |  | Overhead and underground civil (Richmond to Shuter), 2025          |   |                               |  |  |
| Sewer replacement (16 Yonge to 1 The Esplanade), 2022–2024 |  |  |   |                               |  |  |
| Underground electrical (Richmond to Shuter), 2025          |  |  |   |                               |  |  |
| York Street  | Introduce permanent pedestrian improvements, including wider sidewalks and new streetscape elements from Front Street to Wellington Street<br><br>Create gateway features at Queen Street to attract pedestrian traffic<br><br>Install detectable warning plates at intersections and crosswalks                                       | TTC Track Construction (Queen to Adelaide), 2023–2024              |   |                               | Work with City and EDBIA to implement permanent pedestrian improvements between Front and Wellington | Metrolinx  |
|  |  | On-street bikeway construction (Front to Wellington), 2025         |   |                               |  | Transportation Services                                |
|  |  |  |   |                               |  | Toronto Downtown West BIA                              |
|  |  |  |   |                               |  | Economic Development                                   |
|  |  |  |   |                               | Engineering & Construction Services  |  |
|  |  |  |   |                               | Facilities Management  |  |
|  |  |  |   |                               | TTC  |  |

**FIGURE 2**  
**CONSTRUCTION MAP**





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**TorontoFinancialDistrict.com**  
**@MyTOFD**

**TORONTO FINANCIAL DISTRICT BIA**  
100 King St. W., Suite 5700  
Toronto, ON, M5X 1C7

T: 416.849.3856

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