

RAISING THE STANDARD

PUBLIC REALM PRINCIPLES
FOR TORONTO'S FINANCIAL DISTRICT

November 2023



TORONTO
FINANCIAL
DISTRICT

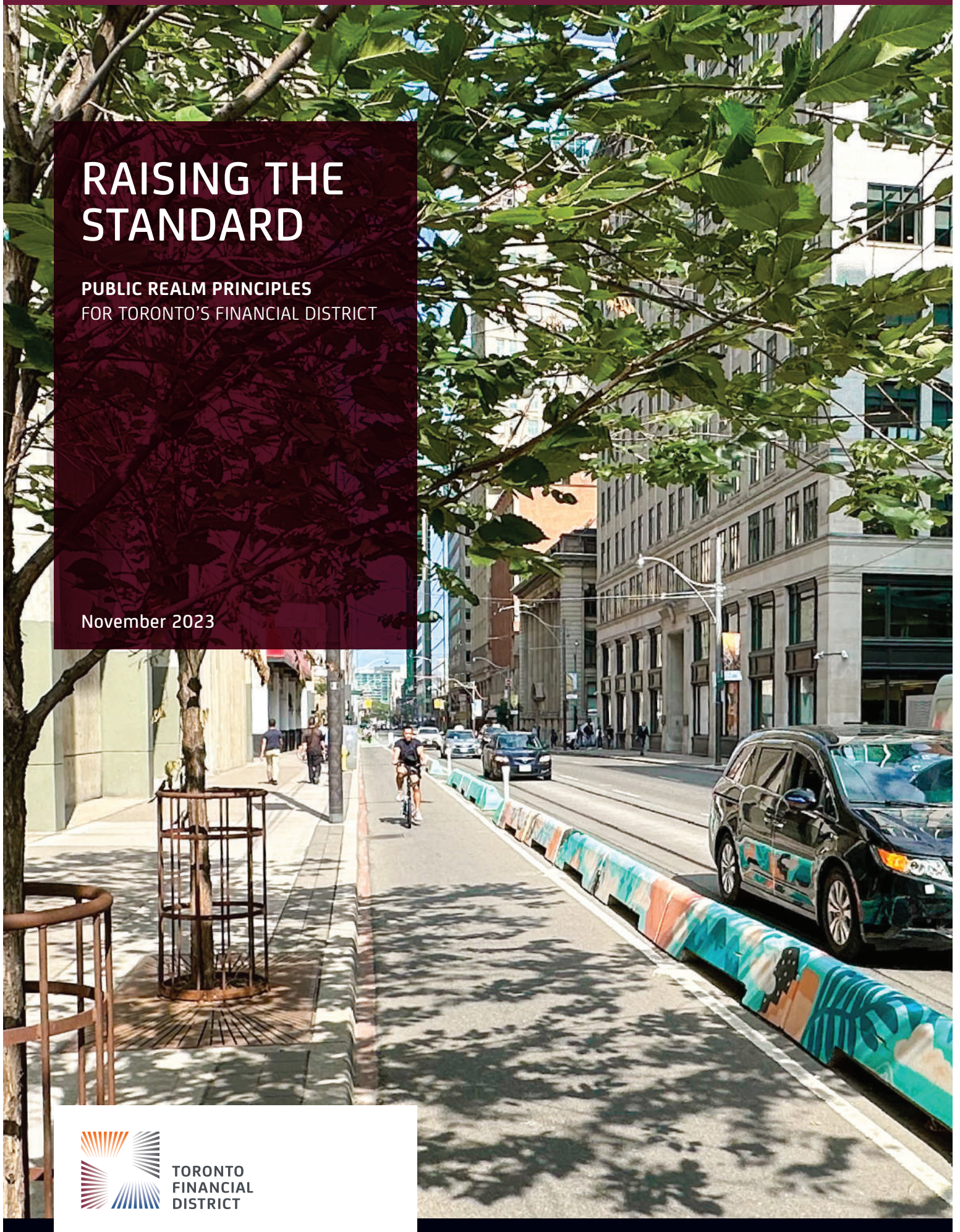


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LAND ACKNOWLEDGEMENT

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 outlines the Financial District and the FDBIA's principles as they relate to the public realm. The FDBIA uses these principles as the basis for their planning and advocacy positions. All public realm improvements in the Financial District should conform to these principles. This document is intended to have a lifespan of ten years.

This strategy is a comprehensive update of the Toronto Financial District BIA's original public realm strategy *Raising the Standard* that was first completed in 2013. It summarizes the functional and aesthetic state of the public realm in the Financial District and highlights best practices and standards for Canada's economic core.

The Toronto Financial District BIA (FDBIA) will continue to lead a collaborative effort to ensure implementation of the highest City standards in the public realm. These guidelines outline those standards for continued investment and improvements in the Financial District to ensure it remains a world-class competitor and key contributor to Toronto's future.

ABOUT THE FDBIA

The FDBIA represents Toronto's leading business area which includes Union Station, the PATH underground walkway, Canada's five major banks, and many of Canada's prominent firms. The BIA is funded through a special levy on commercial real estate within the Financial District boundaries. Membership includes all commercial properties and businesses in the Financial District.

With a mandate to promote economic development in the area, FDBIA initiatives include improving public space, advocating for seamless transportation access, showcasing our thriving businesses across social media channels, and identifying collaborative opportunities that ensure the Financial District is a well-maintained, connected, and accessible neighbourhood to work and play.

Prior to the formation of the FDBIA in 2012, there was no organization to champion improvements in infrastructure and the public realm for the area. The FDBIA developed a public realm strategy in 2013 and completed a comprehensive update in 2018 and again in 2023 to define streetscape standards for the area, identify risks and opportunities for improvements, and mitigate negative impacts caused by not addressing operational and aesthetic constraints in the existing physical environment. Continuing coordination with City staff, agencies, and neighbouring BIAs provides insight into future construction activity and allows the FDBIA to set priorities based on planned projects.

BENEFITS OF PUBLIC REALM INVESTMENT

The public realm plays a vital role in shaping the experience of the Financial District. The quality of the public realm is essential in maintaining the Financial District's ability to attract and retain companies, employees, and residents.

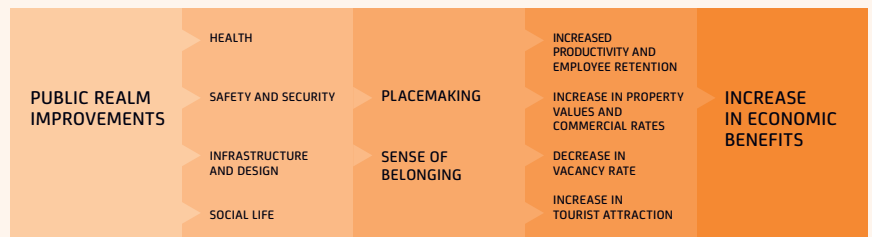
Investment in the public realm generates several tangible benefits, which include higher property values, better employee retention, improved transportation, and a safer and healthier environment. For example:

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.

PRIVATELY-OWNED PUBLIC SPACES (POPS)

More than 30% of the public realm in the Financial District is comprised of space that is accessible to the public but owned and managed by private interests. These spaces are of extremely high quality and are well-maintained. They provide much-needed mature trees, landscaping, seating, and public art adjacent to busy streets.



INVESTING IN THE PUBLIC REALM HAS NUMEROUS SOCIAL AND ECONOMIC BENEFITS.

- 1 CABE Space. (n.d.). The Value of Public Space. Retrieved from: <https://www.designcouncil.org.uk/sites/default/files/asset/document/the-value-of-public-space1.pdf>. Accessed July 16, 2018.
- 2 CABE Space. (n.d.). Paved with gold: the real value of good street design. Retrieved from: https://www.designcouncil.org.uk/sites/default/files/asset/document/paved-with-gold_1.pdf. Accessed July 18, 2018.
- 3 University of the West of England, Bristol, & Cavill Associates. (n.d.). Making the Case for Investment in the Walking Environment. Retrieved from: <https://www.livingstreets.org.uk/media/1394/2011-makingthe-case-full-report.pdf>. Accessed July 18, 2018.

TORONTO'S FINANCIAL DISTRICT

Toronto's Financial District is centrally located in downtown Toronto. The district is bounded by Lake Shore Boulevard to the south, Simcoe Street to the west, Victoria Street to the east, and Queen Street to the north. The Financial District is the heart of Toronto's financial services industry, as well as home to many of Toronto's—and Canada's—most prominent firms. Despite its small size, the Financial District generates over 5% of the total property tax revenue collected by the City.

THE PATH

The PATH is Toronto's 30-kilometer indoor walkway network. Two-thirds of the PATH, including a significant portion of the PATH's retail space and foot traffic, is located within the Financial District. The PATH includes more than 3.7 million square feet of leasable retail floor space, with more than 1 200 businesses. In 2016, it generated more than \$1.7 billion in sales revenue and more than \$117 million in employment income.



Many organizations choose the Financial District for their headquarters as the Financial District offers the characteristics that companies desire when selecting office space: state-of-the-art office buildings that boast convenient access to public transit, on-site amenities, connection to the PATH, and excellent environmental standards. Additionally, with direct access to the region's transportation centre, Union Station, the economic impact of the Financial District is spread throughout the Greater Toronto Area and Greater Golden Horseshoe.⁴

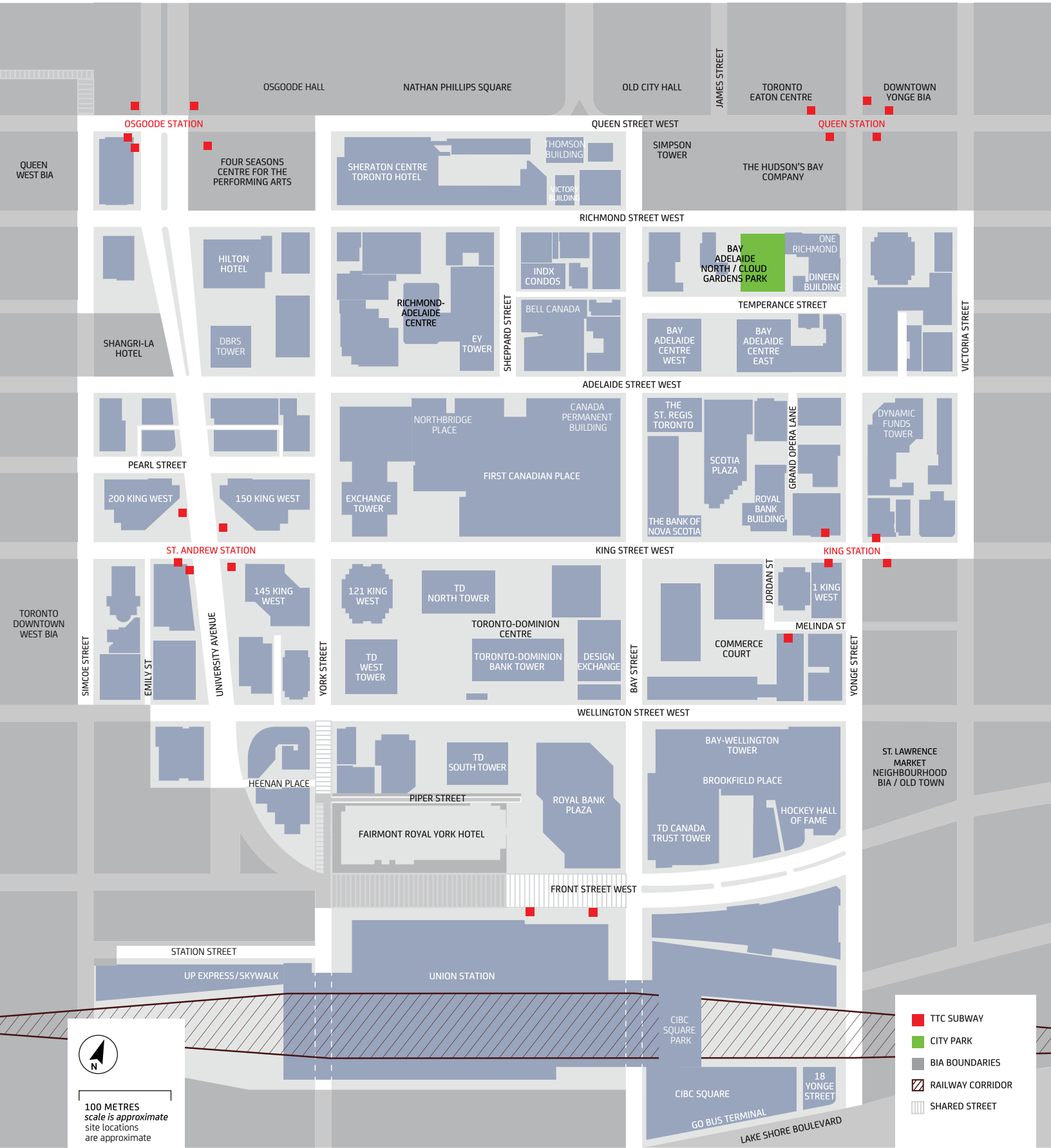
The Financial District is more than just a place to work. The Financial District is also home to arts and cultural amenities. Local restaurants serve busy office workers during the week and open their patios to foodies and families after hours. As residents seek shorter commutes and proximity to amenities and workplaces, more Torontonians are making downtown their home.

Between 2016 and 2021, the Bay Street Corridor saw a population increase of 18% while the overall growth rate for the city was just over 2%.⁵

⁴ City of Toronto. (2018). TOcore: Planning Downtown. Retrieved from: <https://www.toronto.ca/legdocs/mmis/2018/pg/bgrd/backgroundfile-114237.pdf>. Accessed May 12, 2018.

⁵ Between 2016 and 2021, the Bay Street Corridor saw a population increase of 18% while the overall growth rate for the city was just over 2%.

FIGURE 1
FINANCIAL DISTRICT BIA BOUNDARIES



DISTRICT PRINCIPLES

Key aspects of this strategy include ensuring the Financial District is **well-maintained, integrated, connected, and accessible**. The FDBIA works to:

- collaborate with businesses, the City of Toronto, TTC, Metrolinx, and other agencies to achieve and maintain a concentrated and thriving core;
- improve the urban landscape through planning policy;
- promote beautification and investment to upgrade infrastructure;
- ensure activities are coordinated to improve operations within the district; and
- advocate for the needs of Financial District members and stakeholders.

Two overarching principles inform this strategy. These principles are to foster positive experiences by:

- Making the public realm work (function, accessibility, and operations).
- Making the public realm better (aesthetics).

Function, Accessibility, and Operations

- Consider area operations and priorities.
- Ensure spaces are accessible.
- Ensure the City is held accountable for maintaining municipal assets.
- Ensure the use of materials that are easily maintained.
- Ensure that planning takes long-term maintenance requirements into consideration.
- Ensure coordination with other BIAs, public agencies, and the private sector.

Aesthetics

- Use the highest-quality City standards.
- Ensure consistent application of standards.
- Leverage existing capital programs.
- Ensure spaces feel safe and friendly.
- Ensure smooth transitions between public spaces.

FINANCIAL DISTRICT PUBLIC REALM STANDARDS

FINANCIAL DISTRICT PUBLIC REALM STANDARDS

As Toronto's public face to the world, the Financial District's public realm influences global perception of the city as a whole. As such, the FDBIA has outlined standards that support a high-quality public realm.

SIDEWALKS

PRINCIPLES

- Where private property streetscape elements are not applicable, the highest-quality City-standards should be used within the Financial District.
- All efforts should be made to maintain the City of Toronto Urban Design Guideline's minimum pedestrian clearway of 2.1 metres or more.
- Decorative paving treatments in the furnishing and planting zone, adjacent to the curb, should be implemented based on sidewalk width (see table), ensuring that sidewalks appear open and are clear for pedestrian use.

The following outlines the recommended City standards for sidewalks in the Financial District. Decorative paving treatments in the furnishing and planting zone (adjacent to the curb) should be implemented based on sidewalk width, thereby ensuring that sidewalks maintain the minimum clearway.

Sidewalk Size	Rows of Pavers	Paver Detail	Exceptions
2.1 meters – 4 meters	2	Charcoal granite pavers with flamed finish sized 200×200×60 mm	
> 4 meters	6	Charcoal granite pavers with flamed finish sized 200×200×60 mm	Bay Street should be double row of pavers.
< 2.1 meters	0	Poured concrete sidewalk	
Other		Series 3000 Unilock Pavers sized 200×200×60 mm in Black Granite or Ice Grey (or approved equivalent)	For use on capital projects when required.

ABOVE STANDARDS ARE TO BE APPLIED WHEN THE CITY STANDARD IS USED. INTENSIFICATION OF GRANITE PAVERS CAN BE USED AT BUILDING ENTRANCES AND GATEWAY SITES WHEN DESIGNS PERMIT. INDIVIDUAL PROPERTIES SHOULD CONTINUE TO BE ENCOURAGED TO IMPLEMENT THEIR OWN ELEVATED STANDARD.



THE HIGHEST QUALITY CITY STANDARD SIDEWALK, WITH GREY GRANITE PAVERS, SHOULD BE USED CONSISTENTLY THROUGHOUT THE AREA TO COMPLEMENT INDIVIDUAL PROPERTY STANDARDS.



INCONSISTENT USE OF CITY STANDARDS MAKES STREETS APPEAR HAPHAZARD AND UNKEMPT AND ARE A FREQUENT SOURCE OF TRIP HAZARDS.



PROPERTIES CAN CHOOSE TO IMPLEMENT HIGHER-QUALITY SIDEWALKS THAT MATCH THEIR ARCHITECTURAL DESIGN.

Existing street trees are concentrated in Cloud Gardens Park and along Wellington Street and the western boundary streets of University, York, and Simcoe. Additional tree canopies are provided off busy streets in POPS and building courtyards.

Many of the streets within the Financial District cannot meet City of Toronto standards for continuous tree details. Underground infrastructure in the Financial District does not allow for adequate soil beds and often prevents trees from reaching maturity. Mature trees in the Financial District can cause underground damage due to location of utilities and underground structures including parking garages and the PATH. Poorly maintained tree-supporting infrastructure can damage other infrastructure by leaking or causing sinkholes.

PRINCIPLES

- The goal of tree improvements is to support a larger, strategically placed tree canopy, rather than trying to place trees everywhere.
- Diversification of tree species should be encouraged to minimize risks associated with diseases endemic to a particular tree species.
- Trees should not clutter or obstruct sidewalks or pedestrian flow.
- Trees should not be installed unless an adequate soil bed can be achieved to support the tree to maturity.
- Tree planting should focus on University Avenue, York Street, Simcoe Street, Wellington Street, and Cloud Gardens Park on sections of sidewalk greater than four metres wide where conditions support healthy growth.
- Focus on removing raised planters in favour of in-ground open tree pits. On streets that cannot accommodate in-ground tree details, raised planters should be removed entirely.
- Plantings within the Financial District should follow Toronto's Drought Tolerant Landscaping from the Toronto Green Standard. The selection of plants should take seasonality into consideration and focus on making an impact during fall and winter months.
- The City of Toronto Tree Planting Solutions in Hard Boulevard Surfaces Best-Practices Manual should be followed where applicable.
- Sidewalks less than four metres wide should be left clear to allow for pedestrian flow and "pulling over".
- New tree details should focus on achieving a larger open planter detail with a charcoal-grey granite curb to allow for mature trees and horticulture. Follow City standard T-CIP-1A or most current approved City standard equivalent.
- Existing street trees should be improved by removing concrete covers for open pit details and introducing low-maintenance tree guards to protect trunks. Use GreenBlue Starburst weathering-steel tree grate and GreenBlue Brule weathering-steel tree guard standards.



WEATHERING (“COR-TEN”)-STEEL TREE GRATES AND GUARDS ARE CORROSION-RESISTANT AND HELP PROTECT TREES FROM DAMAGE



RAISED PLANTERS IMPEDE PEDESTRIAN MOVEMENTS AND SHOULD BE REMOVED IN FAVOUR OF IN-GROUND TREE PITS.

STREET FURNITURE

Concerted efforts have resulted in a significant reduction of street clutter. The FDBIA strives to maintain a minimalist public realm.

PRINCIPLES

- Street furniture should be kept to a minimum and only placed where space permits.
- Placement of street furniture should maintain a minimum 2.1 m pedestrian clearway and not impede entrances and exits to properties, block architectural elements, or impede pedestrian flow.
- If needed to manage space, appropriately sized newspaper corrals should be placed at intersections to manage publication boxes.
- Continuing emphasis should be placed on removing unnecessary elements, such as unused or duplicate newspaper boxes.
- As TO360 wayfinding signage has been installed throughout the Financial District, there should be a moratorium on new Astral signature columns and existing assets should be reviewed for removal at the end of the Astral contract in 2027.
- All street furniture required for operations (e.g., traffic control boxes) should be wrapped with a non-stick graffiti-resistant material to minimize impacts from posters and tagging.



ASTRAL BUS SHELTERS PROVIDE PROTECTION FROM THE ELEMENTS FOR WAITING TRANSIT USERS.



NEWSPAPER CORRALS REDUCE CLUTTER BY PREVENTING MIGRATION OF PUBLICATION BOXES. CORRALS SHOULD BE OF APPROPRIATE SIZE TO MANAGE THE NUMBER OF BOXES.



WR4 BINS IN BLACK ELIMINATE THE NEED FOR PEDALS AND FLAPS AND TAKE UP LESS PEDESTRIAN SPACE.

ADVERTISEMENTS

PRINCIPLES

- Street clutter should be kept to a minimum to maintain the aesthetic quality of the Financial District.
- Advertisements should only be placed on designated poster or bulletin areas.

PLANTERS

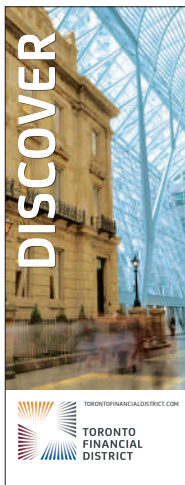
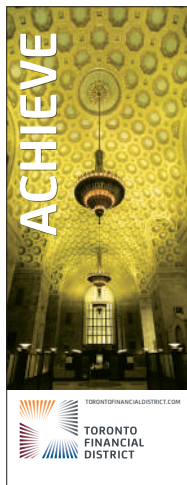


SYBERTECH MILLENIUM RESERVOIR PLANTERS (42" ROUND x 30" HIGH, BLACK) AND BARRACUDA ELLIS PLANTERS (48" IN CAVIAR BLACK) HAVE BEEN USED IN PILOT PROJECTS IN THE FINANCIAL DISTRICT TO PROVIDE AN ATTRACTIVE ACCENT AND VISUAL DELINEATION OF SPACE USE.

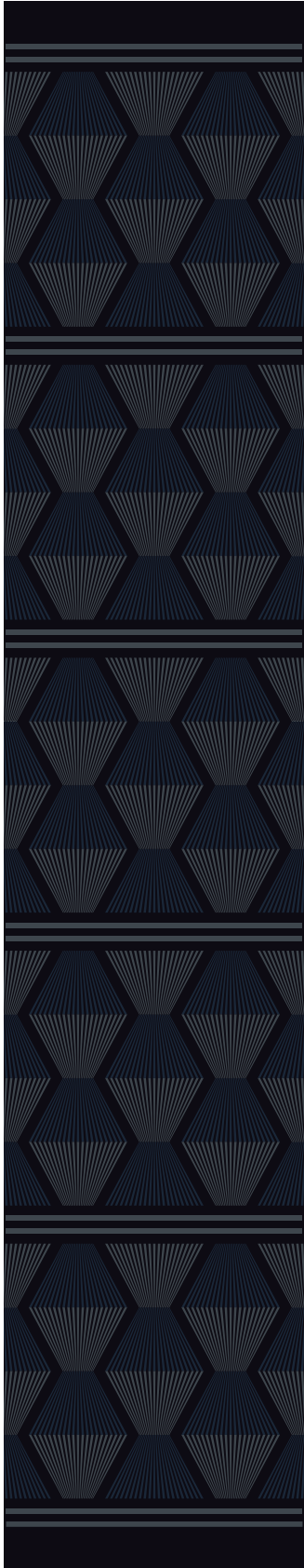
PRINCIPLES

- Planters should only be used as a temporary measure in pilot projects to delineate special uses of public space and should be replaced with a permanent solution that does not require annual planting costs when a pilot is converted to a permanent installation.
- Planters are decorative and are not rated for protection from vehicle impacts.

BANNERS



TORONTO FINANCIAL DISTRICT BIA BANNERS ARE INSTALLED ON ALL STREETS IN THE FINANCIAL DISTRICT. THEY ARE REPLACED YEARLY TO AVOID DEGRADATION.



CUSTOM-DESIGNED GRAFFITI- AND POSTER-RESISTANT BELLA WRAPS HAVE BEEN INSTALLED ON POLES AND CANADA POST RELAY BOXES THROUGHOUT THE FINANCIAL DISTRICT. THEY ARE REPLACED EVERY FOUR YEARS TO AVOID DEGRADATION.



TORONTO FINANCIAL DISTRICT BRANDED STREET SIGNS HAVE BEEN INSTALLED THROUGH THE CITY'S COST-SHARE PROGRAM

TRAFFIC CONTROL BOXES



IN PARTNERSHIP WITH THE CITY OF TORONTO'S START OUTSIDE THE BOX PROGRAM, THE TORONTO FINANCIAL DISTRICT BIA HAS WRAPPED ALL TRAFFIC CONTROL BOXES IN THE DISTRICT WITH PUBLIC ART. WRAPS ARE DESIGNED TO MINIMIZE GRAFFITI AND POSTERING AND TO ADD VIBRANCY TO THE STREETScape.

CYCLE TRACK DIVIDERS



SEPARATED CYCLE LANES ENCOURAGE CYCLING AND REDUCE UNNECESSARY DRIVING BY PROVIDING SAFE, PHYSICALLY SEPARATED AREAS FOR CYCLISTS TO USE. CYCLE LANES ALSO PROVIDE MORE VEHICLE THROUGHPUT AND DEGRADE LESS QUICKLY THAN MOTOR VEHICLE LANES.

PRINCIPLES

- Cycle lanes are supported to improve travel and to attract visitors to the Financial District.
- Cycle lanes should be physically separated with permanent barriers.
- Cycle lanes should be part of a broader cycling network.
- Cycle lanes should be placed to avoid busy operational driveways.

ONTARIO LINE

The Ontario Line is a 15.5 km metro line that will connect Exhibition GO to Eglinton Avenue East at Don Mills Road. It will have 15 stations and include connections to TTC Line 1, Line 2, and Line 5 (Eglinton Crosstown). Most stations will also include connections to bus routes and streetcar lines. It will run underground from Fort York to the Don River, with a mix of at-grade, underground, and elevated rail east of the Don River.

Metrolinx anticipates that the Ontario Line will support 388 000 daily boardings. The Ontario Line supports the FDBIA's primary transit priority of reducing congestion on Line 1. It is also a prerequisite for future subway expansion. Up to 47 000 more jobs will be accessible in 45 minutes or less, rush-hour crowding at Bloor-Yonge Station will be reduced by up to 22%, and an estimated 28 000 fewer cars will be on the road.⁶

ONTARIO LINE TRAINS

Metrolinx released a video outlining the modern features of Ontario Line trains: <https://youtu.be/qvlLCgYckZg>

Ontario Line trains will make use of the latest metro technology, including Wi-Fi, digital passenger information screens, dedicated spaces for bicycles, and platform-edge doors. The electric trains will be supplied by overhead line and be driverless which will allow for frequent service of up to 40 trains per hour. Similar models of train have been used in Copenhagen, Rome, and Thessaloniki.

Construction for the Ontario Line began in summer 2023 and is expected to complete in 2031.⁷



⁶ Metrolinx. 'Ontario Line'. Metrolinx, <https://www.metrolinx.com/en/projects-and-programs/ontario-line>. Accessed 2 Aug. 2023.

⁷ Transit Expansion Division, Executive Director. *Update on Metrolinx's Ontario Line Construction within the Toronto and East York District*. For Action, Subcommittee on Metrolinx's Ontario Line Construction, 8 Mar. 2023, <https://www.toronto.ca/legdocs/mmis/2023/tm/bgrd/backgroundfile-234939.pdf>.

503 & 504 KING STREETCARS

Connecting to the largest concentration of jobs in the country, King Street is a vital economic corridor to the Financial District, the City of Toronto, and Canada as a whole. The 504 King streetcar is the third busiest TTC route after the Line 1 and Line 2 subways.⁸ There is a clear need for consistent, high quality, and reliable transit along this corridor.



⁸ TTC. Transit Planning. <https://www.ttc.ca/transparency-and-accountability/transit-planning>. Accessed 27 June 2023.

The King Street Transit Pilot sought to prioritize travel with temporary infrastructure for streetcar stops including vinyl-wrapped concrete barriers, wheelchair ramps, and painted lines demarcating the boarding & alighting areas for streetcars. These temporary elements do not meet the operational nor aesthetic needs of the Financial District.

The King Street Transit Pilot became a permanent Transit Priority Corridor in 2019. New, permanent designs for transit facilities along this corridor should replace the temporary installations.

King Street's Transit Priority Corridor spans King Street from Bathurst to Jarvis Street. The Transit Priority Corridor limits but does not ban car movement to prioritize transit, deliveries, cycling, and pedestrians. Adelaide and Richmond Streets are intended to absorb remaining through traffic.

PRINCIPLES

- The City of Toronto and TTC must coordinate with the FDBIA throughout the planning, design, and implementation phases of enhanced transit service facilities on King Street.
- Selected materials for permanent infrastructure assets should be of a high quality, durable in all weather conditions, and low maintenance to ensure they remain in a state of good repair year-round.
- Installations should be simple to clear of snow and ice and should be resistant to salt.
- Conflicts of vehicle, transit, and cyclist movements at intersections should be reduced using appropriate pavement markings, signage, and enforcement.
- Lanes should be clearly allocated and designated for transit priority through appropriate lane treatments and signage within the road right-of-way.
- Clear indication of stop extents and accessibility for all users and abilities should be supported using appropriate surface treatments and ramps.
- The waiting experience for passengers should be enhanced by including stop amenities and integrating shelters with passenger waiting areas to provide appropriate waiting and boarding space that is separate from pedestrian paths and buildings.
- Stop identification and travel planning should be clarified through signage.
- Passenger waiting areas and cycling tracks should be safely integrated to create additional waiting space and to reduce congestion.

COMBINED BIKE LANE AND LOADING ZONE

These add a raised platform to the bike lane between the streetcar tracks and sidewalk. Passengers waiting for a streetcar wait behind a yellow line (like the subway's) so cyclists can pass in the bike lane as normal. When the streetcar arrives, passengers board from the platform and cyclists wait, like at a crosswalk. Combined bike lanes and loading zones offer several benefits: they help keep sidewalks clear for pedestrians while passengers board, and they make streetcars and buses easier to board by reducing the height difference between vehicle and stop.

INFRASTRUCTURE

As the Transit Priority Corridor is a permanent fixture, there are opportunities to include best-in-class transportation infrastructure. This includes integrated pedestrian-cyclist infrastructure, enhanced transit shelters, smart stop displays, and enhancements to the pavement treatment at streetcar stops and intersections. Some King streetcar stops began introducing integrated pedestrian-cyclist infrastructure in 2023 by implementing combined bike lanes and pedestrian loading zones. Upgrading existing transit shelters to elongated shelters with seating and real-time transit updates would improve the traveller experience along the busy route.



COMBINED BIKE LANE AND PASSENGER LOADING ZONE AT KING AND PORTLAND STREETS.



WASHINGTON, DC HAS INSTALLED PLASTIC LOADING PLATFORMS THAT ARE USED UNTIL THEY CAN BE REPLACED BY PERMANENT CONCRETE INSTALLATIONS.



OULU, FINLAND'S LOADING PLATFORMS ARE INTEGRATED INTO RAISED CYCLE LANES COMBINED WITH THE SIDEWALK. THIS ALLOWS FOR LEVEL BOARDING AND HELPS KEEP SNOW OUT OF THE WAITING AREA.

STREET RE-BALANCING IN OTHER CITIES

Other cities have found tremendous environmental, economic, and social success by re-balancing their streets to encourage more circulation. Providing more options for transportation in the downtown core allows cities to create different ways of interacting in public spaces and encourages business patronage

NEW YORK



THE AREA SURROUNDING BROADWAY NOW INCLUDES FIVE SHARED STREETS. A FIFTH AVENUE REDESIGN WOULD ALLOCATE MORE RIGHT-OF-WAY TOWARDS PEDESTRIAN AND CYCLING USES AND CHANGE TRAFFIC PATTERNS TO HELP KEEP BUSES MOVING THROUGH MANHATTAN. NEW YORK CITY'S COUNCIL ALSO PROPOSES CREATING STANDARDS FOR PERMANENT CURB LANE CAFÉS AND SIDEWALK PATIOS THAT WOULD PERMIT YEAR-ROUND OUTDOOR DINING. A RENEWED FOCUS ON NEW YORK CITY'S PUBLIC SPACE IS BEING LED BY THE CITY'S FIRST PUBLIC REALM OFFICER.

GLASGOW



GLASGOW'S SAUCHIEHALL STREET AVENUE WAS CREATED IN 2018 AT THE REQUEST OF LOCAL BUSINESSES TO ACCOMPANY THE NEARBY BUCHANAN STREET (THAT HAS BEEN PEDESTRIANIZED SINCE 1972). IT HAS BEEN A RESOUNDING SUCCESS AT REJUVENATING THE STREET FOLLOWING A SET OF DEVASTATING FIRES AND NOW BETTER SUPPORTS GLASGOW'S CULTURE AND BUSINESSES. THIS IS THE FIRST IN SEVERAL "SPACES FOR PEOPLE" PROJECTS THAT WILL USE STANDARDIZED MODIFICATIONS TO EXISTING PUBLIC SPACES TO BETTER SUPPORT COMMUNITIES.

SAN FRANCISCO



CLOSED TO VEHICLES DURING THE COVID-19 PANDEMIC, "BATTERY BRIDGE" HAS BEEN MAINTAINED AS A PEDESTRIAN PLAZA. SAN FRANCISCO'S DOWNTOWN SF PUBLIC REALM ACTION PLAN WAS CREATED AS A POST-PANDEMIC REVITALIZATION PLAN IN JULY 2022 AND FOCUSES ON REANIMATING THE CITY'S DOWNTOWN CORE THROUGH THE INTRODUCTION OF PEDESTRIAN SPACE, POPS, AND GREEN INFRASTRUCTURE.

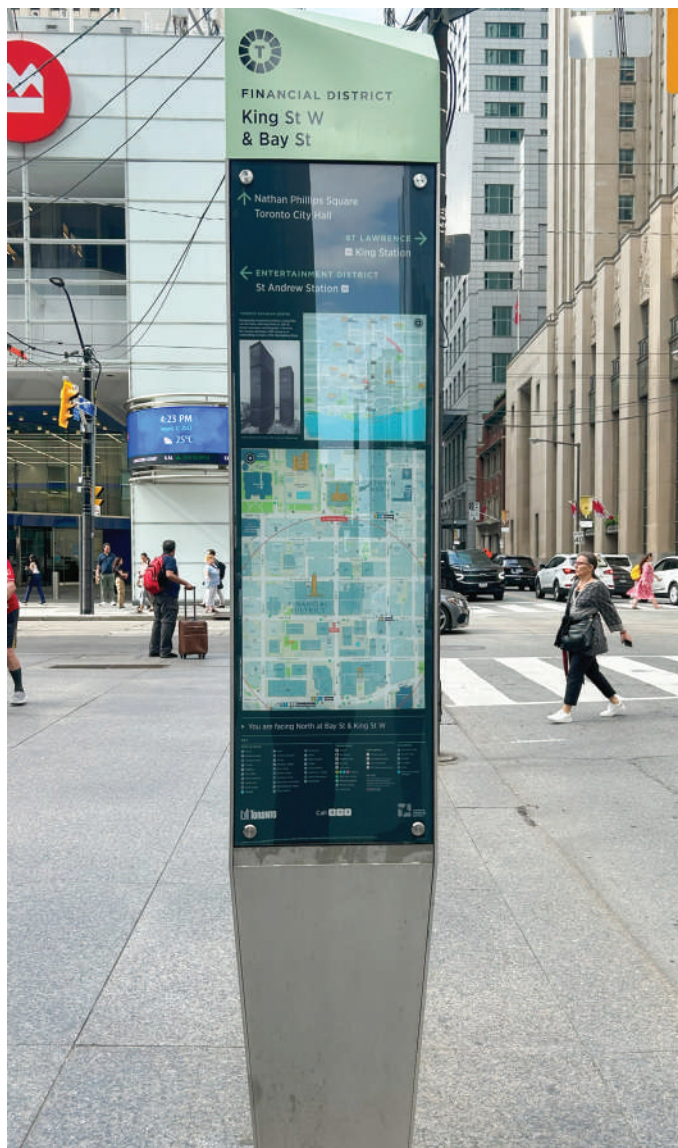
TO360

The City of Toronto installed an above-grade pedestrian wayfinding system to promote walking as a mode of transportation and make Toronto more navigable for visitors and residents.

TO360 on-street pedestrian wayfinding is installed at key locations throughout the Financial District. See the City of Toronto's TO360 Wayfinding website⁹ for reference.

PRINCIPLES

- TO360 on-street pedestrian wayfinding should be strategically located in areas of high pedestrian concentration for the greatest benefit.
- Following a complete roll-out of TO360 wayfinding in 2019, no additional on-street wayfinding should be installed in the Financial District.



TO360 WAYFINDING INSTALLATIONS PROVIDE LOCATION AND DESTINATION INFORMATION AT STRATEGIC LOCATIONS.

⁹ <https://www.toronto.ca/services-payments/streets-parking-transportation/walking-in-toronto/wayfinding/>

PATH WAYFINDING

Organic growth of the PATH, while expeditious for construction, also presents one of the PATH's greatest challenges: visitor confusion and disconnection between above- and below-grade spaces.

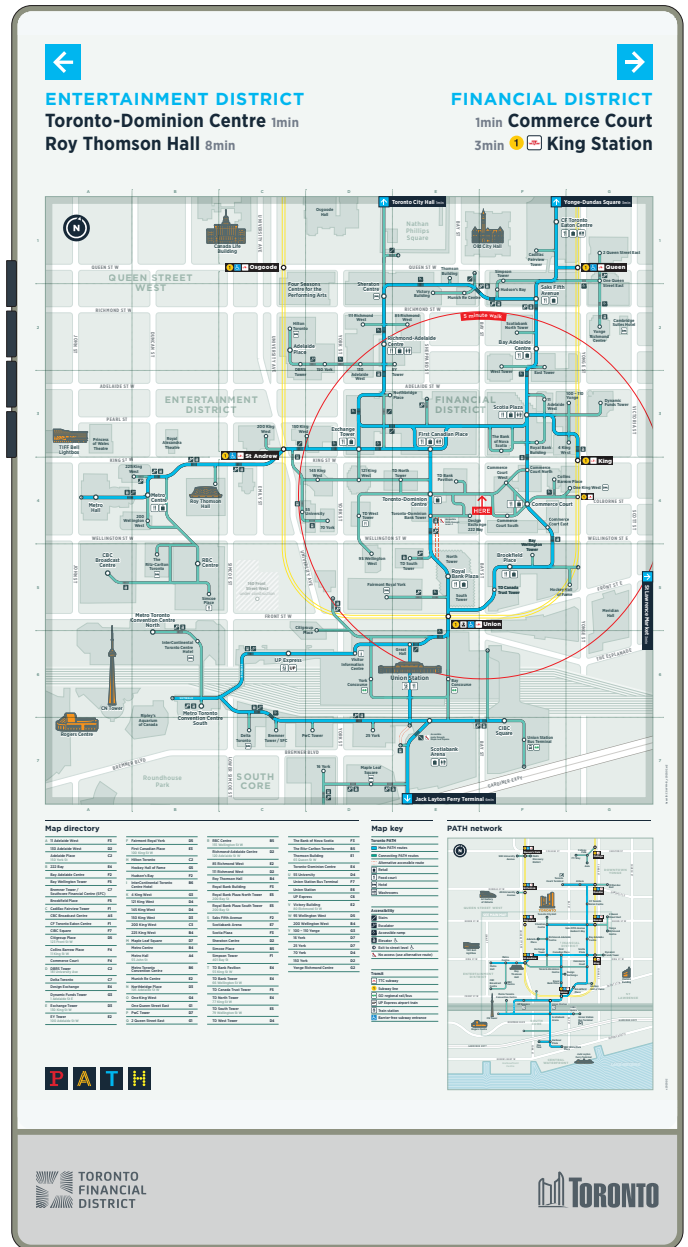
The PATH consists of a network of walkways that does not mirror the grid pattern of Toronto's streets and requires significant knowledge of the area and a good sense of direction for comfortable use.

The Financial District BIA and the City of Toronto developed an improved PATH wayfinding system, including a new PATH map. The new wayfinding system addresses challenges identified by users and makes it easier for workers, residents, and tourists to navigate the PATH and access downtown businesses and amenities. Consistent district names and adjacent & terminal destinations are used, along with estimated walk times.

The PATH wayfinding signage system is comprised of three elements: maps, directional signs, and PATH system identifiers (PSIs). See *PATH Wayfinding System Guidelines*¹⁰ for more information. The PATH map shares a graphic design system with TO360.

PRINCIPLES

- All PATH-connected properties should have PATH wayfinding located in visible locations at key decision points.
- All PATH wayfinding installations should include an appropriate mix of wall maps and directional signage as outlined in PATH Wayfinding System Guidelines.
- PATH wayfinding is a stand-alone system. It is not intended to support building-specific wayfinding.



¹⁰ PATH Wayfinding System Guidelines. Dec. 2017, <https://static1.squarespace.com/static/60466adde21fa469e3679ee3/t/650de517a9d05044619c5ef6/1695409438340/PATH+Guidelines+%28December+2017%29.pdf>.



WALL-MOUNTED PATH MAPS ARE PLACED AT MAIN ENTRANCES TO THE PATH AND AT KEY DECISION POINTS SUCH AS THE CONNECTIONS BETWEEN BUILDINGS.

FINANCIAL DISTRICT

4min **Scotia Plaza**

9min **Union Station**

DIRECTIONAL SIGNS ARE PLACED AT SECONDARY DECISION POINTS SUCH AS CORRIDOR JUNCTIONS AND INTERSECTIONS.



PATH SIGNS CAN BE CUSTOMIZED TO MATCH A BUILDING'S ARCHITECTURAL STYLE.



THE PATH SYSTEM IDENTIFIER IS USED TO IDENTIFY ACCESS TO THE PATH FROM OUTSIDE, AT GRADE CHANGES LEADING TO THE PATH, IN PLACES WHERE CONSTRAINTS RESTRICT LARGER PATH SIGNAGE, AND IN PATH CORRIDORS AS A CONTINUING PATH INDICATOR.



BUILDINGS CAN SHOW THEY ARE PATH CONNECTED BY INCLUDING PATH INDICATORS AT RELEVANT STREET ENTRANCES.

TORONTO'S ELECTRIC VEHICLE STRATEGY

ELECTRIC VEHICLES

Electric Vehicles (EVs) are motorized vehicles powered exclusively by electricity stored in onboard batteries.

“Low-emission vehicles” include efficient gasoline cars, natural gas vehicles, hybrids, and EVs; whereas “zero-emission vehicles” are vehicles that do not produce noxious fumes in operation, such as electric or hydrogen cars.

These categories can be used to define areas where only those vehicles are allowed: a low-emissions zone (LEZ) for low-emission vehicles, and a zero-emissions zone (ZEZ) for zero-emission vehicles. These can be overlaid with congestion charges, which charge drivers a fee for the privilege of using the street.

The City of Toronto's goal of reducing greenhouse gas emissions to net zero by the year 2040 is contained in TransformTO. For Toronto to reach this target, a coordinated and action-oriented approach is needed among key sectors including building operations and transportation, the two leading sources of emissions in Toronto.¹¹

Toronto's net zero strategies have the potential to change and influence the Financial District in a positive way. By 2040, streets could become quieter and cleaner and building operation costs could decrease. However, this will require changes to the composition of streets, building construction, and the prioritization of transit over private vehicles.

Toronto's Electric Vehicle Strategy (adopted in 2020) sets goals for EV uptake and infrastructure installation in the City of Toronto. Eventually, EV chargers will be expected at all public and private parking locations. The FDBIA will continue to monitor Toronto's EV infrastructure implementations.

The City anticipates that once adequate home chargers are installed, downtown charging will become rarer. However, downtown chargers are important in normalizing EVs and reducing range anxiety. EVs can contribute to quieter city streets, improve respiratory health, and reduce cleaning costs as EVs produce less soot.¹²

Public chargers can provide a valuable draw to electric vehicle owners. Charging hubs can be installed in commercial areas so drivers may visit local retail while they wait for their vehicle to charge. Fast chargers can be used to increase turnover (a fast charge taking 30–45 minutes) and to sell more charging in the same amount of time as a standard charger. Employers and hotels offering car chargers can be more attractive to employees and guests by providing more charging opportunities and thus reducing range anxiety.¹³

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 installed 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 an installation is used at 110% of anticipated capacity, the repayment cost will be proportionally higher.¹⁴

11 Toronto, City of and Live Green Toronto. TransformTO Net Zero Strategy. City of Toronto, 22 Nov. 2021, <https://www.toronto.ca/services-payments/water-environment/environmentally-friendly-city-initiatives/transformto/>.11

12 Dunsky Energy Consulting. City of Toronto Electric Vehicle Strategy. IE11.17-Attachment 1, Environment & Energy Division, 9 Dec. 2019, <https://www.toronto.ca/wp-content/uploads/2020/02/8c46-City-of-Toronto-Electric-Vehicle-Strategy.pdf>.

13 Vancouver, City of. Vancouver's EV Ecosystem Strategy. Nov. 2016, <https://vancouver.ca/files/cov/ev-ecosystem-strategy.pdf>.

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

ELECTRIC VEHICLE ADOPTION IN OTHER WORLD-CLASS CITIES

Like Toronto, several North American cities have committed to electric-vehicle adoption goals.

NEW YORK CITY

New York's plans deviate from Toronto's in two significant ways: charging is an urban attraction, not just an at-home activity, and deliveries are a primary focus of the plan. New York City currently has an extensive truck management plan, and their new strategy, Delivering New York, plans to build on that. BIAs will co-ordinate deliveries, buildings will coalesce their deliveries, deliveries will be sent to central self-serve hubs, and off-peak deliveries will be encouraged. New York expects to slowly transition trucks to electric, which will require downtown chargers, and to increase the amount of cargo bikes in the city to reduce the number of trucks overall.¹⁵

BOSTON

Like Toronto, Boston is focusing on reducing solo drivers. Boston's EV goals include having one charger in each neighbourhood. By 2025, Boston should have a total of 1 055 chargers and 320 fast chargers. By 2040, each house should be within a 10-minute walk of a free charger or electric car share. Boston views electric chargers as opportunities for neighbourhood hubs; grouping chargers is intended to make installation simpler and promote community development.¹⁶ The City of Boston will soon start experimenting with cargo bikes and will construct 40km of new bus lanes by 2030 to reduce solo car trips by half.

MONTRÉAL

Montréal is focusing on reducing the number and size of vehicles on the road while making new construction more eco-friendly. Montréal currently has a pilot project that, like New York, uses post office-like delivery hubs where trucks drop off their deliveries and small electric trucks or bicycles then complete the delivery in the neighbourhood. Eventually, each neighbourhood will have their own delivery hub.¹⁷ For passenger travel, Montréal is promoting electric bikes, with 725 added to the municipal rental fleet in 2021 for a total of 2 100 across the city. By 2030, a LEZ or ZEZ will be established downtown.

PRINCIPLES FOR REDUCED-CARBON TRANSPORTATION

- Encourage streets that prioritize a majority of travellers.
- Support installation of dedicated cycling infrastructure to support alternate mobility options and reduce the number of private vehicles on streets.
- Encourage the use of electric vehicles downtown to support quieter and cleaner streets.
- Support ongoing sidewalk improvements to enhance overall pedestrian experience.
- Continue to advocate for transit expansion in Toronto and other forms of mobility to reduce the need for personal automobile use and allow for more efficient deliveries.
- Address cost and convenience barriers to electric vehicle uptake.

Like all world-class cities, changes are coming for Toronto in the next 17 years, and the Financial District can lead the way. By making sure most parking spots have electric vehicle chargers and installing fast-charging hubs around shopping and dining opportunities, the Financial District can meet or exceed Toronto's net-zero expectations.

¹⁵ New York City DOT. Delivering New York: A Smart Truck Management Plan for New York City. NYC DOT, May 2021, <https://www1.nyc.gov/html/dot/downloads/pdf/smart-truck-management-plan.pdf>.

¹⁶ Boston, City of. "Recharge Boston: Boston's Zero Emission Vehicle Program." 2 Aug. 2022, <https://www.boston.gov/departments/transportation/recharge-boston-electric-vehicle-resources>.

¹⁷ Montréal. Transportation Electrification Strategy 2021-2023. Ville de Montréal, 31 Aug. 2021, https://portail-m4s.s3.montreal.ca/pdf/strategie_electrification_des_transports_2021-2023_ang_finale.pdf.

PUBLIC WORKS AND CONSTRUCTION

As Canada's premier economic centre and a global financial presence, the Financial District is Toronto's public face to the world. A consistent planning approach is taken to effectively manage a wide array of materials and a state of good repair.

For maximum return on public realm investments, it is critical that a collaborative, long-term planning approach is used between the City, property owners, and other area stakeholders.



ADVANCE PROJECT PLANNING AND CONSULTATION IS IMPORTANT TO ENSURE CRITICAL INFRASTRUCTURE IMPROVEMENTS PROGRESS EFFICIENTLY AND SMOOTHLY.

PROJECT PLANNING AND CONSULTATION

KEY RECOMMENDATION

There must be coordination well in advance of large, multi-stakeholder projects to ensure minimal disruption of operations and maximum return on investment.

- Capital works projects should be leveraged to improve operations and aesthetics of the area simultaneously.
- The FDBIA should be included in all meetings related to capital improvements in the Financial District.
- Working groups should be established to ensure stakeholders' interests are considered as projects are developed and constructed.
- Large projects with working groups should have those groups informed well in advance of project implementation dates to ensure coordination and that desired outcomes are incorporated in City RFPs and contracts.
- The City of Toronto should allocate capital budgets to support bringing the Financial District's public realm to the highest City standard as outlined in this strategy.
- Additional opportunities for public-private partnerships should be identified where possible.
- In addition to capital projects and 50:50 cost-share opportunities, Section 37/45 funds should be used to identify opportunities for block redevelopment to expedite introducing a cohesive public realm.
- Community improvement funds (including Section 37, Section 16, and Section 45 funds) obtained from Financial District developments should remain in the area and be used to improve the public realm.
- The City's cost-share program provides opportunities to make improvements above and beyond the City standard. This should be taken advantage of to improve the quality of the public realm where applicable.

CONSTRUCTION HUBS

As part of the City's Vision Zero Road Safety Plan, the City has created "Construction Hubs" to coordinate safety and pedestrian access during construction. The FDBIA is part of three Construction Hubs: Downtown, Lake Shore East, and Lake Shore West. Each Construction Hub has a [webpage](#) that summarizes construction impacts, current construction projects, and the boundaries of each Hub. Construction Hubs are aligned with recommendations from the World Road Association on traffic management strategies for construction work zones.

The FDBIA is undergoing many infrastructure improvements, including the Ontario Line, streetcar track improvements, and utility replacements. Construction, while necessary, is disruptive. The FDBIA works with the City, Metrolinx, TTC, utilities, and local property managers to minimize disruptions. The FDBIA:

- Meets with property managers of impacted buildings, describes the scope of work, and consults building staff to understand the impact on operational requirements.
- Prepares guidelines for the project manager that outlines minimum access requirements and advanced notice required before disruptions. The project manager communicates this to the contractors.
- Facilitates communications between the project manager and property managers about updates or changes to the construction schedule or guidelines. The guidelines are iterated as needed

PRINCIPLES

- Construction activity should be completed overnight or on weekends in office areas so as to not impede Monday to Friday operations.
- Paid duty officers and flag persons should be onsite when construction activity reduces vehicle lanes or closes roads to better facilitate travel and improve pedestrian safety.
- Construction sites must be clean and well-organized. Dust should be reduced, and litter disposed of properly.
- Long-term construction sites should be secured with attractive hoarding or graphic mesh wraps to maintain a high-quality public realm.
- Information must be provided regarding detailed work plans a minimum of two weeks prior to starting work to ensure that properties can notify tenants of changes and noise and arrange for alternate routes or deliveries.

MAINTENANCE

The FDBIA operates a reporting system providing daily reports of maintenance issues to the appropriate agency.

- Issues such as damage, graffiti, and posters should be addressed in a timely fashion, as identified by the appropriate City by-law.
- Agencies responsible for maintenance of public realm assets should continually identify areas of improvement and adjust resources to meet those needs.

STREET CHARACTERISTICS

ADELAIDE STREET

High focus on operations; high focus on aesthetics.

- Three lanes with one-way traffic eastbound.
- One-way eastbound separated cycle track on north side of street.
- High-volume commercial elevator loading operations at First Canadian Place and Scotia Plaza.
- Characterized by prestigious commercial developments.
- Has street-level restaurants with patios.
- High-quality private investments contrast with City-installed sidewalks.
- Features a significant level of operational functions, including as an alternate streetcar route.



HIGH OPERATIONAL REQUIREMENTS AND CURBSIDE ACTIVITY ON ADELAIDE STREET OFTEN REDUCES VEHICLE TRAFFIC TO TWO ACTIVE LANES. ADELAIDE STREET FACING WEST AT YORK STREET.

ADELAIDE STREET OPPORTUNITIES

- Improve management of curbside activity and operations.
- Introduce additional bicycle parking in appropriate areas to meet increased cycling demand.
- Support street-level retail and restaurants by upgrading to the highest City-standard sidewalk with decorative pavers.

BAY STREET

Medium focus on operations; high focus on aesthetics.

- Four lanes with two-way traffic north and south.
- Considered the Financial District's "Main Street".
- Transitions from heritage buildings near Queen Street to more modern buildings that define Toronto's skyline approaching Adelaide Street.
- Street-level retail concentrated north of Adelaide Street.
- High volumes of pedestrian traffic, especially during morning and evening rush hours.



BAY STREET MUST BE ABLE TO ACCOMMODATE LARGE INFLUXES OF PEDESTRIANS DURING MORNING AND AFTERNOON RUSH HOURS. BAY STREET FACING SOUTH AT RICHMOND STREET.

BAY STREET OPPORTUNITIES

- Improve management of curbside activity and pedestrian flow.
- Improve connectivity with the Financial District via the Bay Street railway underpass with lighting, public art, and raised sidewalks.

FRONT STREET

High focus on operations; high focus on aesthetics.

- Union Station is a major gateway to the Financial District and Toronto.
- Two lanes with two-way traffic west of Bay Street.
- Four lanes with two-way traffic east of Bay Street.
- Three lanes with one-way traffic east of Yonge Street.
- Large volume of taxis and ride-share activity due to Fairmont Royal York Hotel and Union Station.



UNION STATION ON FRONT STREET IS A MAJOR GATEWAY TO THE FINANCIAL DISTRICT, WITH TAXIS OFTEN OCCUPYING BOTH CURB LANES. FRONT STREET FACING EAST NEAR YORK STREET.

FRONT STREET OPPORTUNITIES

- Extend existing civic plaza using high-quality materials east of Bay Street, including expanding the sidewalk in front of the redeveloped Dominion Public Building to create a consistent streetscape.
- Incorporate permanent features to replace planters that have been installed to stop illegal parking in median.
- Complete and implement Union Station Security Plan.
- Examine opportunity to install mid-block crosswalk between York and Bay Streets.

JORDAN & MELINDA STREETS

High focus on operations; medium focus on aesthetics.

- Two-way streets connecting south of King Street and west of Yonge Street.
- Gateway to Commerce Court's public plaza.
- Includes barrier-free entrance to King subway station (scheduled to open in 2026).
- High-volume film parking location.
- Only loading and parking access to One King West.



A BARRIER-FREE TTC ENTRANCE AND WIDE SIDEWALKS PROVIDE OPPORTUNITIES TO IMPROVE CONNECTIONS TO COMMERCE COURT AND YONGE STREET. MELINDA STREET FACING WEST TO JORDAN STREET.

JORDAN STREET & MELINDA STREET OPPORTUNITIES

- Improve the connection of Jordan and Melinda Streets to Commerce Court.
- Explore shared street opportunities to activate the street as a temporary space for programming.
- Ensure access to loading operations on Melinda Street.

KING STREET

High focus on operations; high focus on aesthetics.

- Four lanes with two-way traffic east and west.
- Characterized by high-rise commercial properties with expansive lobbies and entrances.
- Includes privately-owned publicly-accessible spaces (POPS) featuring programming by owners.
- Minimal retail frontage.
- High operational requirements for courier deliveries and passenger pickup.
- Toronto's first Transit Priority Corridor.



KING STREET IS THE PRIMARY EAST/WEST TTC SURFACE TRANSIT ROUTE INTO AND THROUGH THE FINANCIAL DISTRICT. BAY AND KING IS CONSIDERED THE HEART OF THE FINANCIAL DISTRICT. THE KING STREETCAR IS THE TTC'S THIRD-BUSIEST ROUTE ACROSS ALL SUB-WAYS, STREETCARS, AND BUSES.¹⁸ KING STREET FACING EAST WEST AT BAYVORK STREET.

KING STREET OPPORTUNITIES

- Make the King Street Transit Priority Corridor a permanent installation that allows for accessibility and cycle access without temporary measures such as planters, jersey barriers, or delineators.

¹⁸ TTC. Transit Planning. <https://www.ttc.ca/transparency-and-accountability/transit-planning>. Accessed June 27, 2023.

PEARL STREET

High focus on operations; low focus on aesthetics.

- Operational street between John Street and York Street characterized primarily by loading operations and narrow lanes.
- Two lanes of one-way traffic westbound between John Street and University Avenue.
- Two lanes with two-way traffic east and west from University Avenue to York Street.
- Stopping prohibited between York Street and University Avenue.



TWO-WAY TRAFFIC HAS BEEN IMPLEMENTED ON PEARL STREET FROM YORK STREET TO UNIVERSITY AVENUE TO IMPROVE LOADING OPERATIONS. PEARL STREET FACING WEST FROM YORK STREET.

PEARL STREET OPPORTUNITIES

- Monitor Pearl Street and implement changes as necessary.
- Maintain restriction on film vehicle parking on Pearl Street between York Street and University Avenue.

QUEEN STREET

Medium focus on operations; medium focus on aesthetics.

- Four lanes with two-way traffic east and west.
- Characterized by large buildings with minimal street-level retail between Simcoe and Yonge Streets.
- Features a network of pedestrian laneways connecting buildings from Queen, Bay, and Richmond Streets.
- Home of existing Line 1 stations at Osgoode and Queen and two future connecting Ontario Line stations.



QUEEN STREET'S INCONSISTENT STREETScape CONDITIONS AND LACK OF STREET RETAIL MAKE IT FEEL DISCONNECTED FROM SURROUNDING AREAS. QUEEN STREET FACING WEST NEAR BAY STREET.

QUEEN STREET OPPORTUNITIES

- Explore ideas for public art to create a gateway to the Financial District at the intersection of Queen and Bay Streets.
- Implement consistent streetscape detail.

RICHMOND STREET

High focus on operations; medium focus on aesthetics.

- Three lanes with one-way traffic westbound.
- One-way westbound separated cycle track on north side of street.
- Defined by a mix of high- and medium-rise buildings.
- Sidewalks with low volumes of pedestrian traffic and little street-level retail.
- Fronted primarily by back-of-house building operations.
- Features a high level of operational functions.



RICHMOND STREET IS CHARACTERIZED BY HIGH VOLUMES OF VEHICULAR AND CYCLING TRAFFIC, LITTLE STREET-FRONT RETAIL, AND A HIGH LEVEL OF OPERATIONS INCLUDING SHUTTLE BUS SERVICE FOR THE SHERATON HOTEL AND COURIER DELIVERIES. RICHMOND STREET FACING WEST AT BAY STREET.

RICHMOND STREET OPPORTUNITIES

- Introduce additional bicycle parking to meet increased cycling demand throughout the Financial District.
- Encourage CaféTO installations where relevant and not interfering with operational activities.

SHEPPARD STREET

High focus on operations; low focus on aesthetics.

- Two lanes with two-way traffic north and south.
- High operational requirements.
- Residential development has introduced new use and activities to the street.
- Frequent film parking.



SHEPPARD STREET'S PERPETUAL SHADE AND NARROW SIDEWALKS MINIMIZE OPPORTUNITIES FOR IMPROVED TREE DETAILS. SHEPPARD STREET FACING SOUTH FROM RICHMOND STREET.

SHEPPARD STREET OPPORTUNITIES

- Remove courier delivery zones to improve parking and loading garage access.
- Maintain film parking restriction on east side of Sheppard Street.

SIMCOE STREET

Medium focus on operations; medium focus on aesthetics.

- Two lanes with one-way traffic southbound.
- Northbound contra-flow cycle track from Richmond to Queen Street.
- Bi-directional separated cycle track between Richmond and King Streets.
- Northbound contra-flow cycle track between King and Wellington Streets.
- Serves as a direct route to the waterfront.
- Characterized by low-rise heritage buildings and entertainment destinations on the west side and large commercial properties on the east side.



THE FINANCIAL DISTRICT TRANSITIONS INTO THE ENTERTAINMENT DISTRICT/TORONTO DOWNTOWN WEST VIA AT SIMCOE STREET. SIMCOE STREET FACING SOUTH NEAR PEARL STREET.

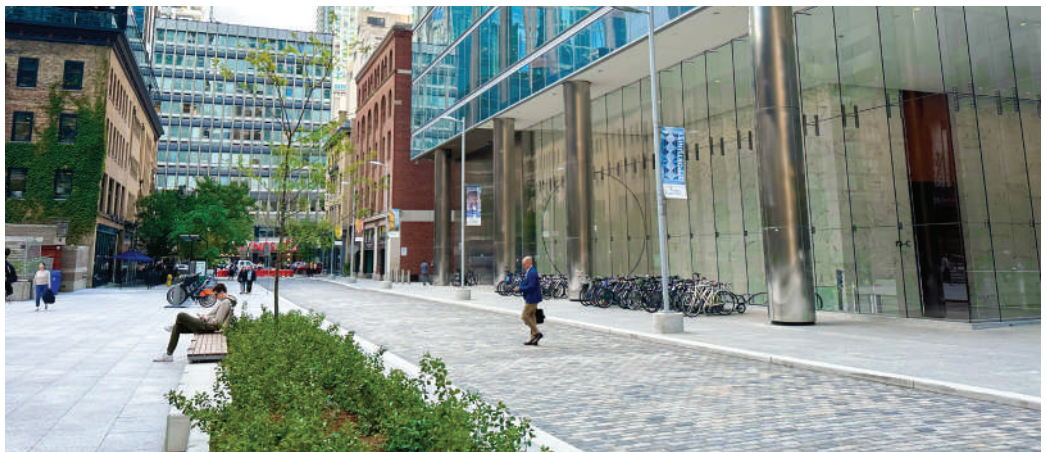
SIMCOE STREET OPPORTUNITIES

- Evaluate the potential of converting Simcoe Street to allow two-way traffic flow.
- Implement consistent streetscape detail.
- Explore opportunities for public art to activate the east side of the street.
- Introduce additional bicycle parking to meet increased cycling demand throughout the Financial District.
- Install permanent cycle track barriers consistent with Adelaide or Richmond Street cycle track barriers.

TEMPERANCE STREET EAST OF BAY STREET

Medium focus on operations; high focus on aesthetics.

- One-way traffic from Cloud Gardens Park to Bay Street.
- Eastbound cycle lane.
- Has experienced significant private investment.
- Adjacent to two open green spaces: Cloud Gardens Park and the POPS Arnell Plaza.
- Flexible, shared street prioritizing pedestrians and events.
- High-volume film parking location.



REDEVELOPMENT HAS TRANSFORMED TEMPERANCE STREET AND PROVIDED NEW OPPORTUNITIES FOR PEDESTRIAN-ORIENTED ACTIVITIES. TEMPERANCE STREET FACING EAST FROM CLOUD GARDENS PARK.

TEMPERANCE STREET EAST OPPORTUNITIES

- Keep and introduce street-level outdoor cafés along the street to promote a consistent streetscape and Temperance Street as a destination within the Financial District.
- Consider removing pay-and-display on-street parking from the north side of the street.

TEMPERANCE STREET WEST OF BAY STREET

Medium focus on operations; low focus on aesthetics.

- One-way traffic from Bay Street to Sheppard Street.
- Services entrances for a variety of smaller buildings and Bell building.
- Low foot and vehicular traffic volumes.
- Front entrance for INDX Condominiums.
- High-volume film parking location.



TEMPERANCE STREET BETWEEN BAY AND SHEPPARD STREETS IS PERPETUALLY SHADED AND NARROW, MAKING IT A LOW PRIORITY FOR PEDESTRIAN STREETScape IMPROVEMENTS. TEMPERANCE STREET FACING WEST FROM BAY STREET.

TEMPERANCE STREET WEST OPPORTUNITIES

- Monitor Temperance Street and implement changes as necessary.

UNIVERSITY AVENUE

Medium focus on operations; high focus on aesthetics.

- Designed as grand ceremonial street.
- Six lanes with two-way traffic north and south.
- Northbound and southbound cycle tracks.
- Vehicular artery connecting drivers south to the Gardiner Expressway and north around Queen's Park to Avenue Road.
- Primary road used by vehicles entering and exiting garages and loading docks on Pearl Street.
- Characterized by office buildings with slight setbacks.
- Features linear median lined with monuments, water features, seating, landscaping, and trees.
- A difficult pedestrian environment due to streetscape conditions and the number of vehicular travel lanes.
- Home of existing Osgoode Line 1 and future Ontario Line station.



UNIVERSITY AVENUE WAS DESIGNED AS A GRAND CEREMONIAL STREET, BUT ITS WIDTH AND NUMBER OF VEHICULAR LANES POSE CHALLENGES FOR PEDESTRIANS. UNIVERSITY AVENUE FACING NORTH FROM WELLINGTON STREET.

UNIVERSITY AVENUE OPPORTUNITIES

- Improve the pedestrian environment, ceremonial boulevard, and downtown park space by implementing University Park.¹⁹
- Assess options to improve pedestrian connections at the intersection of University Avenue, York, and Front Streets.
- Implement consistent separated cycle tracks.
- Implement consistent streetscape detail.

¹⁹ FDBIA. Backgrounder – University Park. 16 Feb. 2023, <https://static1.squarespace.com/static/60466adde21fa469e3679ee3/t/642f04924b225d21dd94af24/1680802963220/FDBIA+University+Park+Backgrounder.pdf>.

VICTORIA STREET

Medium focus on operations; low focus on aesthetics.

- Four lanes with two-way traffic north and south.
- Primarily an operational street.



VICTORIA STREET'S PRIMARY FUNCTION DURING WEEKDAY BUSINESS HOURS IS OPERATIONS. VICTORIA STREET LOOKING NORTH FROM ADELAIDE STREET.

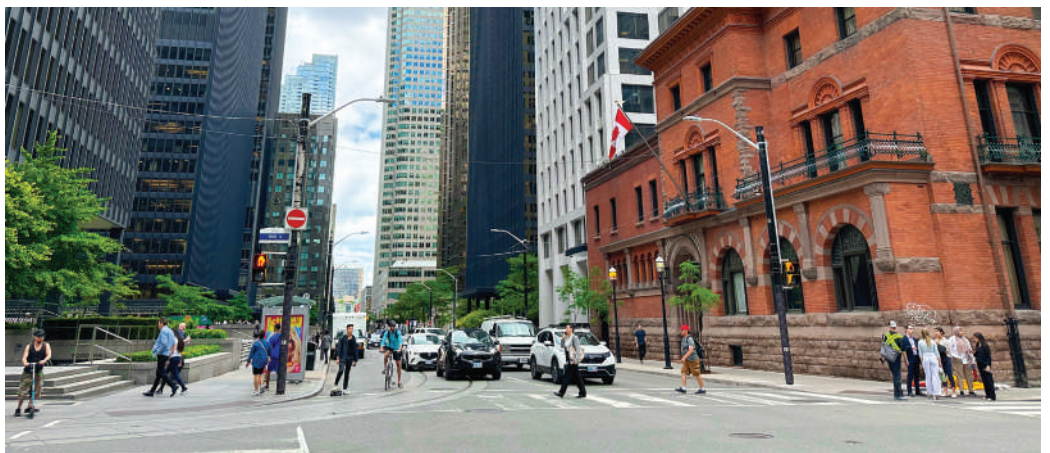
VICTORIA STREET OPPORTUNITIES

- Implement consistent streetscape detail.

WELLINGTON STREET

High focus on operations; high focus on aesthetics.

- Four lanes with one-way traffic westbound.
- Defined by large commercial properties with low podiums and setbacks.
- Some street-level and elevated retail and patios.
- Mature trees.
- Features a high level of operational functions, including several loading dock and parking garage entries and exits.
- High-volume film parking location.



GRANITE SIDEWALKS AND A MATURE TREE CANOPY ENHANCE WELLINGTON STREET. WELLINGTON STREET FACING EAST FROM YORK STREET.

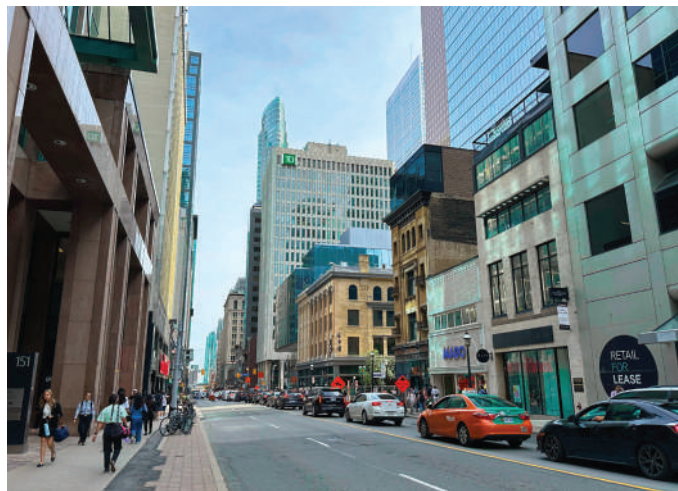
WELLINGTON STREET OPPORTUNITIES

- Improve management of curbside activity and operations.
- Maintain existing film parking restrictions on north and south side between Bay and York Streets.

YONGE STREET

Medium focus on operations; medium focus on aesthetics.

- Four lanes with two-way traffic north and south.
- High volumes of pedestrian activity.
- Characterized by a mix of heritage low- and mid-rise buildings with street-level retail and office building redevelopment.
- More office-oriented south of Queen Street.



THE CHARACTER OF YONGE STREET IS MUCH DIFFERENT SOUTH OF QUEEN STREET, WITH LARGE COMMERCIAL DEVELOPMENTS. YONGE STREET FACING SOUTH AT ADELAIDE STREET.

YONGE STREET OPPORTUNITIES

- Replace dated pavers with highest City standard.
- Improve connectivity between the Financial District and waterfront via the Yonge Street railway underpass with lighting, public art, and raised sidewalks.
- Separated cycle track implementation should be consistent with Yonge Tomorrow, Toronto's Cycling Network Plan, and not interfere with operations activity.

YORK STREET

Medium focus on operations; high focus on aesthetics.

- Two lanes one-way from Front Street to Wellington Street with pedestrian space in east curb lane.
- Four lanes one-way north of Wellington Street to Adelaide Street.
- Three lanes, two northbound, one southbound, with cycle track north of Adelaide Street.
- Characterized by high- and medium-rise buildings.
- Street level restaurants and patios create an outdoor café culture.
- Disconnected gateways at Queen Street West and South Core.
- High-volume film parking location.



RESTAURANTS WITH PATIOS HAVE TRANSFORMED THE CULTURAL IDENTITY OF YORK STREET. YORK STREET FACING NORTH TO KING STREET.

YORK STREET OPPORTUNITIES

- Introduce permanent pedestrian improvements, including wider sidewalks and new streetscape elements.
- Examine potential of improved tree planting details and implementation of a gateway feature at Queen Street.

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Benefits of Public Realm Investment

- **View south from First Canadian Place rooftop**
By Dustin @thelandofdustin,
<https://www.instagram.com/thelandofdustin/>

Infrastructure

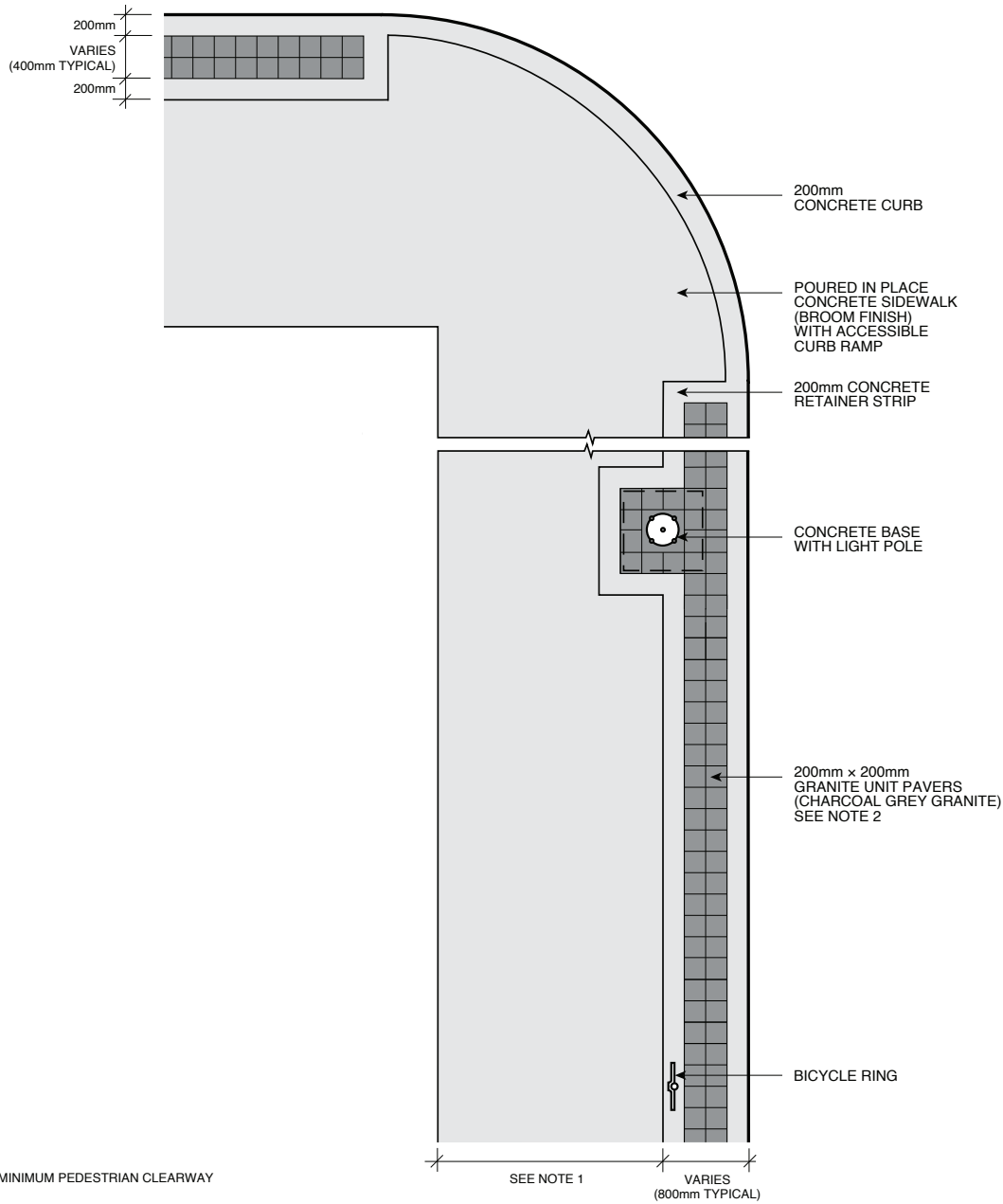
- **Raised Transit Stop Platform at King Street and Portland Street**
By City of Toronto,
<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/king-street-pilot/public-realm/>
- **31 Saaristonkatu**
By Google Street View,
<https://maps.app.goo.gl/Ysy3GciiuRueomRdA>
- **Modular floating bus island installed on West Virginia Avenue in D.C.**
By MarkSussman_,
<https://www.arlnow.com/2021/08/18/modern-mobility-floating-bus-islands/>

Street Re-Balancing in Other Cities

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By New York City Department of Transportation,
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- **Sauchiehall Street Avenue**
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<http://www.urbanmovement.co.uk/sauchiehallstreet.html>
- **Battery Bridge**
By Downtown San Francisco Partnership,
<https://downtownsf.org/about/projects-initiatives/battery-bridge>

RECOMMENDED STREETSCAPE DETAILS

• PAVING •

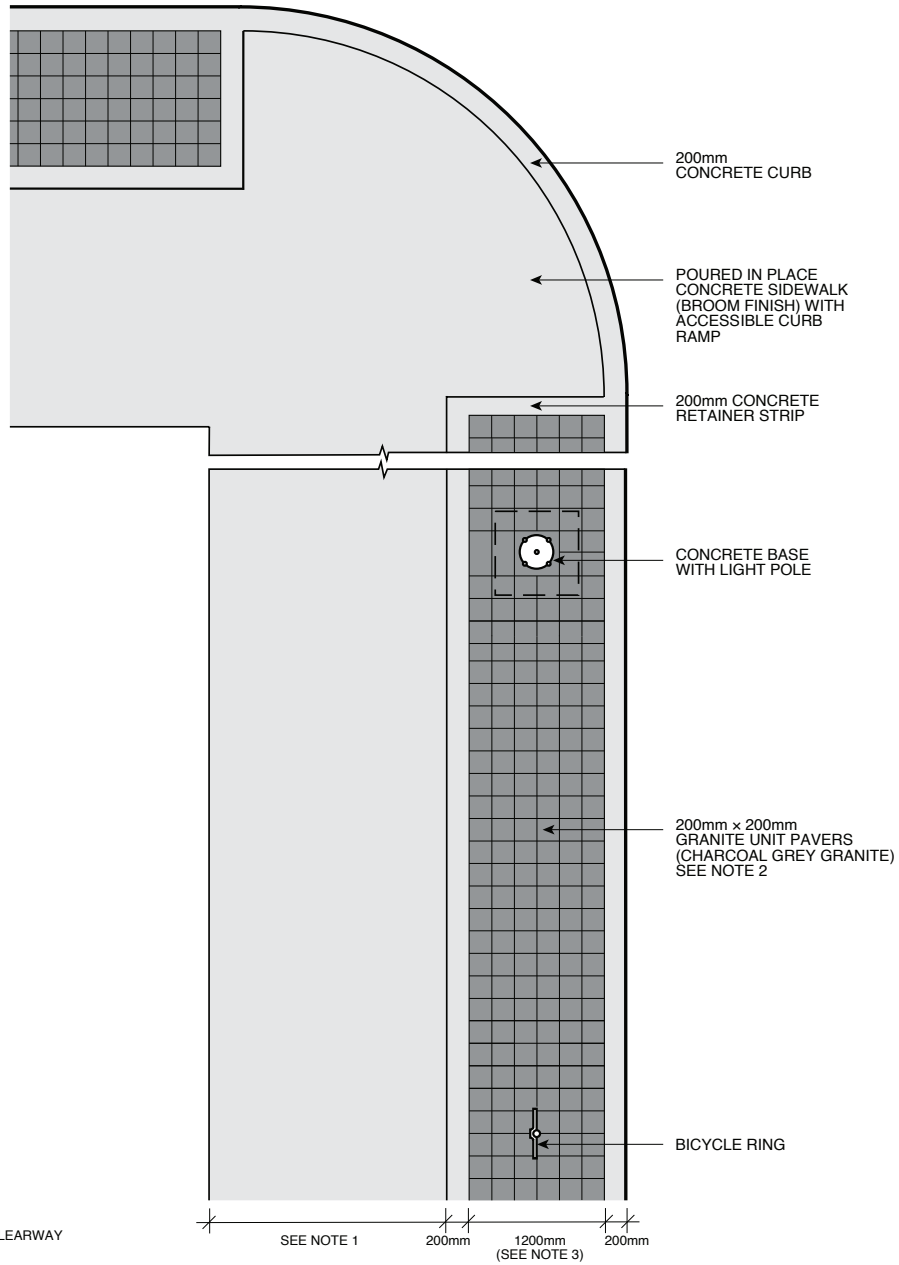


NOTES:

1. MAINTAIN MINIMUM PEDESTRIAN CLEARWAY OF 2100 MM.
2. STANDARD TO BE APPLIED ON SIDEWALKS GREATER THAN 2100 MM AND LESS THAN 4000 MM.
3. 200x200x60 MM CHARCOAL GRANITE PAVERS ARE TO BE USED IN THE FINANCIAL DISTRICT (OR APPROVED EQUIVALENT)


<p>Toronto Urban Design</p>	<p>Granite Paver Band (2 Rows) Financial District: Adelaide Street, Bay Street, Front Street, Jordan Street, Melinda Street, Richmond Street, Sheppard Street, University Avenue, Victoria Street, Wellington Street, Yonge Street, York Street</p>	<p>TORONTO City Planning Urban Design P-2 NTS 09/08</p>
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• PAVING •

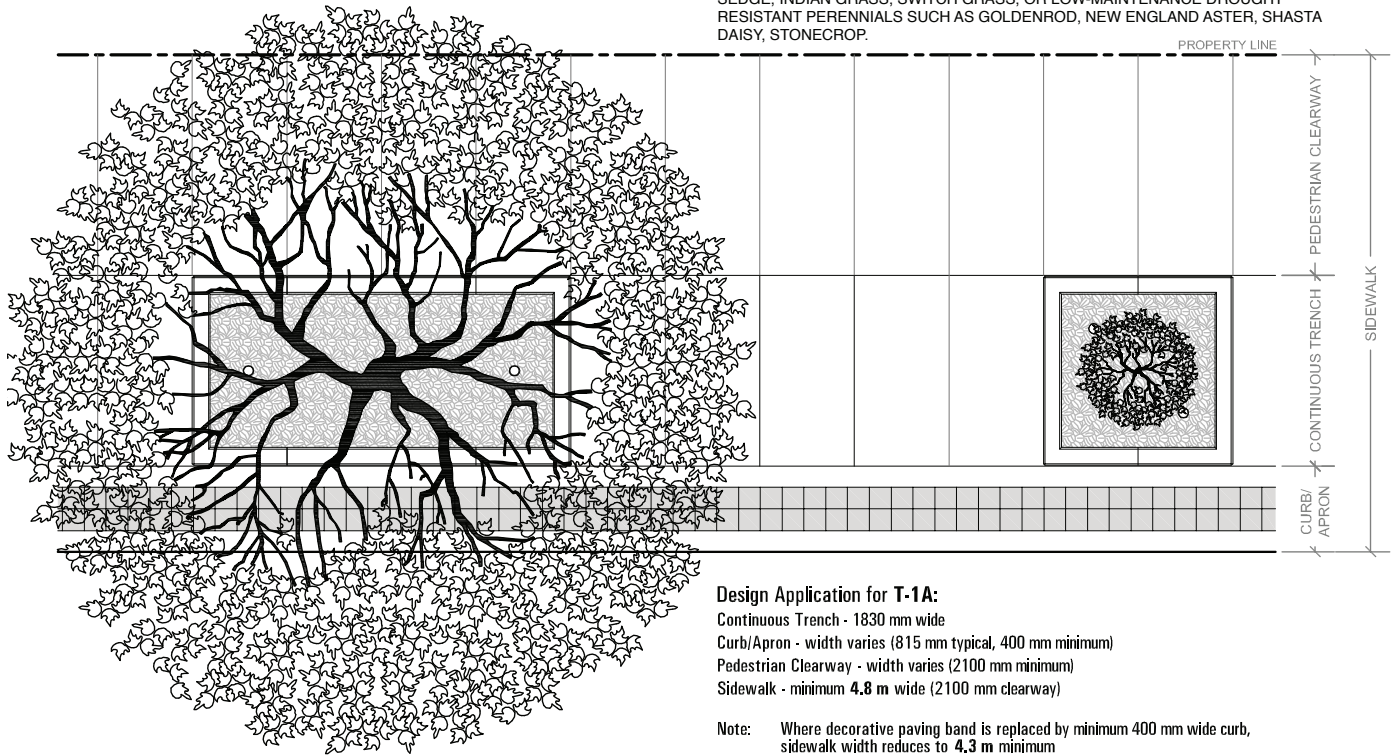


NOTES

1. MAINTAIN MINIMUM PEDESTRIAN CLEARWAY OF 2100 MM.
2. STANDARD TO BE APPLIED ON SIDEWALKS GREATER THAN 4000 MM.
3. 200x200x60 MM CHARCOAL GRANITE PAVERS ARE TO BE USED IN THE FINANCIAL DISTRICT (OR APPROVED EQUIVALENT)

Toronto Urban Design	Granite Paver Band (6 Rows)	 P-4 <small>NTS 09/08</small>
Streetscape Manual	Financial District: King Street and Simcoe Street	

RESISTANCE GRASSES, SUCH AS FESCUE, FEATHER REED GRASS, PENNSYLVANIA SEDGE, INDIAN GRASS, SWITCH GRASS, OR LOW-MAINTENANCE DROUGHT RESISTANT PERENNIALS SUCH AS GOLDENROD, NEW ENGLAND ASTER, SHASTA DAISY, STONECROP.



Design Application for T-1A:

- Continuous Trench - 1830 mm wide
- Curb/Apron - width varies (815 mm typical, 400 mm minimum)
- Pedestrian Clearway - width varies (2100 mm minimum)
- Sidewalk - minimum **4.8 m** wide (2100 mm clearway)

Note: Where decorative paving band is replaced by minimum 400 mm wide curb, sidewalk width reduces to **4.3 m** minimum

Sidewalk conditions may vary. Required minimum widths subject to City approval.

Toronto Urban Design

Streetscape Manual

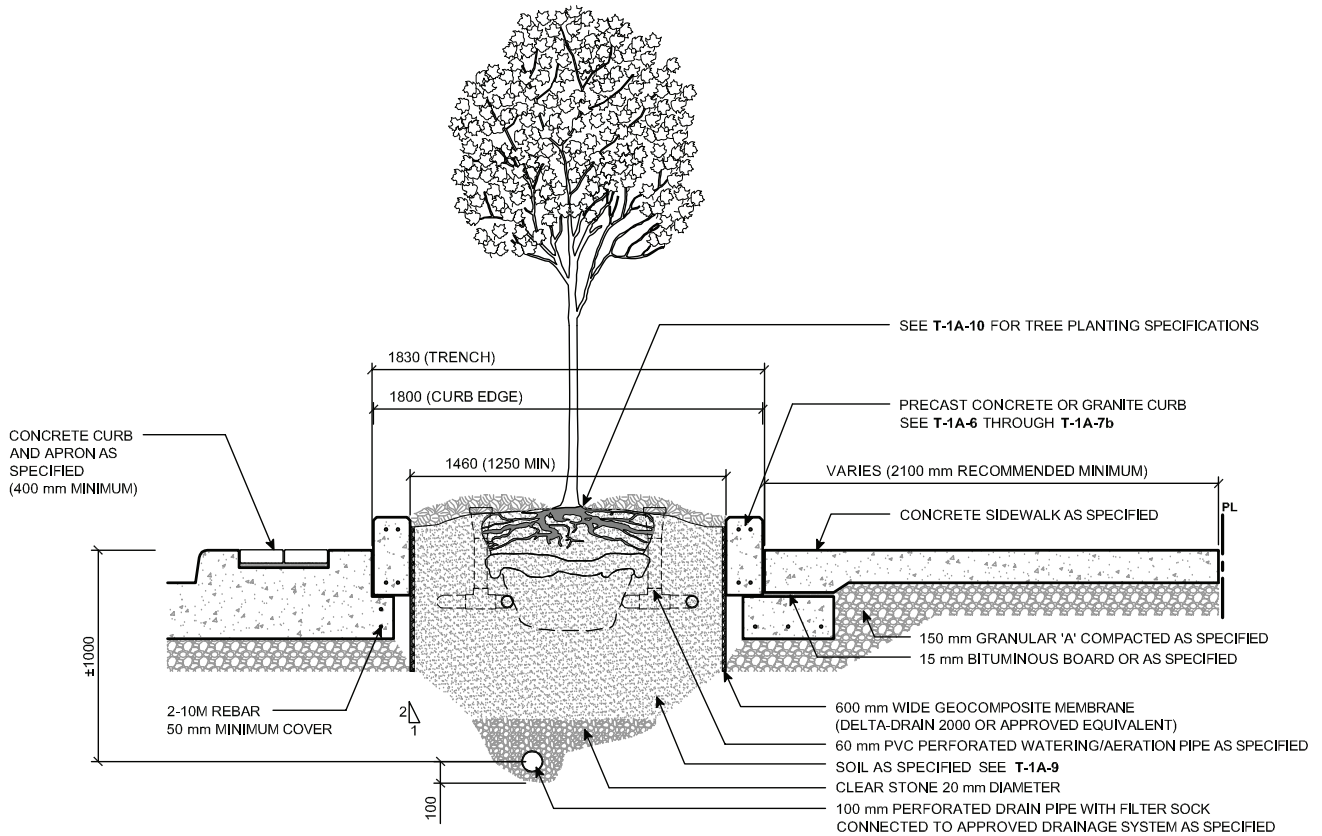
Continuous Soil Trench: Open Planting Bed and Concrete Sidewalk

Sidewalk Requirements

Toronto Parks, Forestry & Recreation
Urban Forestry

T-1A-1

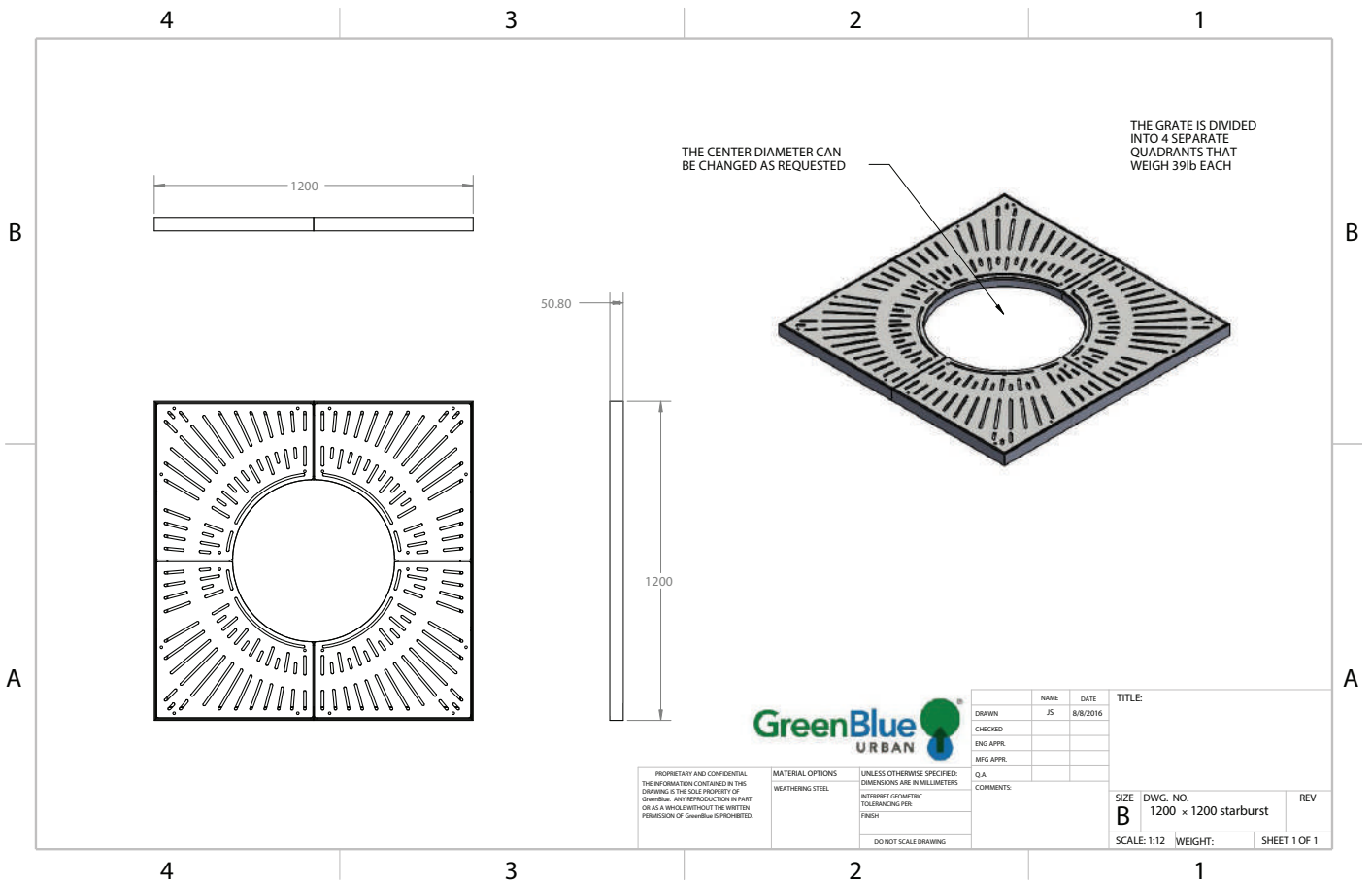
NTS
02/10



Note:
Charcoal grey granite curb to be installed in the Financial District.

All dimensions in millimetres (mm) unless otherwise shown.

<p>Toronto Urban Design</p> <p>Streetscape Manual</p>	<p>Continuous Soil Trench: Open Planting Bed and Concrete Sidewalk</p> <p>Section A-A - Option B (see T-1A-2b)</p>	<p>T-1A-3b</p> <p>NTS 02/10</p>
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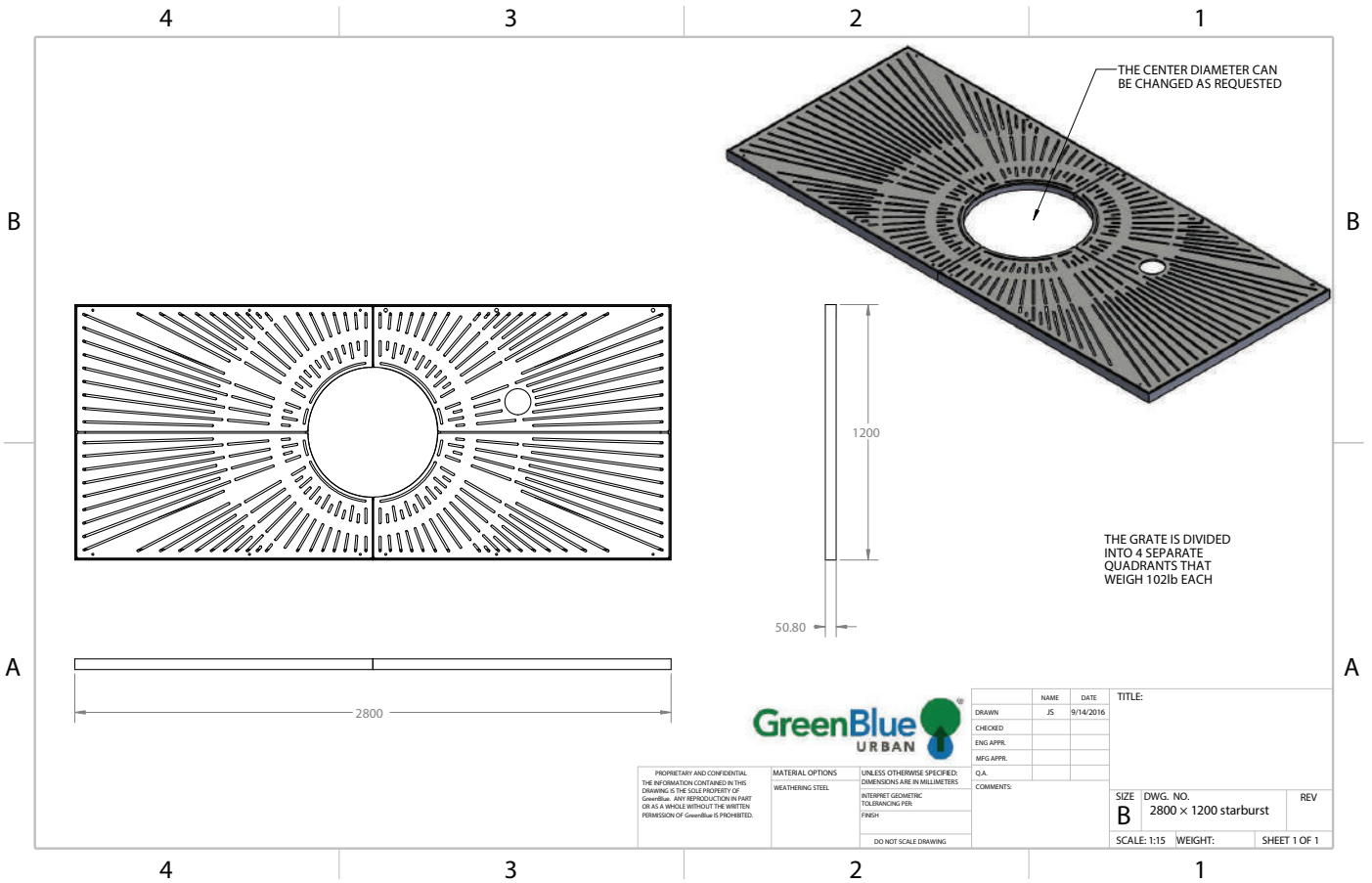


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NAME	DATE	TITLE:
J5	8/8/2016	
CHECKED:		
ENG. APPR.		
MFG. APPR.		
C.A.		
COMMENTS:		

SIZE	DWG. NO.	REV
B	1200 x 1200 starburst	
SCALE: 1:12	WEIGHT:	SHEET 1 OF 1



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MATERIAL OPTIONS

WEATHERING STEEL

UNLESS OTHERWISE SPECIFIED:

DIMENSIONS ARE IN MILLIMETERS

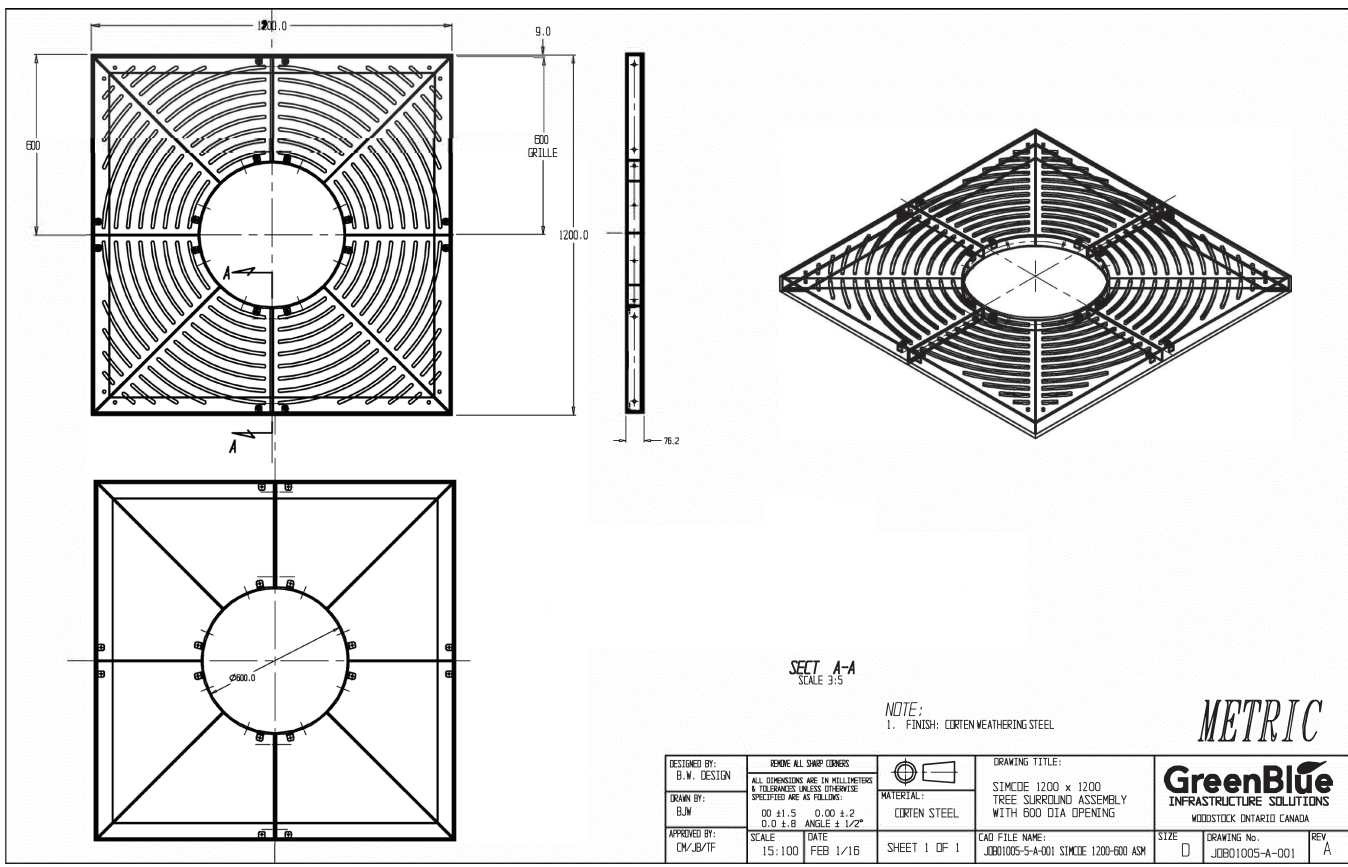
INTERPRET GEOMETRIC TOLERANCING PER:

FINISH

DO NOT SCALE DRAWING

	NAME	DATE
DRAWN	JS	9/14/2016
CHECKED		
ENG APPR.		
MFG APPR.		
Q.A.		
COMMENTS		

TITLE:	
SIZE	DWG. NO.
B	2800 x 1200 starburst
SCALE: 1:15	WEIGHT:
REV	SHEET 1 OF 1

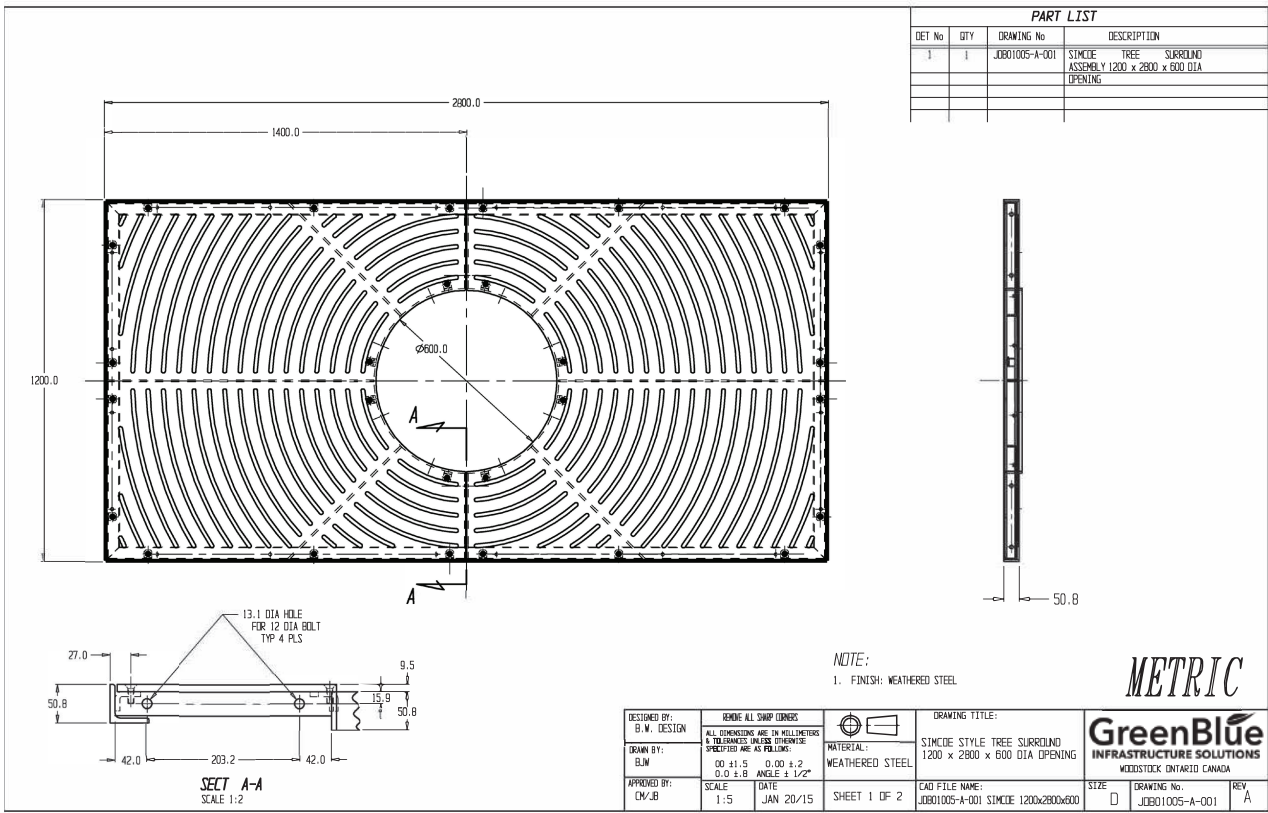


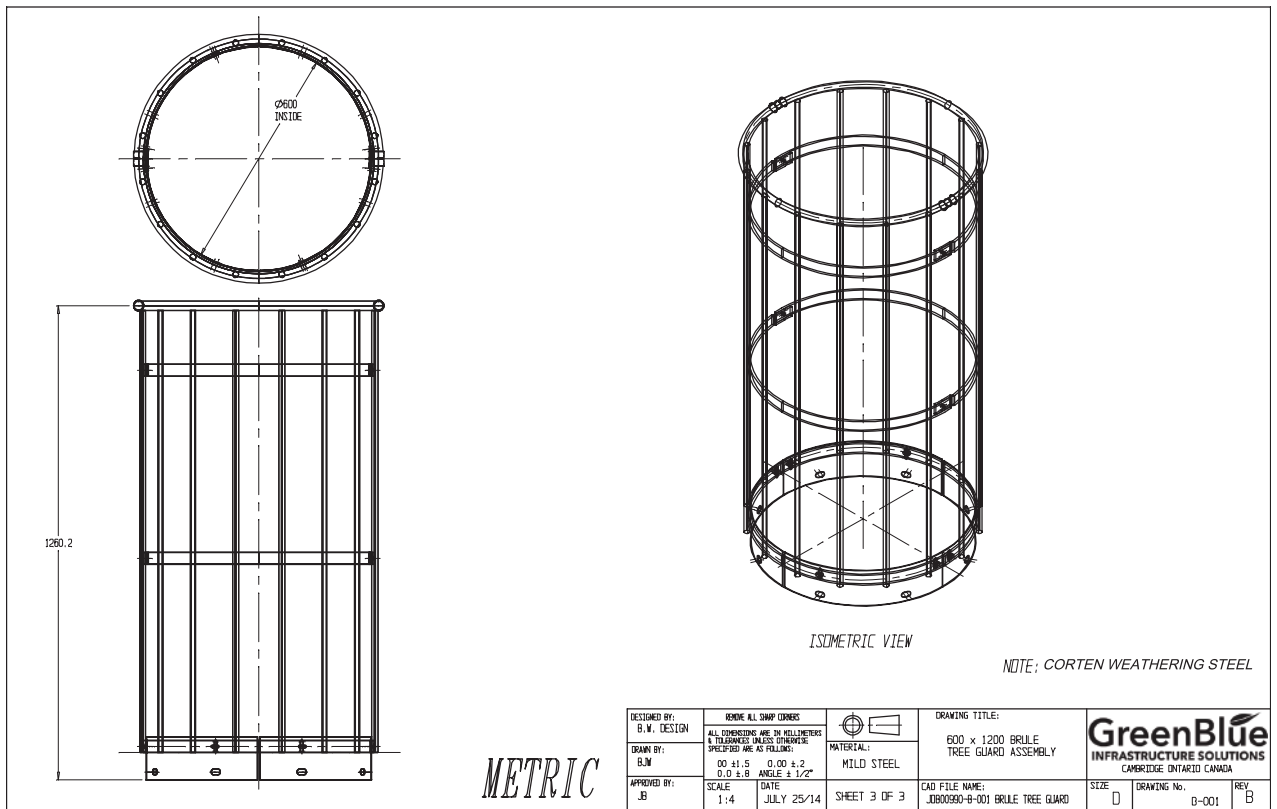
SECT A-A
SCALE 3:5

NOTE:
1. FINISH: CORTEN WEATHERING STEEL



METRIC

DESIGNED BY: B.W. GUSTON	REMOVE ALL SHARP CORNERS		DRAWING TITLE:	GreenBlue INFRASTRUCTURE SOLUTIONS WOODSTOCK ONTARIO CANADA
ALL DIMENSIONS ARE IN MILLIMETERS & TOLERANCES UNLESS OTHERWISE SPECIFIED ARE AS FOLLOWS: DD ±1.5 0.00 ±.2 D.O ±.8 ANGLE ± 1/2°	MATERIAL: CORTEN STEEL	SIMCDE 1200 x 1200 TREE SURROUND ASSEMBLY WITH 600 DIA OPENING		
APPROVED BY: CM/JB/TF	SCALE: 15:100	DATE: FEB 1/16	SHEET 1 OF 1	CAD FILE NAME: JOB01005-S-A-001 SIMCDE 1200-600 ASM
SIZE: D	DRAWING No: JOB01005-A-001	REV: A		





METRIC

DESIGNED BY: B.W. DESIGN	RENDER ALL DIMP DIMENS	 MATERIAL: MILD STEEL	DRAWING TITLE: 600 x 1200 BRULEE TREE GUARD ASSEMBLY	 INFRASTRUCTURE SOLUTIONS CAMBRIDGE ONTARIO CANADA
DRAWN BY: B.W.	ALL DIMENSIONS ARE IN MILLIMETERS & FRACTIONS UNLESS OTHERWISE SPECIFIED ARE AS FOLLOWS: OO ±1.5 0.00 ±.2 0.0 ±.8 ANGLE ± 1/2°		CAD FILE NAME: JOB00990-B-001 BRULEE TREE GUARD	
APPROVED BY: JB	SCALE: 1:4	DATE: JULY 25/14	SHEET 3 OF 3	DRAWING No. B-001
				REV B



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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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