



RIVERSIDE DISTRICT BIA

STREETSCAPE & PUBLIC SPACE MASTER PLAN

PLANT

Riverside

 TORONTO

2019.02.01

PLANT ARCHITECT inc.
Suite 208 · 101 Spadina Avenue
Toronto ON M5V 2K2

t (416) 979–2012
e lisa@branchplant.com
www.branchplant.com

Cover Image:
‘Time and a Clock’ by Eldon Garnet atop the Queen Street Bridge
Photo by Ford Thurston

TABLE OF CONTENTS

EXECUTIVE SUMMARY

OBJECTIVES & METHODOLOGY.

EXISTING CONDITIONS & GOALS

HISTORICAL PROFILE.

PREVIOUS STREETScape PLANS

DEVELOPMENT & PLANNING CONTEXT

OPPORTUNITIES & CONSTRAINTS / SITE ANALYSIS.

Existing Land Use

Built Form & Future Development

Transit & Transportation

Pedestrian / Traffic Conflicts

Lanes & Alleys

Heritage & Art in the Public Realm

Parks, Trees, & Green Space

Existing Streetscape Concept

Existing Streetscape Elements

MASTER PLAN CONCEPT & PRINCIPLES

INTERVENTION SITES.

MASTER PLAN PROJECTS.

Proposed Streetscape Plan

Project Summaries

BUDGET SUMMARY, PRIORITIES, & IMPLEMENTATION.

APPENDICES

A · Cost Estimate

B · Notes from Public Meeting

C · Streetscape Inventory

D · History of Riverside Street Names

1

2

3

5

9

11

15

33

33

35

64

66

EXECUTIVE SUMMARY

The Riverside District BIA, in partnership with the City of Toronto, has commissioned this master plan to evaluate existing streetscape improvements, and guide the continuing development of the streetscape. The intention is to renew, supplement, and expand existing improvements, to increase the vitality of the street, and to identify areas of opportunity to expand this vitality beyond Queen Street to the edges of the BIA.

The current Riverside BIA stretches along Queen Street East from the bridge over the Don River to the east side of the rail overpass at Empire Street, with an expanded area of review that includes the new Riverside Square Precinct. The Riverside BIA (previously the Queen–Broadview Village BIA) is one of the oldest in the country, established in 1980. It is the commercial centre of one of the oldest neighbourhoods in the City and was the first village incorporated with the expansion of Toronto eastward over the Don River. Originally known as Don Mount, and then Riverside, the neighbourhood later came to be called South Riverdale, then Queen–Broadview Village, before finally being renamed Riverside in 2005. Riverside has a rich history (cultural, industrial, athletic and recreational, leisure, immigration) and is an important place in the development of Toronto. It is a vibrant, highly intact, heritage, mixed-use commercial neighbourhood with a good mix of retail, restaurants, cafés, bars, personal services, and cultural venues including the Opera House. It is currently undergoing revitalization with the Broadview Hotel at the heart of the neighbourhood, and new developments like Riverside Square at its edges. New adjacent developments (East Harbour, Portlands) and future transit expansion including Smart Track, increased GO Train service, and the TTC Downtown Relief Line will significantly increase the catchment area of Riverside in the future.

The BIA's last full streetscape plan was done in 1983. A number of improvements were made, and additional enhancements were added in 1987, 1993, and in the early 2000's. Past improvements have brought a unique character to the streetscape through the use of multiple types of lighting, tree planters, and hardscape features (blue Riverside accent paving), and by establishing a strong art program including the 3 part Eldon Garnet gateway features at the east, west, and centre of the BIA. Many of the streetscape features have declined over time and are due for a refresh or removal, and have not been rolled out where there are new developments at the west end.

This master plan proposes continuous streetscape treatments on Queen Street East to supplement/refresh the existing, paired with unique, site-specific interventions that seek to build upon the existing features found throughout Riverside. Key principles and areas of focus:

Right:
Aerial view of the Riverside District BIA showing the future southern expansion incorporating Riverside Square

- Strengthen the existing gateways through lighting, new artworks and landscape enhancements at Davies St, and east and west of the rail overpass including McLeary playground;
- Embrace the heritage and identity of the area by integrating identity markers, and heritage commemorations in the overall streetscape (tree grates, ground markers and murals) as well as site specific intervention areas and an expanded lighting program;
- Expand the greening strategy adding pedestrian level permanent planting along Queen Street and the side boulevards, seasonal hanging planters, expanding and improving the tree planting and current planter conditions, and landscape improvements at gateways;
- Augment and update street furnishings, including wayfinding, respecting the existing unique streetscape features like the blue accent paving;
- Update lighting including replacing pole mounted lights, removing bollard lights and adding new solar lighting;
- Expanding the public realm beyond Queen Street East to include boulevard parkettes at key nodes: Munro, Grant/Lewis, and Boulton/Strange/DeGrassi, and inclusion of the alleyways north and south of

- Queen for expansion of the art program and;
- Embrace the history of Riverside: Heritage is a central characteristic of the neighbourhood and one of its strongest assets that should be considered in all interventions large and small

The master plan outlines 21 projects for execution over the next 20 years. Many of the works will involve partnerships with City/Provincial agencies including Parks, Forestry, Metrolinx/TTC, Toronto Hydro, and cooperation with local owners like Fontbonne/Mustard Seed. The total budget is estimated at \$5.7M, not taking into account work that would be paid for or implemented by the City of Toronto, future developers, and cost sharing with the City BIA office. The budget is broken down by project and organized by phase taking into account approvals required – with short-term projects requiring limited outside approvals to develop and implement. The replacement/removal of the lighting bollards and rubber tree pits are top on the desired list of improvements to the existing public realm elements. It is recommended that the investigation into all of the existing bollards/electrical viability be initiated immediately in order to evaluate exactly whether to proceed with complete or only partial removal and replacement.



OBJECTIVES & METHODOLOGY

PLANT Architect Inc. was retained in March 2018 by the Riverside District BIA. The limits of the study follow the outline of the BIA borders from the bridge over the Don River to the east side of the rail overpass at Empire Street, with an expanded area of review that includes future expansion of the BIA to include the Riverside Square Precinct. The BIA is in Ward 14, Toronto–Danforth.

OBJECTIVES

- Develop an aesthetic vision for the BIA that lays out streetscape improvements that can be achieved by the BIA in the short, mid, and long term. The improvements should be achievable within the funds available to the BIA and cost shared with the City, and practical in their scope
- Provide a framework to enable the BIA to secure both public and private funding/sponsorships for the streetscape improvements
- Enhance the retail business area to make it more attractive for existing and new businesses, while strengthening the Riverside District’s appeal as a vibrant, world-class destination
- Create a distinct identity for the BIA that showcases its welcoming community atmosphere and improve connections between Riverside and surrounding neighbourhoods and attractions
- Provide a framework for maintaining, enhancing, or repairing existing BIA assets and features such as the Riverside accent paving and pedestrian lighting
- Acknowledge ongoing and future developments proposed in the BIA in the principles of the report.

METHODOLOGY

The master plan characterizes a streetscape and public realm vision for Riverside that builds upon the existing unique and heritage character of the BIA. The master plan also recognizes the changing nature of the neighbourhoods surrounding Riverside, particularly the former Unilever site, which has informed the master plan.

Site analysis, including the identification of opportunities and constraints, formed the foundation for the proposed streetscape improvements. Regular meetings and feedback, costing, review of the regulatory environment, historic research, relevant planning studies, and the development context have also been used to inform the work contained in the final report.

MEETINGS & FEEDBACK

Over the course of the Spring and Summer of 2018, PLANT met with the BIA Streetscape Committee and members of the City of Toronto BIA staff. At the outset, we did a walk of the entire site with the working group to draw on the depth of knowledge of the history, types of activities, aspirations, and concerns of the group. We continued to meet with the group on a regular basis to present the site analysis, synthesis of goals, master plan concepts, and the final master plan. At each stage of the process, feedback was received and incorporated into this plan.

Public open houses were held on 19 & 21 October 2018 to gather additional feedback from the public and the BIA General Membership. This was obtained through conversations with PLANT staff, the local Councillor and representatives of the BIA, and City of Toronto BIA office staff.

In addition, PLANT met with the City Public Realm group at 30% and 60% completion to review the draft master plan and priorities, and staff reviewed the final draft master plan at 95% completion. Their recommendations have also been incorporated into this master plan. The complete plan was presented to the BIA at their annual general meeting on 3 October 2018. The draft final report was circulated for final reading on 13 November 2018.

COSTING & PHASING

Elements of the master plan were priced by Marshall & Murray Incorporated on 20 November 2018. Capital costs, associated consultant fees, required administrative processes, and required interface with existing owners, builders, and developers were tabulated within timelines based on the priorities developed with the BIA and City of Toronto BIA partners (see Budget & Implementation section, Pp. 66). Costing includes short term permanent, as well as long term projects requiring significant integration with City and developer work.

REGULATORY ENVIRONMENT

PLANT reviewed the relevant regulatory standards, and guidelines to set parameters for the work:

- City of Toronto Right of Way Regulations;
- Tree Planting Solutions in Hard Boulevard Surfaces Toronto Best Practices;
- City of Toronto Urban Design Streetscape Manual;
- Coordinated Street Furniture Program;
- Underground Utility Plans;
- City of Toronto Construction Standards for Road Works;
- Vibrant Cities Guidelines;
- Avenues and Mid-Rise Building Guidelines;
- Toronto Sidewalk Café Manual;
- Toronto POPs Urban Design Guidelines

PLANNING STUDIES & STRATEGIES

Relevant planning initiatives specific to the neighbourhood and general urban design guidelines for the City of Toronto and were considered in conjunction with this plan:

- Queen East HCD Study (Ongoing)
- Queen–Broadview Village BIA Streetscape Master Plan (1983)
- Queen–Broadview Village Master Plan (1987)
- City of Toronto Ten Year Cycling Network Plan (2016)
- Toronto 360 Wayfinding Strategy (2016)
- East Harbour Master Plan (Ongoing)

EXISTING CONDITIONS

- Vibrant, highly intact, mixed use commercial neighbourhood
- Commercial environment is a good mix of retail, restaurants, cafés, bars, personal services, and cultural venues
- Broadview and Queen Street East intersection forms the heart of the neighbourhood – Broadview is the only through street crossing Queen East. All other streets hammerhead at Queen
- Portion of the BIA east of the train overpass feels disconnected
- One of the oldest neighbourhoods in the City, the first expansion of Toronto eastward over the Don River – Originally known as Don Mount, and then Riverside, the neighbourhood later came to be called South Riverdale, then Queen–Broadview Village, before finally being renamed Riverside in 2005
- Large roster of listed and designated historic buildings, above average architectural quality compared to other commercial districts in the City
- Deep historical roots: Riverside has a rich history (cultural, industrial, athletic and recreational, leisure, immigration) and is an important place in the development of Toronto
- The Riverside BIA (previously the Queen–Broadview Village BIA) is one of the oldest in the country, established in 1980
- Well-endowed with public art: Riverside has many murals, sculptures, and installations throughout the BIA
- Rising property values are changing the built environment of the BIA: New developments on the west end of the neighbourhood will bring many new residential units, while adjacent developments (East Harbour, Portlands) will significantly increase the catchment area of Riverside in the future
- Reasonably well-served by public transit – streetcar and bus routes primarily. Future transit expansion includes Smart Track, increased GO Train service, and the TTC Downtown Relief Line. Future developments south of the BIA will introduce a major transit hub at the Unilever Site
- Minimal cycling infrastructure is present in the neighbourhood,





- with no future capital works planned for the BIA
- Existing green space and parks are in good supply, though wayfinding from Riverside/Queen Street East could be improved – Some parks, such as McCleary Playground, offer an opportunity to improve the public realm
 - Past improvements have brought a unique character to the streetscape through the use of multiple types of lighting, tree planters, and hardscape features (blue Riverside accent paving) – many of these features have declined over time and are due for a refresh or removal
 - The neighbourhood has little physical relationship to the Don River
 - Highly walkable neighbourhood, with large residential areas to the north and east
 - The present BIA boundary will expand to include the Riverside Square development

GOALS

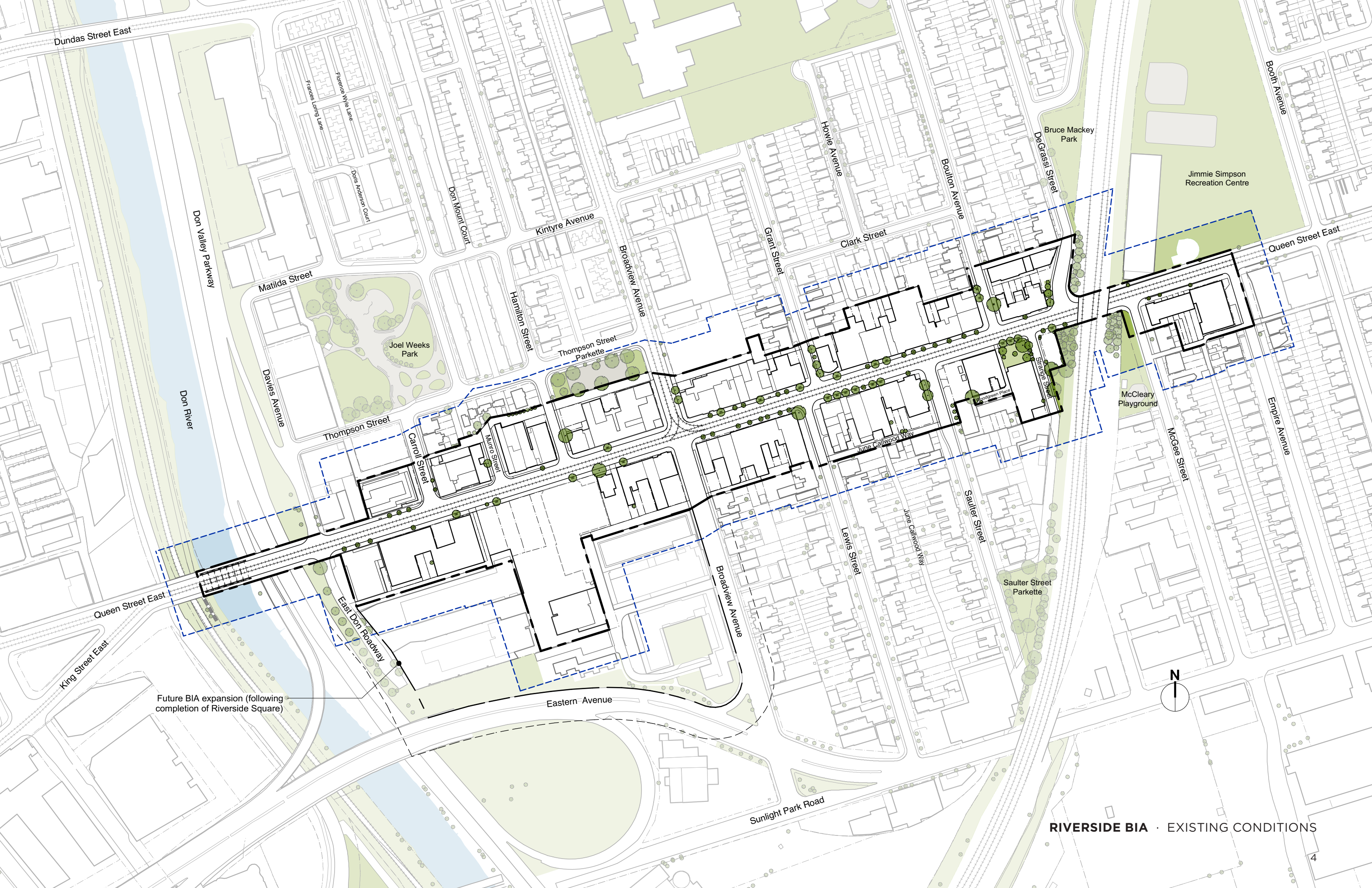
CHARACTER to be SUPPORTED & ENHANCED

- Diverse and vibrant commercial/business environment
- Mixed-use residential character
- Wayfinding and connectivity
- Walkability
- Unique treatment of the streetscape design
- Healthy tree canopy
- Destination neighbourhood during day (shopping) and night (dining, entertainment)
- Highlight the history of Riverside for residents and visitors
- Mixed-income residential character
- Green spaces/public parks
- Increased art in the public realm

LEGEND

BIA Limit	
Neighbourhood Limit	
Future BIA Limit	
Future Neighbourhood Limit	
(at Completion of Riverside Square)	

1:2500 scale



Future BIA expansion (following completion of Riverside Square)

HISTORICAL PROFILE

The area now known as Riverside was part of the traditional territory of the Haudenosaunee Confederacy, the People of the Long House, who lived, fished, hunted, and traded on these lands prior to the 'Toronto Purchase' of 1785 – 1805, and by some accounts, camped on the lands east of the Don until at least 1831.

John Scadding, assistant to John Graves Simcoe built a bridge, cabin, and farm on the east bank of the Don in 1794 along the Kingston Road. As the surrounding lands were conceded from the Hudson's Bay Company, the major block structure of Riverside was surveyed into farm lots and smaller parcels containing homesteads, taverns, a toll gate, and a post office.

Shortly after 1884, when the City of Toronto annexed South Riverdale, the village was mostly wooden houses to the north and farms to the south of Queen Street, with many lots undeveloped. By 1924, the houses were almost completely replaced with the existing historic building fabric seen today on Queen Street East and the surrounding residential neighbourhood was fully established. Industrial uses replaced agricultural uses in the lands to the south.

The street grid is discontinuous in places due the relationship of the northern block structure to the former course of the Don River, the impact of the railway viaduct at the east of the BIA, and historic agricultural and industrial activity to the south.



Top Left:
1814 · Williams' Plan of York – British military fortifications are located along the River Donn [sic] near the site of Scadding's Bridge

Bottom Left:
1834 · Chewett's Plan of Toronto – Land concessions from the Hudson's Bay Company establish the Kingston Road (later Queen Street) and subdivide the land into large farms

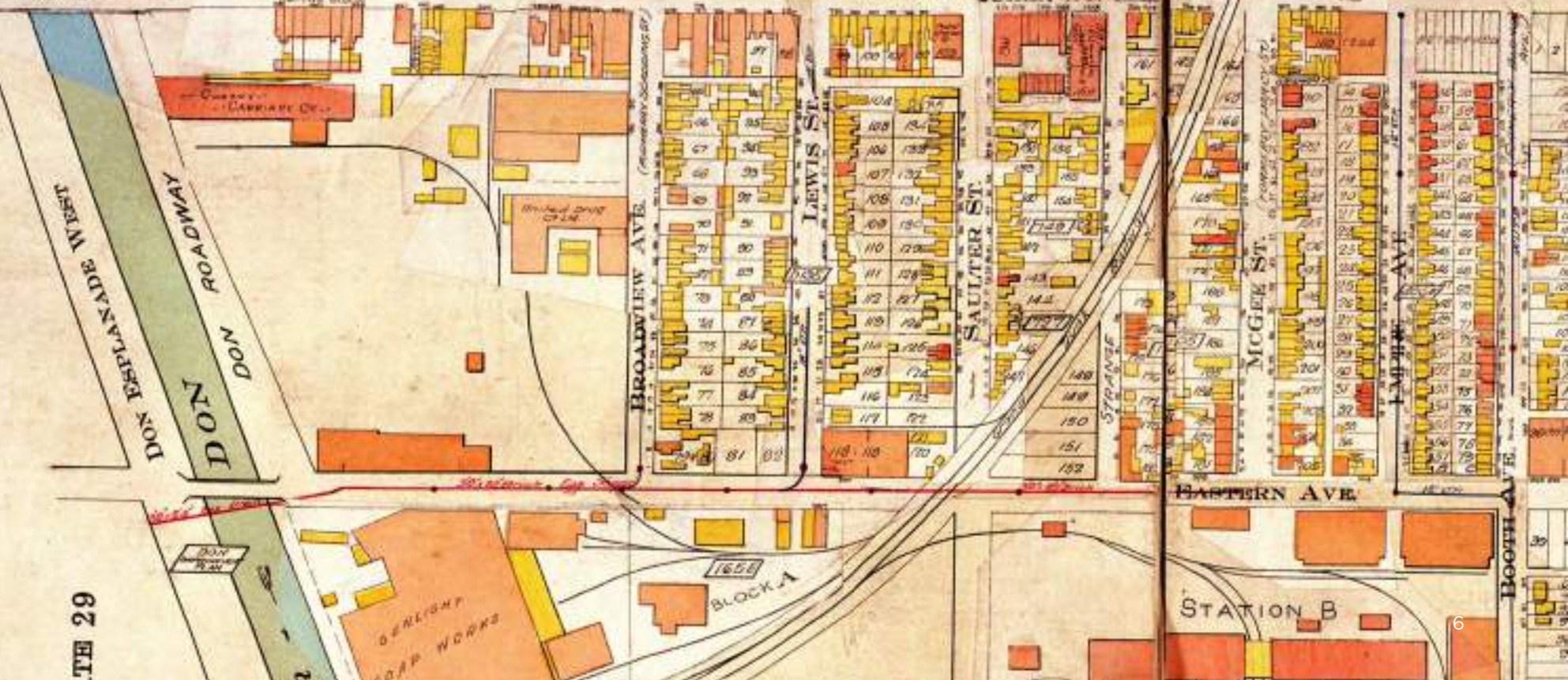
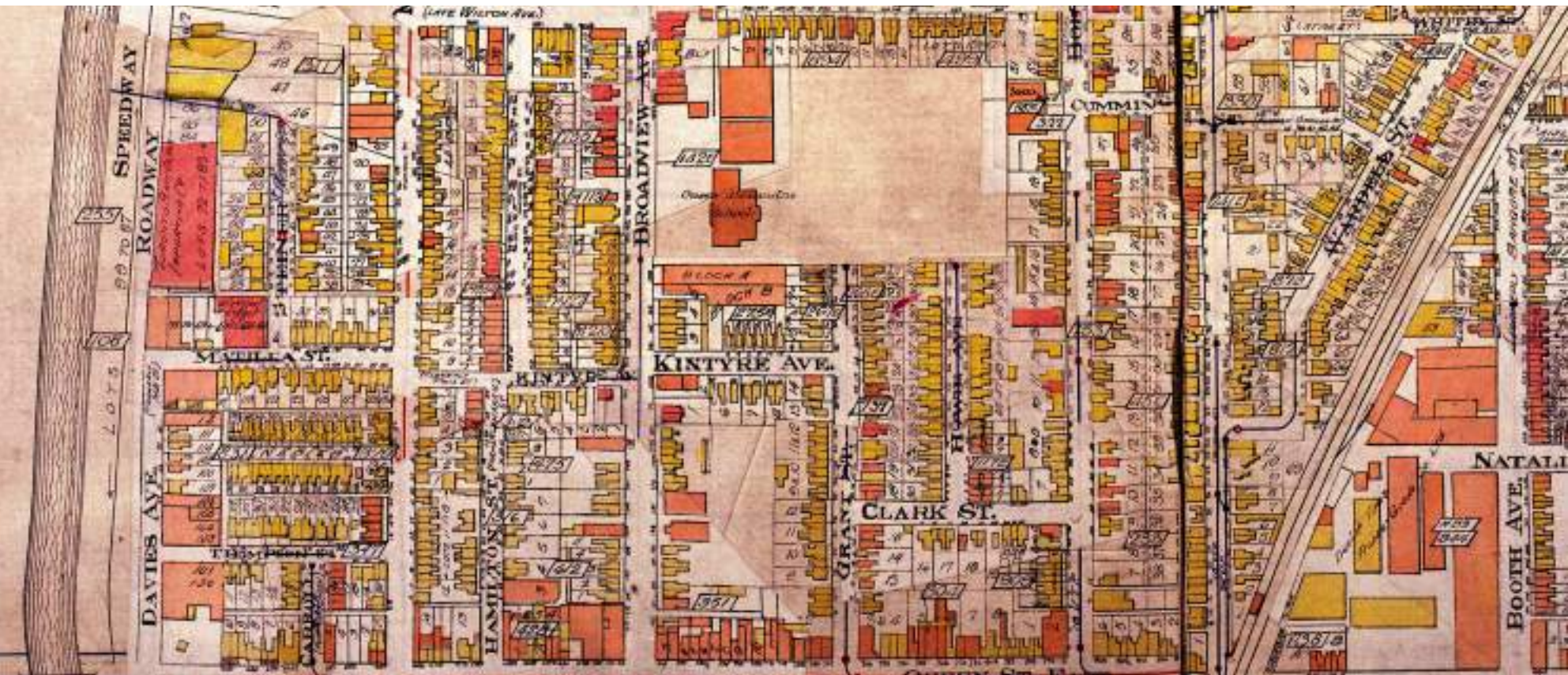
Opposite Top Left:
1860 · Tremaine's Map of Toronto and York – The Kingston Road has been wood planked to beyond the limits of Scarborough Township and Don Mount is a growing village

Opposite Bottom Left:
1889 · Fire Insurance Plan of the City of Toronto – The village of Don Mount has been recently annexed by the City and the built fabric of today's Riverside is beginning to take shape

Opposite Right:
1924 · Goad's Atlas of the City of Toronto – Riverside is shown at full build-out



EARLY MAPS of the RIVERSIDE DISTRICT



HISTORICAL IMAGES & PHOTOGRAPHS



Top, Left to Right:

Historic Kingston Road / Queen Street East bridges over the Don River: Scadding's Bridge (1791); the first bridge to carry a streetcar (1899); Temporary southern relocation of the 1899 bridge during construction of the existing truss bridge (1910)

Bottom Left:

Baseball Place, a former street running north-south along the eastern edge of Sunlight Park; The new Woonerf at Riverside Square will bring the street name back to Riverside

Bottom Right:

Woodgreen Tabernacle circa 1899, the former Methodist church located at Queen East and Strange Streets, on the site of Fontbonne / Mustard Seed



HISTORICAL IMAGES & PHOTOGRAPHS



Top Left:

1893 Chromolithograph of Toronto by Barclay, Clark, & Co., showing Riverside in the decade after its annexation to the City of Toronto; Sunlight Park is located near the centre of the image, south of Queen Street

Top Right:

1920 Expansion of the Dunlop Rubber Factory on the current site of Jimmie Simpson Park

Bottom Left:

1926 Construction of the Queen Street East viaduct at DeGrassi

Bottom Right:

1930 View of the Consumers Gas Company gasometer at the southern end of Saulters Street; The cars mark the present-day location of the Saulters Street Parkette



PREVIOUS STREETSCAPE PLANS

Given the previous streetscape plans are over thirty years old, this current master plan is a rethink, rather than a refresh of the previous work.

1983 QUEEN/BROADVIEW VILLAGE STREETSCAPE IMPROVEMENT PLAN

J.E. Berzins & Associates · Urban Design Consultants · 453 Wellesley Street East, Toronto

The 1983 plan identified strategies for public and private investments to revitalize the streetscape, including a tree planting program with tree guards and brick tree planters, pedestrian-level lighting, accent paving at major intersections, and the introduction of concrete crosswalks, and street furniture upgrades.

The blue wave accent paving and pedestrian-level pole lights in Riverside today were implemented from this plan. Tree planting was implemented, but not to the original design. Accent paving at intersections and new parkettes were not implemented. Increased parking and an eastern entrance from Grant Street to the Toronto Parking Authority lot were also called for in the plan, but not implemented.

1987 QUEEN-BROADVIEW VILLAGE FAÇADE IMPROVEMENT & MARKETING PLAN

The 1987 plan envisioned a comprehensive plan for façade improvement and a coordinated marketing strategy for the BIA, to be implemented in partnership with local business owners.

ADDITIONAL PROJECTS

Streetscape improvements were pursued by the BIA again in 1993 in conjunction with the City of Toronto Planning and Development Department. The existing tree surrounds, accent paving, and pedestrian & bollard lighting were installed in the early to mid 2000s.

The current Queen East streetscape in Riverside is a hybrid of these former plans and strategies.

Top Right:

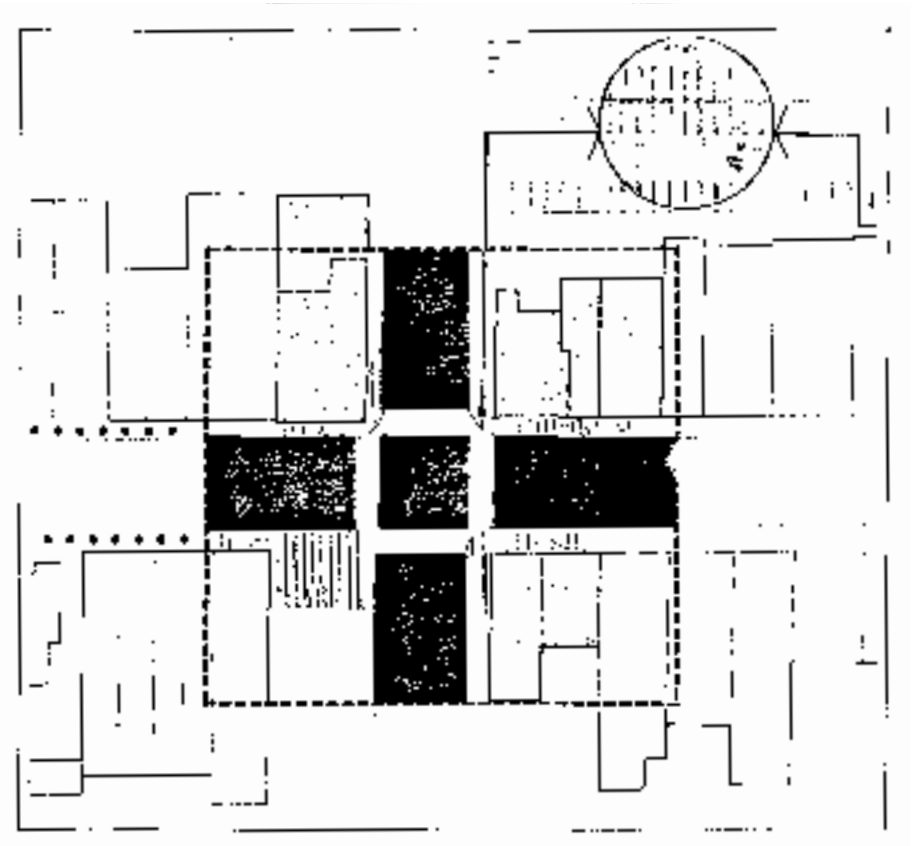
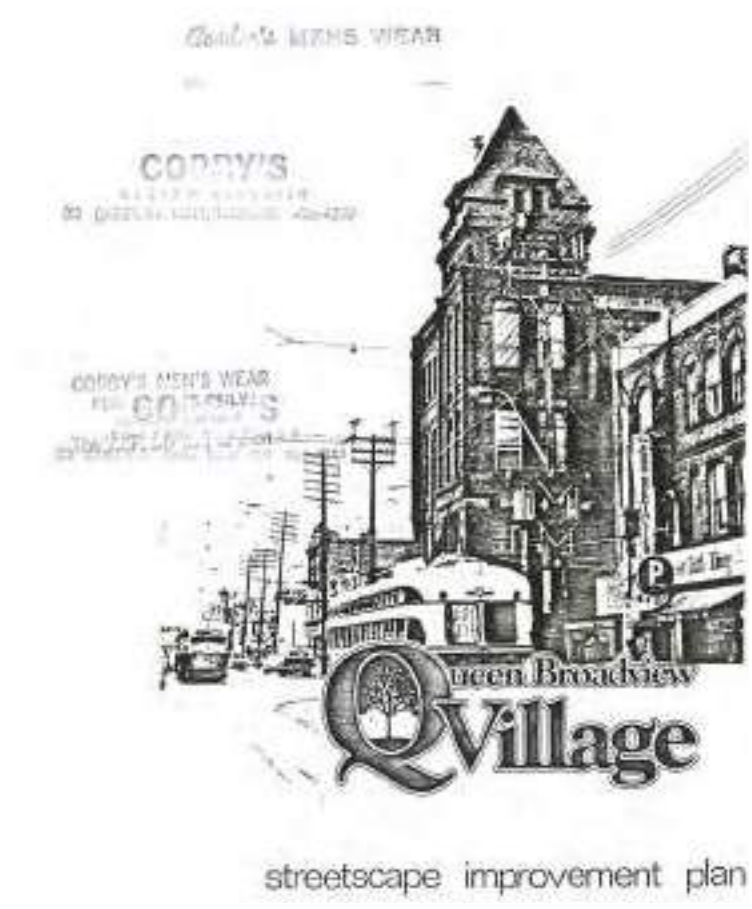
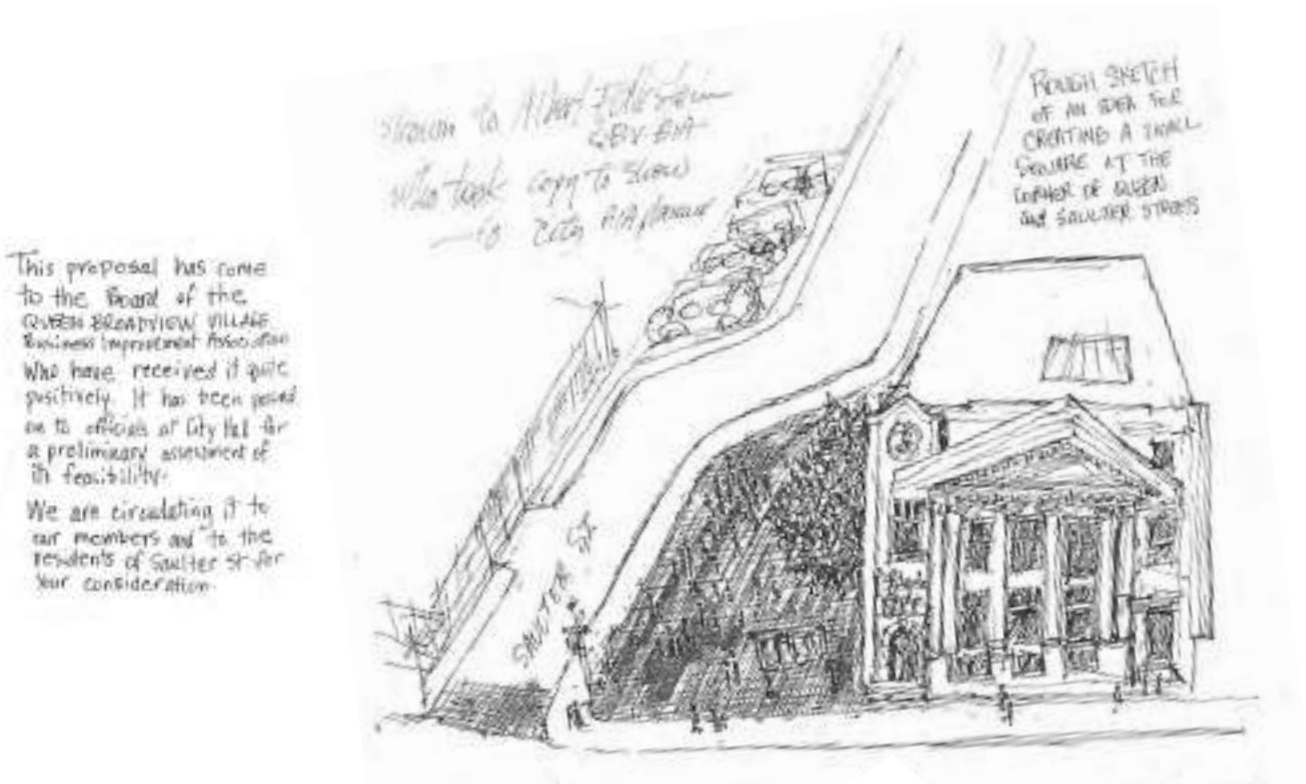
An unrealized plan for a plaza at the northwest corner of Queen East & Saulter Streets

Bottom Right:

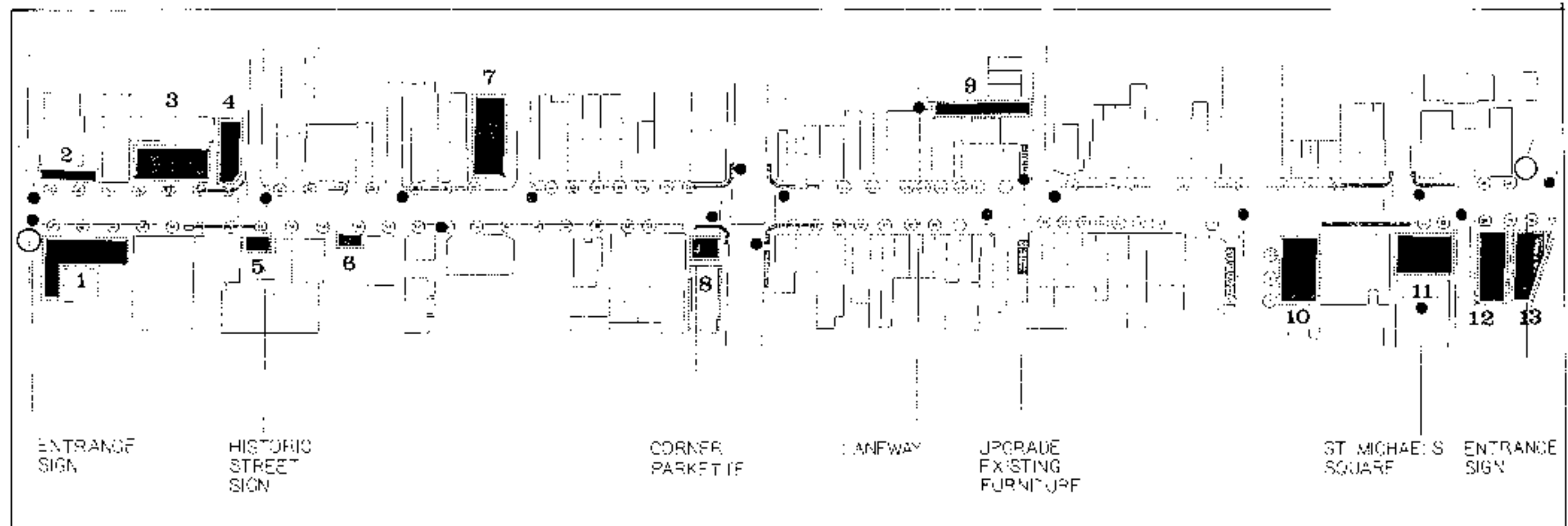
The intersection at Broadview & Queen East included a focal point at each corner, a parkette at the southwest corner, brick sidewalks, and concrete crosswalks

Bottom Left:

The 1983 streetscape improvement plan



1983 STREETSCAPE IMPROVEMENT PLAN



Private Improvements

In addition to the improvements to be carried out on private buildings as described in the Commercial Area Revitalization Program (C.A.R.P.), individual property owners must upgrade the appearance of designated exterior areas. Like the public streetscape early in the private sector has fallen into the conventional state of disrepair.

In order to improve the pedestrian environment and shopping experience it is important to provide a more attractive streetscape along the commercial frontage. This usually involves laneways, parking lots, and street wall setbacks.

A number of private properties have been identified where improvements should be implemented. This usually involves minor landscaping treatment which can be incorporated easily and inexpensively. Refer to the Private Improvements Plan for the location of designated areas.

1. Main location requires perimeter hard landscape treatment, clean up.
2. East Market Butcher requires perimeter hard landscape treatment.
3. Queen's Place requires perimeter hard landscape treatment and street tree planting at edge.
4. Harry's Auto Repair requires hard landscape treatment along public frontage.
5. Having Company requires screening along public frontage.
6. Bargain Hardware parking lot requires perimeter tree planting and reorganized parking.
7. Street corner parkette proposed for corner of Johnson's Furniture.
8. A public laneway should be developed by Link Street St. with City Parking lot.
9. Liner Lumber site to be changed for temporary public parking. Perimeter landscape treatment required.

10. St. Michael's Public Church building frontage to be redesigned to provide public open space.
11. St. Michael's parking lot to be available for public use.
12. St. Michael's Railroad Right of Way to be maintained, soft landscape treatment.
13. St. Michael's parking area is required for location in the vicinity of Jimmy Jackson Centre for use by shoppers, recreation users.

Detailed plans of several private properties have been proposed on the following pages.

Details of proposed historic street signs and other streetscape details are shown on the following pages.

If the following proposed treatments were to be carried out the street frontage of Queen St. would be greatly enhanced for the users of the district.



streetscape improvement plan
approved November 15, 2001

DESIGN CONCEPT



DEVELOPMENT & PLANNING CONTEXT

The area is undergoing development at its edges. This has helped to underscore the need to consolidate planning and heritage guidelines to ensure its heritage core and scale are maintained. The development is anticipating new transit connections, new employment areas, and the vision for refurbishment of adjacent industrial lands. Planning and transportation studies key to this development are considered in this master plan:

AVENUES & MID-RISE BUILDINGS STUDY

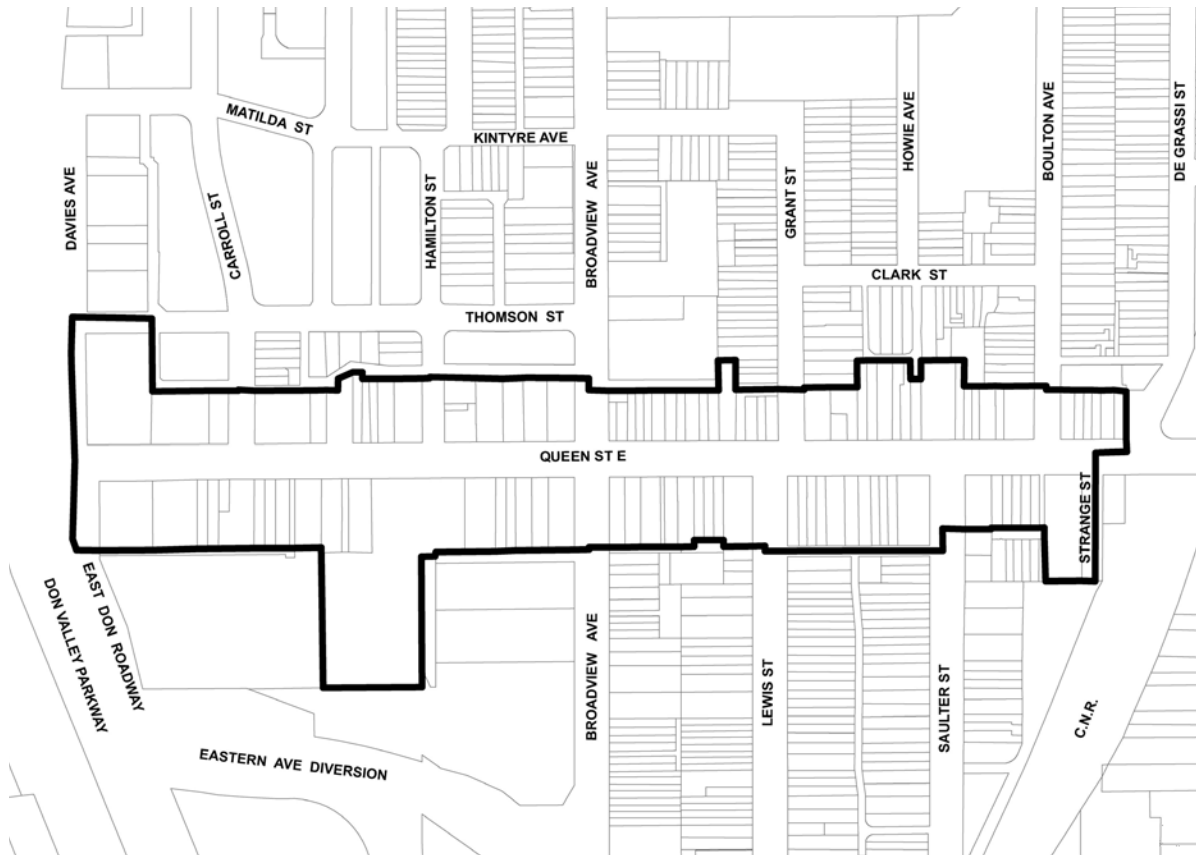
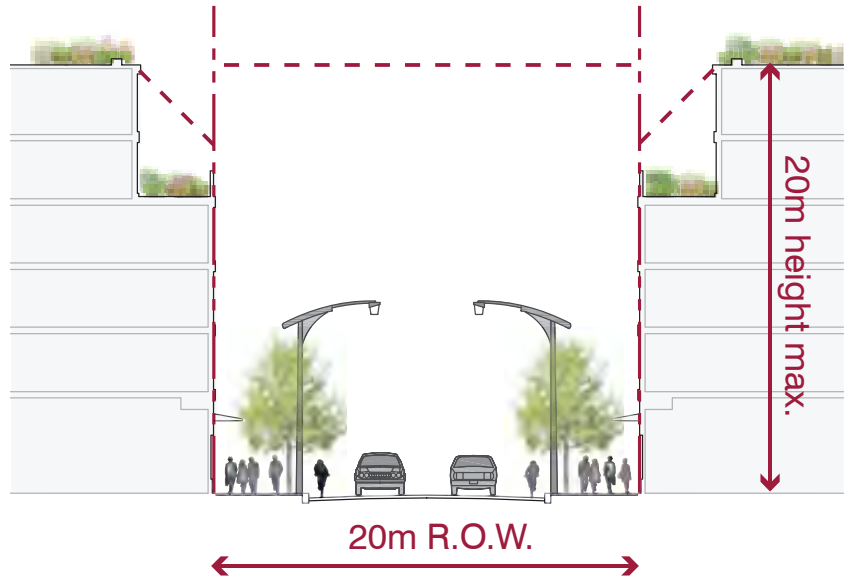
The study was developed to provide recommendations and guidelines for mid-rise development along major avenues throughout Toronto. Initiated in 2008, the City staff report was adopted by City Council in 2010.

Queen Street East was excluded from the study area by Council amendment in July 2010 but is still designated an Avenue by City Planning. Stakeholders on Queen Street East sought a tailored approach to the street that would respect the existing character of the neighbourhood and prevent construction of buildings with heights reaching 14 – 20 storeys, as permitted by the Avenue Study.

Though Queen Street East is excluded from the study area, City Planning currently uses the Avenue Study to guide new developments in Riverside.

QUEEN STREET EAST HERITAGE CONSERVATION DISTRICT STUDY

The HCD study was authorized by City Council in 2006 and was renewed in 2011 after development pressures began to build. The HCD boundaries have been set and the ongoing study is in its first phase of development, with community consultations occurring throughout 2012–2014.



Top Left:
Street section from the Avenues and Mid-Rise Buildings Study illustrating the model for new developments on Queen Street East

Bottom Left:
The Queen Street East HCD study area

Right:
Metrolinx map of the locations for the planned East Harbour transit hub and the Don Go-Train yard

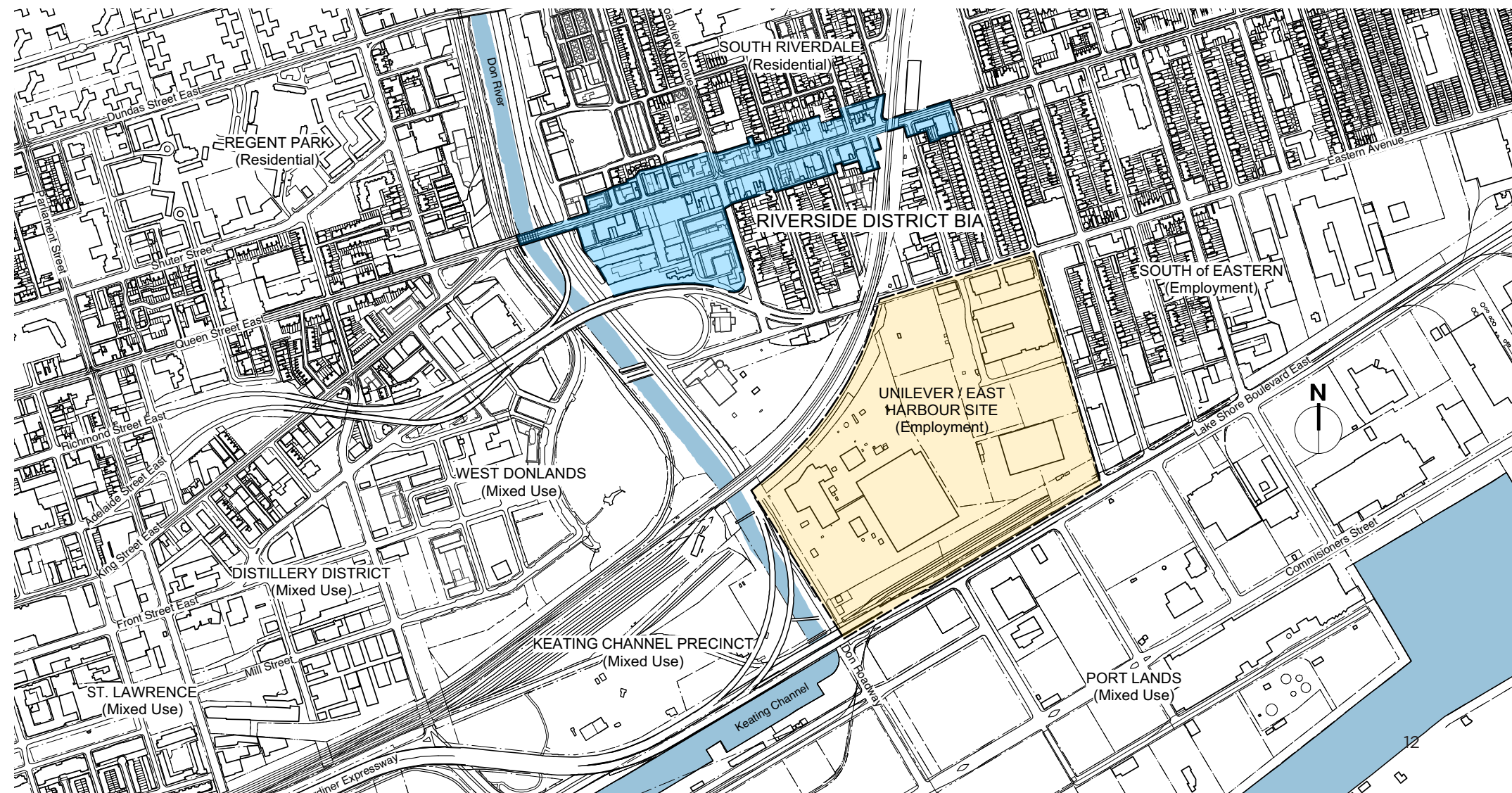
EAST HARBOUR MASTER PLAN

EMPLOYMENT NEIGHBOURHOOD & TRANSIT HUB

The East Harbour site occupies much of the area of John Scadding's and later John Smith's farm estate, the former Unilever (previously Sunlight Soap Company) lands south of Riverside was also home to the Consumers Gas Company and cattle sheds for Gooderham & Worts.

Envisioned as a major employment district of 50,000 people, the lands have been the focus of an ongoing master plan developed by First Gulf in conjunction with the City Planning Department and other partners. This will lead to a new official plan for the district and a zoning by-law framework. Further area planning is currently being undertaken by CreateTO. At 24 hectares, the lands are the largest commercial real estate project being planned in Canada, and will integrate cultural uses and broader neighbourhood amenities within the district. A multi-modal transit hub is also planned for the site, which is detailed on pages 19–20.

East Harbour is a very large and complex development that encompasses properties owned by First Gulf, the City of Toronto, Enbridge, the Toronto Portlands Company, and others. It is a long-term development, which despite its timeframe, will eventually lead to a significant change in the area surrounding Riverside. East Harbour will bring in many more people by transit and areas like the Port Lands to the south, and the West Donlands and Distillery District to the west will see increased mixed-use residential development.¹



Top Left:

Aerial rendering of the East Harbour development with Riverside to the north – Queen Street East is shown in orange ¹

Top Right:

Design rendering of the proposed Soap Factory Plaza at East Harbour ²

Bottom:

Riverside and the East Harbour site in context, 1:10000 scale

¹ East Harbour Master Plan, Vol. I, December 2016

² East Harbour Master Plan, Vol. III, January 2018

PRIVATE DEVELOPMENT

Recent building improvements along Queen Street East have largely involved major refurbishment like the Broadview Hotel, and small scale, modest improvements of existing buildings. New developments have generally met the Avenue and Mid-Rise Building Guidelines with the exception of the more comprehensive Riverside Square project at the edge of the BIA.

RIVERSIDE SQUARE PHASE I

The Phase I mixed-use commercial development is approaching completion. The project will provide 535 residential units in three buildings between 12 – 22 storeys in height, in addition to automotive dealerships fronting Eastern Avenue and the Don Valley Parkway.

RIVERSIDE SQUARE PHASE II

Phase II of the development has been approved for the Toyota dealership site on Queen Street East and features building heights of 7 and 13 storeys with 354 new residential units. Phase II will also include a new public park on Queen Street East, opposite Munro Street, and a Woonerf (shared street). The new street will be named Baseball Place, for the historic street that once occupied the site.



Top Left:
Design rendering of the proposed public park on Queen Street East

Top Right:
Design rendering of Baseball Place, the new Woonerf at Riverside Square

Bottom:
Design rendering of The Eastern Avenue / Don Valley Parkway frontage of Phase I

635 QUEEN STREET EAST

This ongoing development involves the renovation of an existing 3-storey building to provide offices in the upper floors and retail at grade.

763 QUEEN STREET EAST

A proposal for a 6-storey mixed-use building providing retail at grade and residential units on the upper floors; the project involves demolition of three existing heritage-listed buildings.

The Development Application is under review.

8 DeGRASSI STREET

A proposal for a 5-storey residential building on an existing vacant land parcel, providing 17 residential units.

The Development Application is under review.

35-53 BROADVIEW AVENUE

Property assembly on Broadview: Five semi-detached vacant buildings have been gutted and fenced off.

The status of these properties is unclear.



Top Left:
Design Rendering of Phase II of Riverside Square

Top Right:
Design Rendering of the proposed renovations at 635 Queen Street East

Bottom Left:
Design rendering of the development application for 763 Queen Street East

Bottom Right:
Vacant buildings at 35–53 Broadview Avenue

EXISTING LAND USE

Typical of older Toronto main streets, Riverside is largely a mixed-use residential/commercial district, a strong retail/service presence at the ground floor and a considerable heritage building stock. The typical streetscape along Queen Street East is of compact blocks with small and mid-scale buildings. The result is a fine-grained and continuous main street along Queen East anchored by parks and large buildings at its east and west ends.

The west end of the BIA and Davies Avenue are primarily comprised of old factory and warehouse buildings supporting employment and cultural uses. The west also has a mixed-use, mid to high-rise character on Queen Street due to recent and ongoing developments in the district. At the east end, industrial/commercial buildings cluster around the train tracks, bracketing the heritage streetscape between. Buildings along Queen Street East are typical of an old Toronto main street: Primarily two and three storey heritage masonry structures with retail and other businesses at grade and residential/office occupation above.

PARKING

Parking is available on Queen Street East except during rush hours, as well as on side streets, and in Toronto Parking Authority lots east and west of Broadview Avenue, north of Queen.

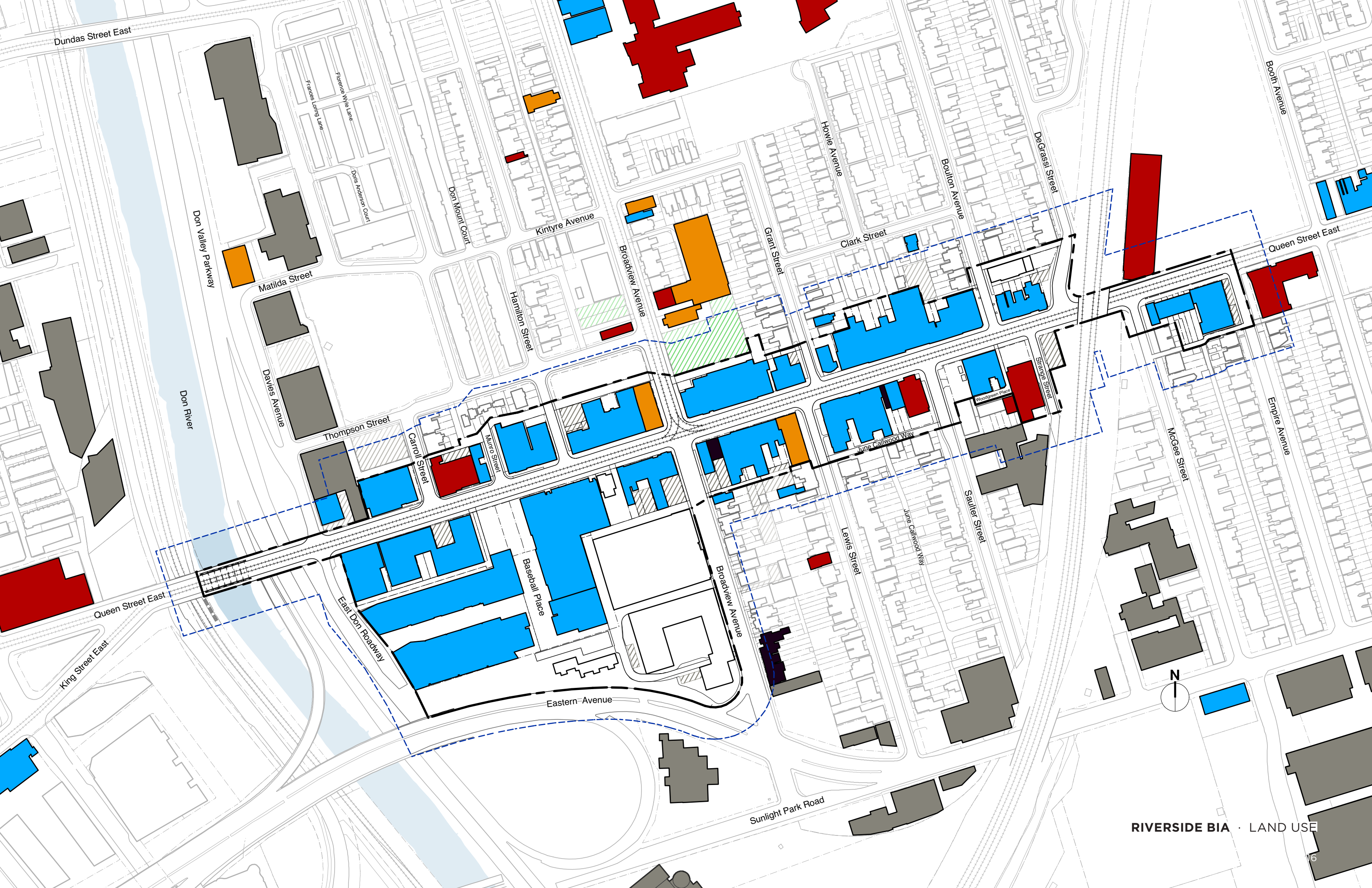


LEGEND

- Mixed Use Commercial / Residential
- Institutional / Education
- Cultural / Religious
- Industrial / Employment
- Residential
- Accessory
- Vacant
- Green P Parking Lot
- Surface Parking Lot

1:2500 scale

Top:
Typical Queen Street East heritage streetscape
Middle:
The west end of Riverside
Bottom:
Davies Avenue



BUILT FORM & FUTURE DEVELOPMENT

The existing built form of Queen Street East is primarily two to three storeys in height with a few midrise buildings old and new, including the Broadview Hotel and Sync Lofts. Ongoing and proposed developments will continue the trend of concentrating higher densities on the west end of the BIA and at Riverside Square, linking to the higher and denser building form proposed for the Unilever site to the south.



LEGEND

1–2 Storeys

3–4 Storeys

5–7 Storeys

8–9 Storeys

10+ Storeys

Approved Development

Development Application

APPROVED DEVELOPMENTS

1. Riverside Square – Phase I
Under Construction
2. Riverside Square – Phase II
Future Development
3. 635 Queen Street East
Development Ongoing

DEVELOPMENT APPLICATIONS

4. 763 Queen Street East
Under Review
5. 774 Queen Street East
Under Review
6. 8 Degrassi Street
Under Review

POTENTIAL DEVELOPMENT SITES

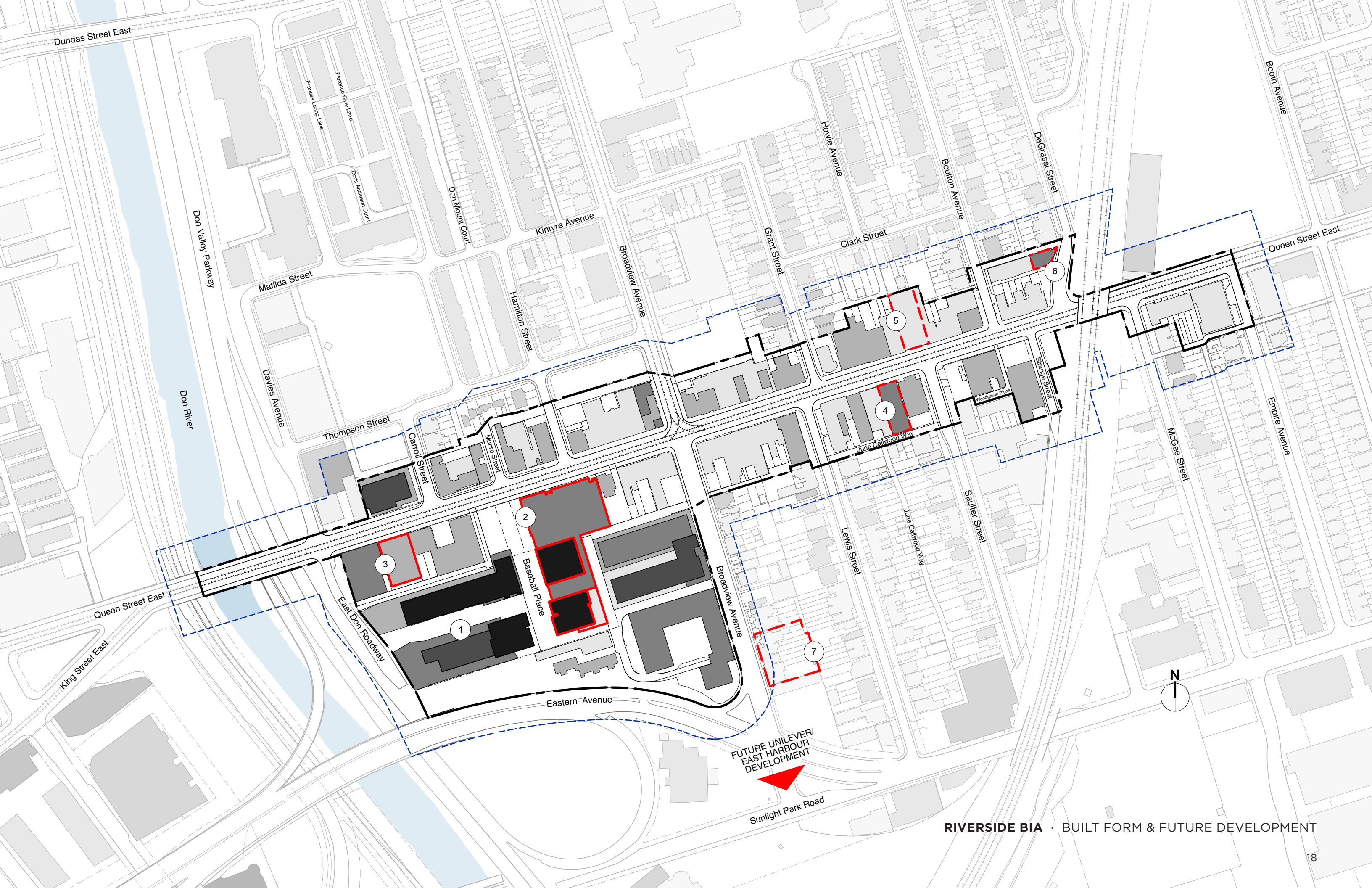
7. 35–53 Broadview Avenue
Property Assembly

1:2500 scale

Top:
Phase I of Riverside Square is nearing completion, with occupancy scheduled for late 2018 / early 2019

Middle:
A development application is under review for the former BIA offices at 763 Queen Street East

Bottom:
Riverside Square Phase II will occupy the existing Honda dealership site



Dundas Street East

Don Valley Parkway

Don River

Queen Street East

King Street East

Frances Living Lane
Florence Wyle Lane
Doris Andersen Court

Matilda Street

Davis Avenue

Thompson Street

Carroll Street

Munro Street

Bascom Hill Place

Kintyre Avenue

Hamilton Street

Brookview Avenue

Brookview Avenue

Grant Street

Howie Avenue

Clark Street

Boulton Avenue

DeGrassi Street

Booth Avenue

Queen Street East

Empire Avenue

McGee Street

Sailler Street

Woodgreen Place

Stranoe Street

Lewis Street

June Callwood Way

June Callwood Way

FUTURE UNILEVER/
EAST HARBOUR
DEVELOPMENT

Sunlight Park Road

N

TRANSIT & TRANSPORTATION

The BIA is served primarily by streetcar routes with replacement buses covering late night service along Queen Street East and Broadview Avenue. Existing cycling infrastructure is located just outside the BIA, including at the Don River Trail, and at Dundas Street and Eastern & Logan Avenues.

Long-term plans will see multi-modal transit coming to the immediate south of Riverside, in the form of new commuter rail and subway, and expanded streetcar service on Broadview. VIA Rail will also continue to utilize the expanded corridor.

NEW DON YARD / EAST HARBOUR TRANSIT HUB

Current Metrolinx plans propose an upgrade and expansion to accommodate growth on the Union Station Rail Corridor. The project is currently in the planning and design phase and construction timelines are subject to funding availability, environmental assessment, engineering, and design. The East Harbour transit hub is one of eight new stations planned for Toronto. The Don Yards will be used for storage of the expanded fleet of trains.

SMART TRACK & DOWNTOWN RELIEF LINE

The City of Toronto Smart Track commuter rail proposal also utilizes the Lakeshore East / Stouffville Go-Transit corridor, with one of its six approved stations located at the East Harbour hub. The transit hub will span the Don River, providing new pedestrian and cycling connections between two important emerging districts: The East Harbour / Unilever precinct to the east and the West Donlands / Keating Channel precinct to the west.

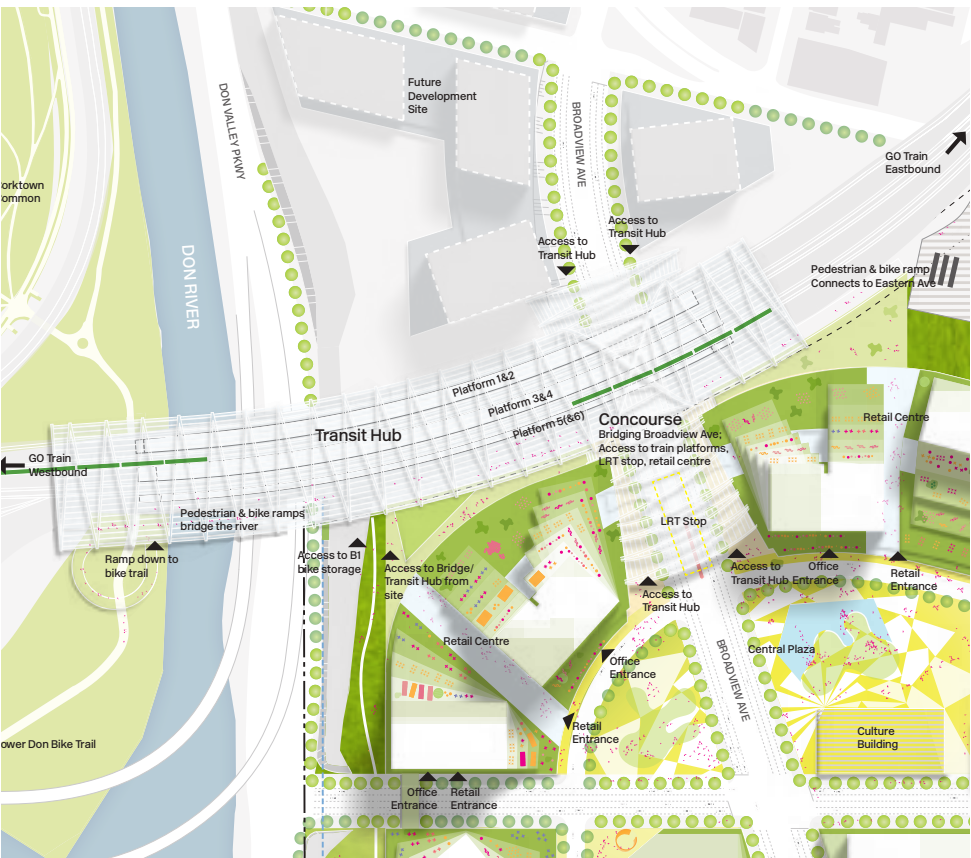
The East Harbour master plan envisions an employment district for 50,000 people, with the new transit station at its centre. In addition to providing pedestrian, cycling, and rail transit to the future node, the transit hub will also integrate a proposed Downtown Relief Line subway station and provide connections to Eastern Avenue and the extension of Broadview Avenue and its streetcar.

The Downtown Relief Line remains in development, with its first phase planned to link Pape Station on Line 2 with Osgoode Station on Line 1.

Top:
The existing regional cycling network

Bottom:
The proposed East Harbour transit hub¹

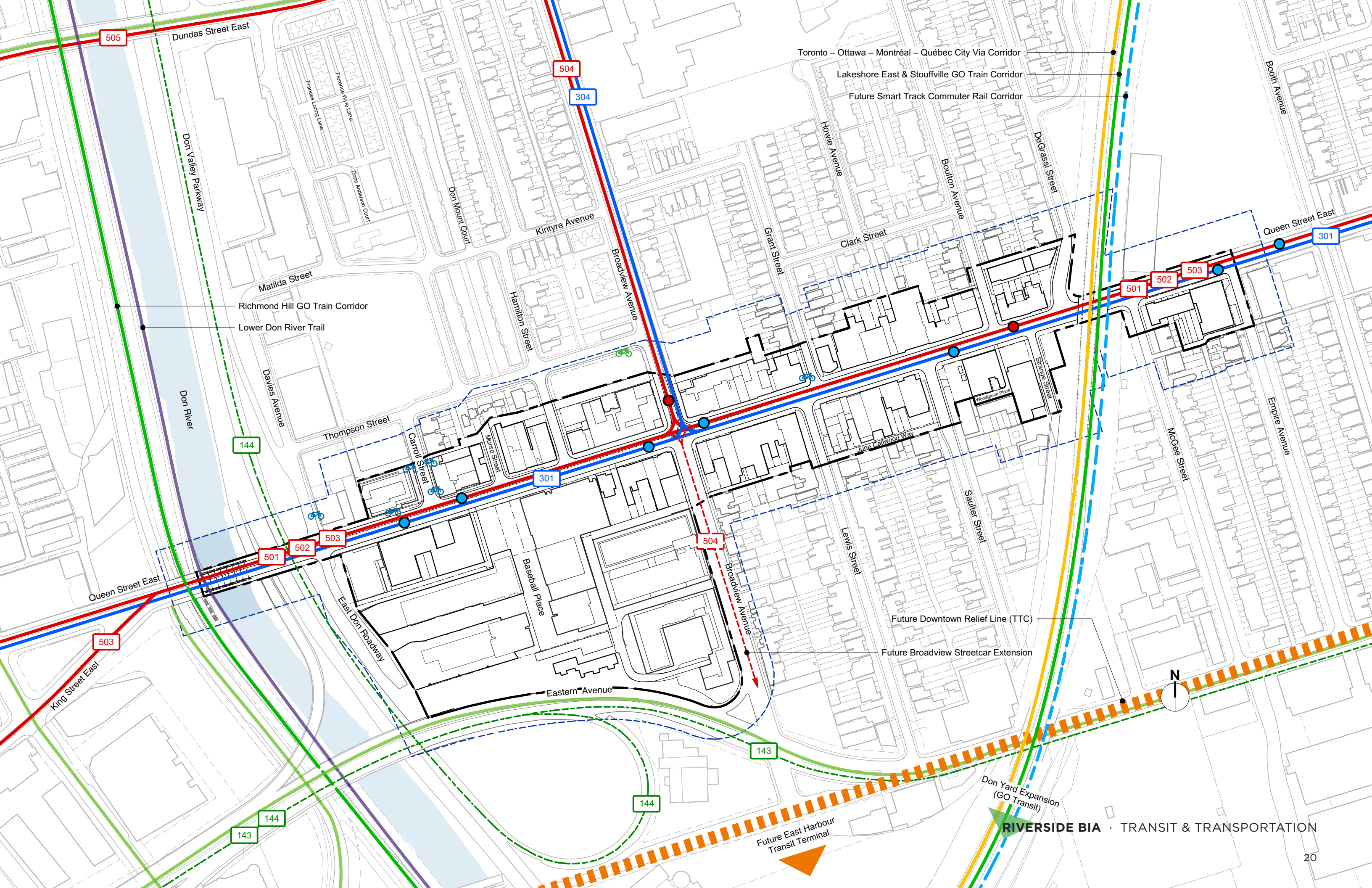
¹Drawing obtained from the East Harbour Master Plan Concept, December 2016



LEGEND

- TTC Red Line Streetcar (and replacement bus) 504
- TTC Blue Night Streetcar 304
- TTC Express Downtown Express Bus 144
- TTC Subway Line
- Smart Track
- Go Transit
- Via Rail
- Cycling Trail
- Bicycle Lanes
- Transit Stop
- TTC Shelter
- Bicycle Corral
- Bike Share Station

1:2500 scale



Toronto – Ottawa – Montréal – Québec City Via Corridor
Lakeshore East & Stouffville GO Train Corridor
Future Smart Track Commuter Rail Corridor

Richmond Hill GO Train Corridor
Lower Don River Trail

Future Downtown Relief Line (TTC)
Future Broadview Streetcar Extension

RIVERSIDE BIA · TRANSIT & TRANSPORTATION

PEDESTRIAN / TRAFFIC CONFLICTS

There are numerous impediments to easy and safe pedestrian flow on Queen Street East due to street misalignments (a legacy of how the block structure developed), major infrastructure routes at the edges, and wide streets encouraging speed.

AREAS of CONCERN

1. Davies Avenue / Don Valley Parkway On-Ramp:

Fast turns from Queen Street, pedestrian safety concern at Davies

2. Crosswalk at Carroll Street:

Busy crossing, pedestrian signal is often ignored by drivers

3. Broadview Avenue & Queen Street East:

Only signalled intersection in Riverside

4. Saulter Street at Queen Street East:

Large trucks turning off Queen Street, pedestrian safety concern, temporary bollards installed to shorten crossing

5. Crosswalk at Boulton Avenue:

Very busy signed crosswalk, crossing guard present for much of the day

6. DeGrassi Street at Queen Street Viaduct:

Fast turns onto DeGrassi, multiple blind spots due to overpass, fast moving traffic, lengthy crossing distance

7. Saulter Street South Terminus:

Dead-end street disorients drivers, directional signage unclear

FUTURE CONSIDERATIONS

8. Woonerf & Park at Riverside Square:

New public space amenities may increase mid-block crossings

9. East Don Roadway / Davies Avenue:

Increased traffic will come with the completion of the Riverside Square development: In addition to a new traffic signal planned for Queen Street, the City should reduce the curb radii and east-west crossing distances at this intersection.

Top:

The existing intersection of Davies Avenue and Queen Street East is unsignalled and does not encourage pedestrian crossings

Centre:





DeGrassi Street widens to three lanes at the intersection with Queen Street East creating a lengthy pedestrian crossing

Bottom:

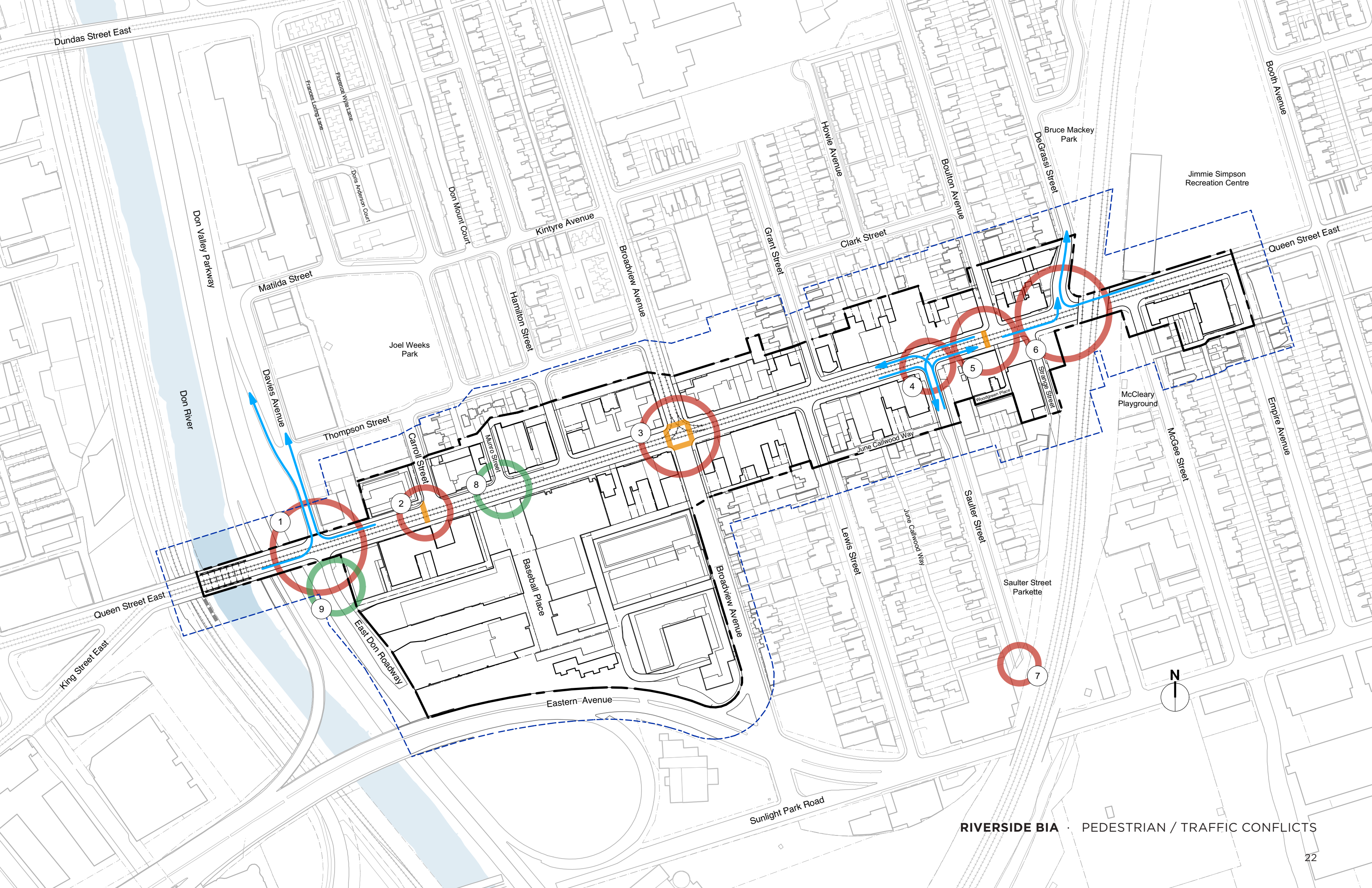
Temporary bollards have been installed to calm traffic and shorten crossing distances at the intersection of Saulter & Queen Street East



LEGEND

- Existing Areas of Traffic Conflicts / Pedestrian Safety Issues 
- Future Areas of Concern 
- Existing Crosswalks 
- Traffic Direction 

1:2500 scale



LANES & ALLEYS

This section of Queen Street East and most of the surrounding area is structured with an access lane system for loading and in many cases, parking. This provides additional connectivity from Queen Street to parks to the north and south, and to the new developments to the south. It is an opportunity to expand the Queen Street retail and cultural experience north and south as well. Riverside Square will include Baseball Place – A new woonerf linking Queen Street to the south lanes.



LEGEND

Commercial Alleys



Residential Lanes



Woonerf

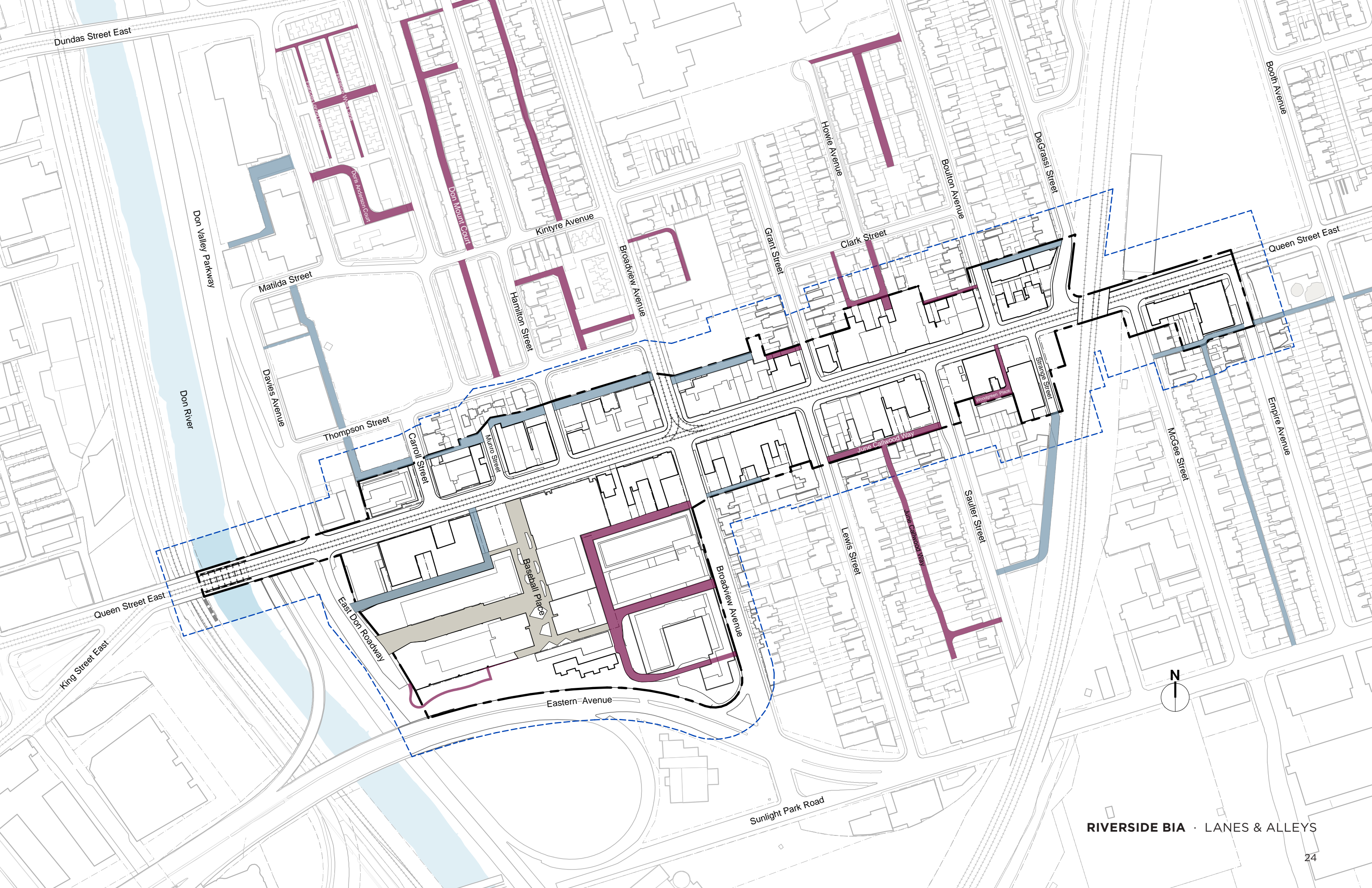


1:2500 scale

Top:
Alley between Broadview and Grant, north of Queen Street East

Centre:
Alley between Munro and Hamilton, north of Queen Street East

Bottom:
Woonerf - Design Rendering of Baseball Place



Dundas Street East

Don Valley Parkway

Don River

Matilda Street

Davis Avenue

Thompson Street

Carroll Street

Munn Street

Baseball Place

Eastern Avenue

Barry Avenue

Sunlight Park Road

Kintyre Avenue

Hamilton Street

Brookview Avenue

Grant Street

Clark Street

Boulton Avenue

DeGrassi Street

Booth Avenue

Queen Street East

Empire Avenue

McGee Street

Saulter Street

Strange Street

Woodgreen Place

June Callwood Way

June Callwood Way

Lewis Street

King Street East

Queen Street East



HERITAGE & ART in the PUBLIC REALM

Riverside is one of the oldest neighbourhoods in the City and is infused with multiple heritage buildings and sites. Many are intact, but some have additions layered on top or have disappeared. The master plan calls for heritage commemoration in several projects, and the mapping shown at right is intended as a starting point to inform that aspect of the work. Additional historical information is contained in Appendix D: History of Riverside Street Names

Riverside is also richly endowed with art in the public realm, and has an existing program to help the public discover the sculptures, murals, and installations found throughout the BIA. The mix is highly varied, and includes art within the landscape, murals on public and private buildings and infrastructure, and signature gateway pieces.

Further possibilities for commemoration include a deeper recognition of the indigenous history of the place and the DeGrassi Street / Riverside connection and its modern significance.

ART in the PUBLIC REALM

1. **Riverside Wayfinding Art**
Rebecca Houston: 2015
2. **Time and a Clock, Part 1**
Eldon Garnet: 1995
Bridge Lighting: 2015
3. **Tkaranto Past, Tkaranto Future** Mural
Odinamaad, Chief Lady Bird, & Dave
Monday Oguorie: 2017
4. **Welcome to Riverside** Mural
Jessie Durham & Melissa Luk: 2012
5. **Echo**
Mary Anne Barkhouse: 2015
6. **Riverside Sports Heritage & Legacy** Mural
Monica Wickler: 2014
7. **Time and a Clock, Part 2**
Eldon Garnet: 1995
8. **Riverside Pollinator** Mural
Nick Sweetman: 2016
9. **Underpass Murals**
Various Artists: Date Unknown
10. **Jimmie Simpson Recreation Centre:
Stretching from Mind to Body** Mural
Rosa Mayer: 1991
11. **Time and a Clock, Part 3**
Eldon Garnet: 1995

BUILT HERITAGE

12. **Orient Hall Masonic Lodge**
(Poulton Block)
Kennedy, Gaviller & Holland: 1885 – 1886
13. **Postal Station G**
(Ralph Thornton Community Centre)
E.J. Lennox: 1912-1913
14. **La Plaza Theatre**
(The Opera House)
1909, alt. by Kirk Hislop: 1932
15. **Canadian Bank of Commerce**
(Stephan Caras Design)
Darling & Pearson: 1905
16. **Dingman's Hall**
(Broadview Hotel)
1891
17. **Smith Block**
(631–643 & 651–655 Queen Street East)
John W. & Frank S. Mallory: 1889 – 1890
(Partially Destroyed by Fire in 1961)
18. **James M. Purvis Building**
(666 Queen Street East)
1890
19. **Richard O'Keefe Houses**
(668 & 670 Queen Street East)
1866 – 1867
20. **Joseph White Building**
(682 – 686 Queen Street East)
1892 – 1893
21. **Joseph White Residence**
(688 Queen Street East)
1885 – 1886

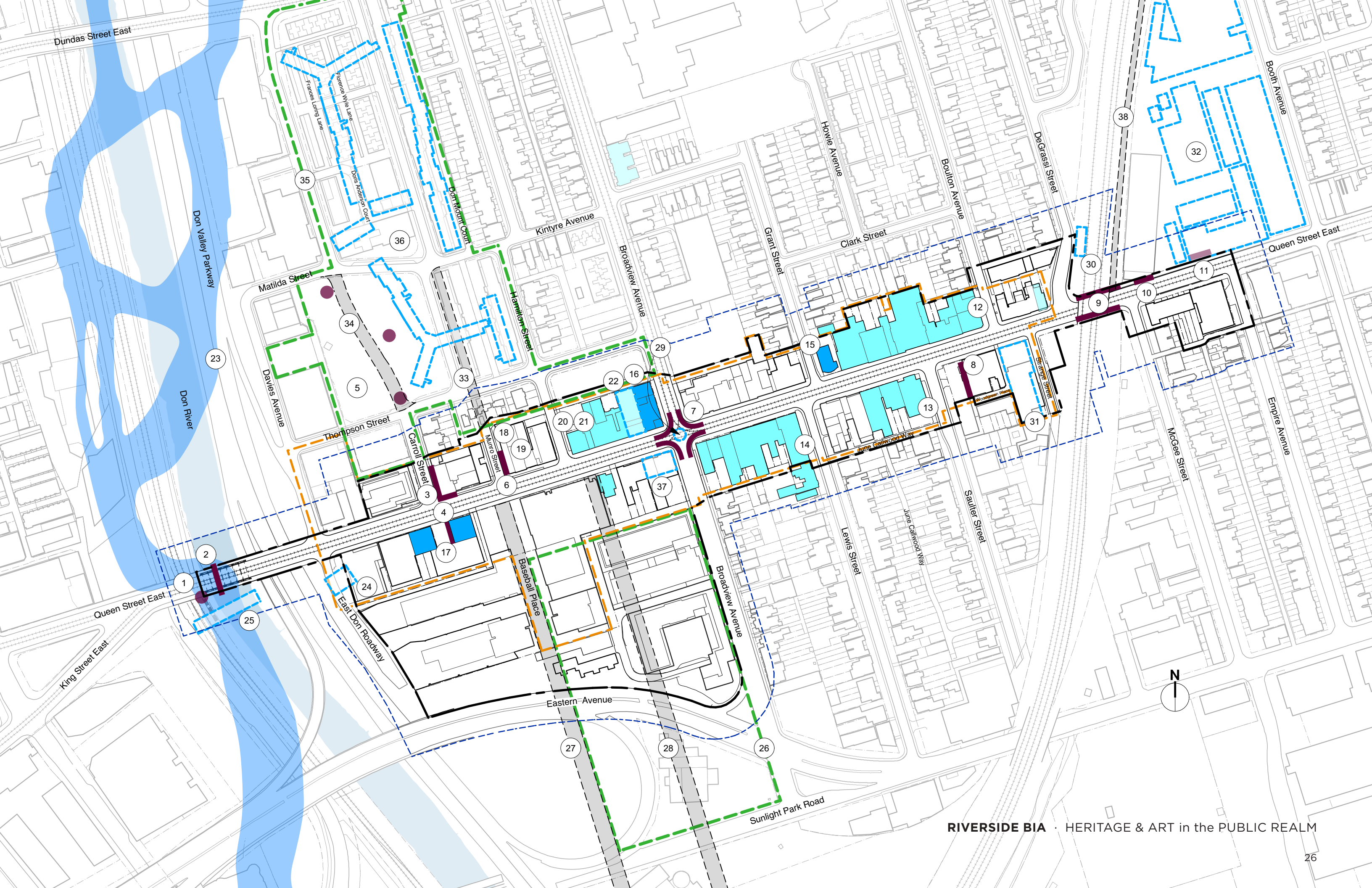
FORMER HERITAGE SITES

22. **Teck Theatre**
(700 Queen Street East)
1931 (Closed 1933)
23. **The Don River**
Prior to Straightening in 1888
24. **John Scadding's Cabin & the Smith Estate**
(Approximate Location)
1794, moved 1879
25. **Scadding's Bridge**
(Approximate Location, Several Bridges
Constructed)
1794 – c.1890
26. **Toronto Baseball Grounds**
(Sunlight Park)
1866 – 1913
27. **Baseball Place**
c.1876 – c.1913
28. **Smith Street**
(Later Scadding Street)
c.1872 – c.1913
29. **Toll Keeper's Cottage / Toll Gate No. 1**
Removed after 1884 Annexation
30. **Riverdale Train Station**
1896 – 1932 (Demolished 1974)
31. **Woodgreen Methodist Tabernacle**
1874 – 1889 First Church
1890 – c.1956 Second Church
32. **Dunlop Tire & Rubber Company**
1905 – 1970
33. **Munro Street**
Northern Connection
c.1872 – 1967
34. **Carroll Street**
Northern Connection
1969 – 2010
35. **Area Demolished for Urban Renewal**
Land Clearance for Don Mount Court
1966 – 1967
36. **Don Mount Court**
Urban Renewal, Redeveloped as
Rivertowne
c. 1968 – 2002
37. **Don Mount Post Office**
c. 1858 – c. 1913
38. **Suburban Place**
Street Connecting Queen Street East
with Paisley Avenue

LEGEND

- Art Installation
- Designated Heritage Building
- Listed Heritage Building
- Heritage Status Pending
- Former Built Heritage
- Fomer Heritage Site
- Former Street
- HCD Study Area

1:2500 scale



PARKS, TREES, & GREEN SPACE

Riverside is encircled with public parks and parkettes: Joel Weeks Park, M^cCleary Playground, and Jimmie Simpson Park & Recreation Centre offer green spaces, seating, and playgrounds, and the recreation centre has additional sports fields and amenities. Bruce Mackey Park and Saulter Street Parkette are quiet parks along the train berm with a mix of open lawns and treed areas. The Thompson Street Parkette is currently the only dog park, though the completion of Riverside Square will bring another to the southwest corner of the BIA. Only M^cCleary Playground has a portion of it's area within the BIA limits.

The trees of Riverside are varied, with a dense tree canopy on the east and in the residential areas north and south of the BIA, and a mixture of young and mature trees in planters along Queen Street. Street trees are detailed further on pages 31 and 55–62.

The green verge along Davies Avenue north of Queen, the north plaza of M^cCleary Playground, and the street face of the Fontbonne / Mustard Seed parking lot are all poorly landscaped areas that provide an opportunity for improvement and inclusion in the parks and green space network.

A new public park is also planned as part of the new development, further details are pending the City process for this project.



Top:
Saulter Street Parkette

Centre:
Joel Weeks Park

Bottom:
Thompson Street Parkette

LEGEND

Existing Municipal Parks & Institutional Green Space

Existing Green Space

Existing Hardscaped Open Space / Playground / Sports Field

Proposed Municipal Park

Existing Street Trees

Existing Trees in Landscape

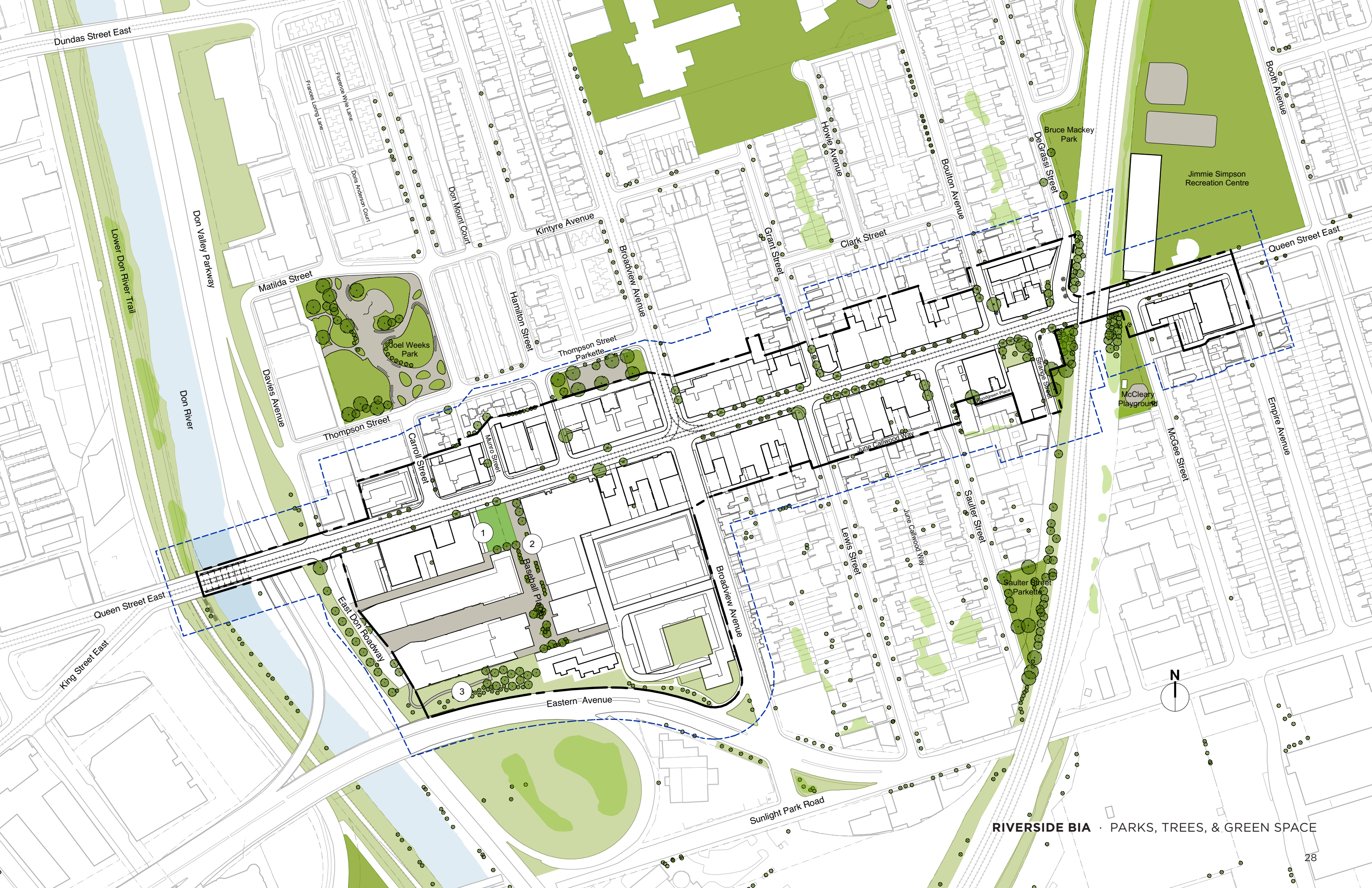
FUTURE PARKS & OPEN SPACE DEVELOPMENT

1. Future Municipal Park

2. Future Woonerf

3. Future Dog Park

1:2500 scale



EXISTING STREETScape CONCEPT

The existing concept for the public realm of Riverside is to connect Queen Street East between Carroll and DeGrassi and announce the presence of the BIA at its centre and beyond the bridges at its east and west ends.

‘Time and a Clock’ – Garnet Newman’s three part installation at the Queen East bridge, Broadview & Queen, and Jimmie Simpson Park – marks the gateways to Riverside with sculptural interventions. Together with the blue accent paving, which continues east from the rail bridge, pedestrian lighting, and tree pit surrounds, the artwork forms the core built aspect of the existing streetscape concept. Lighting has been provided to enhance the bridge element. Lighting at the Broadview Avenue and Queen Street East element was explored as part of this master plan, however it was identified that no suitable location exists in the public realm that would allow for installation of lighting at this intersection.

Apart from the bridge artwork and lighting, the eastern and western entrances to the neighbourhood are underwhelming.



LEGEND

Existing Gateway Feature

Existing Art Installation

Core Neighbourhood

Riverside Accent Paving

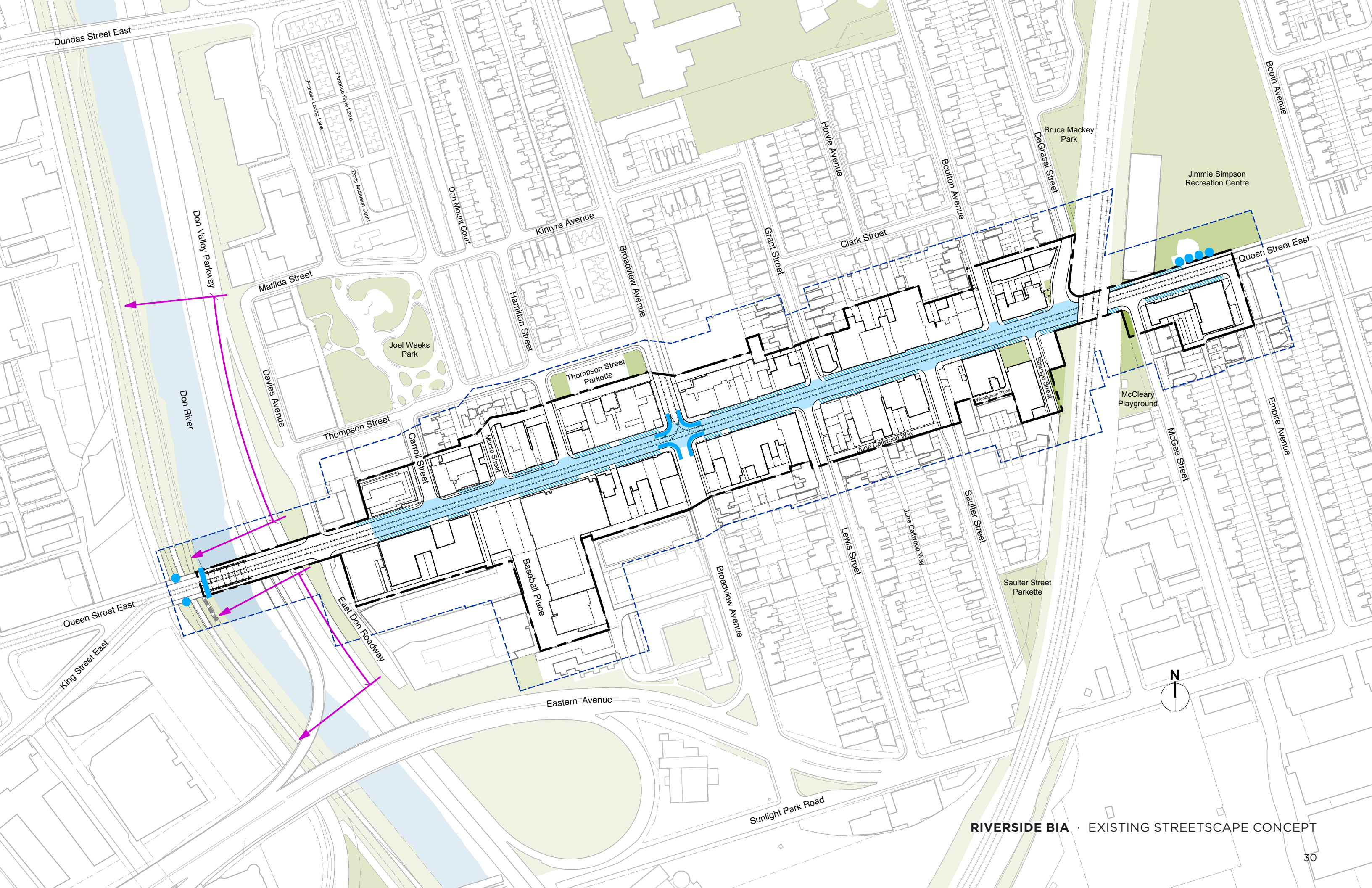
Views to the City Centre

1:2500 scale

Top:
Time and a Clock (1995) by Eldon Garnet – Location 1 at the Queen Street East Viaduct

Centre:
Typical streetscape conditions in Riverside

Bottom:
Time and a Clock (1995) by Eldon Garnet – Location 2 at Broadview Avenue and Queen Street East



EXISTING STREETSCAPE ELEMENTS

The existing concept for the neighbourhood is realized through district-wide signature streetscape features including pedestrian lighting at sidewalk level and above, accent paving, tree pit surrounds, and banners, in addition to the gateway art installations and typical street furniture.

Riverside accent paving is a unique feature to the BIA and is overall in mixed condition, with some areas in need of repair. Bollard lighting at sidewalk level is located at each street corner and is integrated with the accent paving. Above, lighting fixtures mounted to Toronto Hydro poles are still functional, but in need of an upgrade. Banners are located as noted in the opposite mapping.

Rubber tree pit surrounds with Astroturf covers are another major element of the streetscape and are generally in poor condition. Newer street trees do not appear to fare well in the existing conditions, which also pose a safety hazard. The tree pits are further detailed on pages 55 – 62.

Bollard and pole mounted lighting standards, and accent paving details have been incorporated into the City of Toronto Streetscape Manual for this stretch of Queen Street East, though these standards have not been uniformly followed during recent sidewalk reconstruction.

New City of Toronto benches were recently installed in existing locations in Riverside and the new waste bins will be rolled out according to the City schedule. All other City-standard furniture is not proposed for change.

All non-standard accent paving in the BIA is subject to the City of Toronto paver policy which requires an agreement between the City and the BIA. The BIA will be responsible for a maintenance fee and supply of additional accent pavers for use in future repairs.



LEGEND

Existing Bollard Lighting

Removed Bollard Lighting

Existing Pole-Mounted Lighting

Existing Banner Locations

Riverside Accent Paving

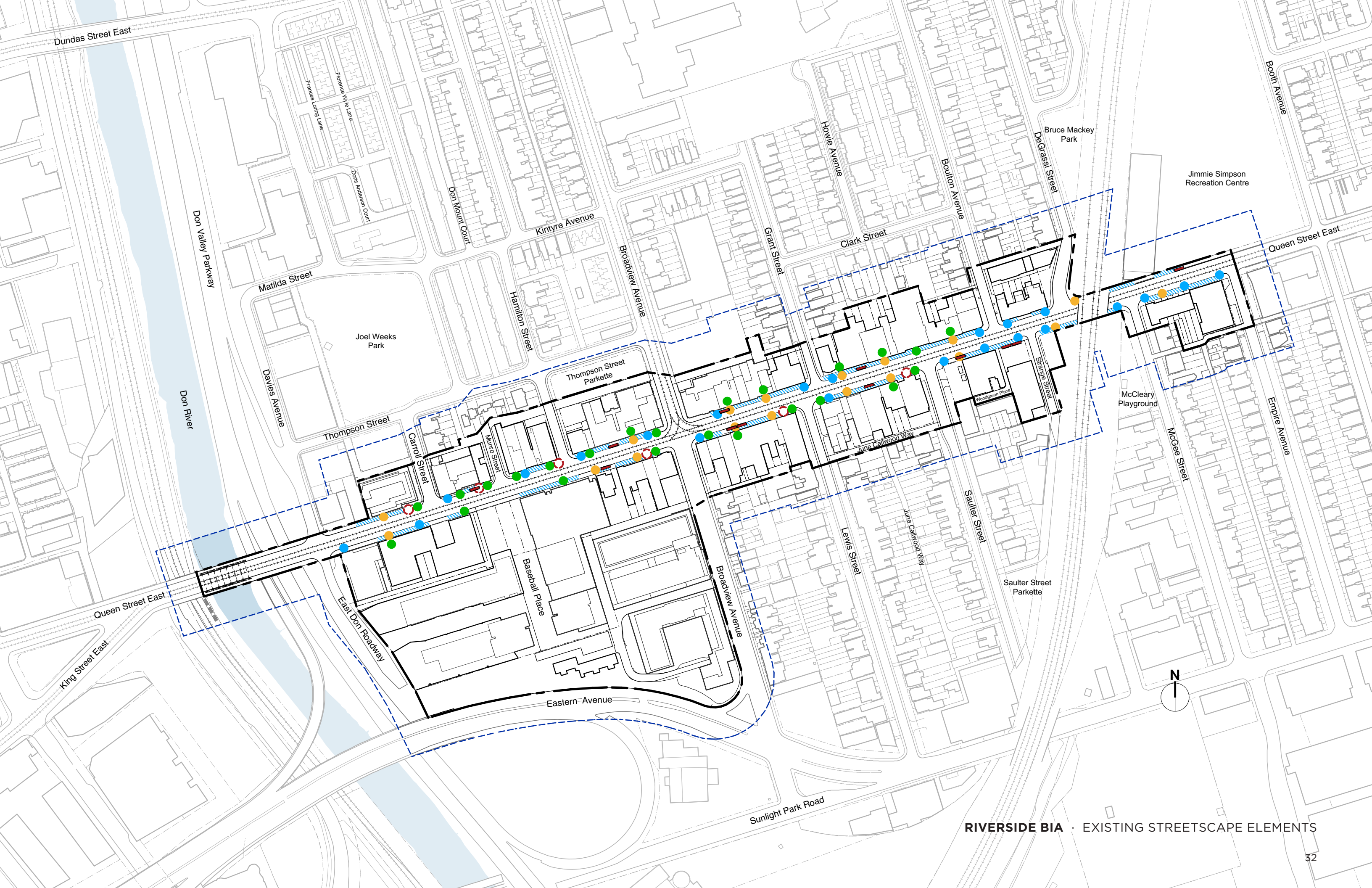
Existing Benches

1:2500 scale

Top:
Riverside banners and pedestrian level pole-mounted lighting

Centre:
Pedestrian level bollard lighting

Bottom:
Riverside accent paving



MASTER PLAN CONCEPT

The master plan recognizes the unique character of Riverside – its history and significance to the development of Toronto; its lively mix of businesses and cultural destinations; and the existing streetscape, public realm, and artwork assets that have been introduced to the BIA since its founding as the Queen–Broadview Village.

This master plan proposes continuous streetscape treatments on Queen Street East to supplement/refresh the existing, paired with unique, site-specific interventions that seek to build upon the existing features found throughout Riverside.

PRINCIPLES & PROJECT FOCUS

- Strengthen the existing gateways through lighting, new artworks and landscape enhancements at Davies St, and east and west of the rail overpass including McLeary playground;
- Embrace the heritage and identity of the area by integrating identity markers, and heritage commemorations in the overall streetscape (tree grates, ground markers and murals) as well as site specific intervention areas, and an expanded heritage façade lighting program;
- Expand the greening strategy adding pedestrian level permanent planting along Queen St and the side boulevards, seasonal hanging planters, expanding and improving the tree planting and current planter conditions, and landscape improvements at gateways;
- Augment and update street furnishings (benches, garbage bins) including wayfinding, respecting the existing unique streetscape features like the blue accent paving;
- Update lighting including replacing pole mounted lights, removing bollard lights and adding new solar lighting; and
- Expanding the public realm beyond Queen Street East to include boulevard parkettes at key nodes: Munro, Grant/Lewis, and Boulton/Strange/DeGrassi, and inclusion of the alleyways north and south of Queen for expansion of the art program
- Embrace the history of Riverside: Heritage is a central characteristic of the neighbourhood and one of its strongest assets that should be considered in all interventions large and small

INTERVENTION SITES

QUEEN EAST STREETScape TREATMENT

- Identify locations for pole wraps to be introduced and refresh banners
- Replace pedestrian lighting with more modern, energy efficient fixtures: Maintain locations and replace the fixtures with off-grid solar powered LED

- Review bollard sites for viability of lighting replacement and introduce historic markers in sidewalk
- Replace existing benches and clamshell waste bins, coordinate any new locations with new tree planting program and accent paving
- Provide new Riverside blue accent paving at all new developments and where currently discontinuous, and repair damaged accent paving areas
- Augment tree canopy and furnishings where sparse

SIDE STREETS & BOULEVARDS

- Primarily unused or used for private parking, areas are slated for enhancement with mural artwork, soft landscaping, full parkettes, or new seating
- Highlight existing murals and artwork, identify areas for additional public art

WESTERN GATEWAY

- Neighbourhood feels as though it begins at Carroll Street
- Streetscape treatment is discontinuous at new developments and needs to be strongly encouraged in all new streetscape work
- Expand streetscaping at the west, and capitalize on green verges along the Don River at Davies Avenue to enhance the gateway

EASTERN GATEWAY

- Garnet Newman artwork is hidden amidst the tree canopy in Jimmie Simpson Park, and should be highlighted with new lighting
- Murals in underpass should be re-imagined to better connect Queen Street East below the train tracks
- Make improvements at M’Cleary Playground and in front of Fontbonne parking lot to engage the streetscape east and west of the viaduct

PARKS & GREEN SPACE

- Improve the northern end of M’Cleary playground to incorporate flexible programming, hardscaping, and seating
- Better integrate the Fontbonne forecourt (formerly St. Michael’s Square) and northern parking lot edge into the streetscape – increase soft landscaping and seating
- Increase greening at new pocket parks, including Grant and Munro Street boulevards, with permanent planting

TREE PITS & PLANTERS

- Existing planters are in disrepair, to be replaced – provide new planter program integrated with tree surrounds at pedestrian level and

- hanging planter baskets on existing hydro poles for seasonal planting
- Replace existing raised tree pit surrounds and give sidewalk space back to the public realm: Remove rubber surround, plastic grating, and Astroturf at tree pits and provide with new Riverside branded custom grate with integrated seating and seasonal planting
- Increase the number of tree planting locations using a rich palette of tree species to prevent mono-culture and to fill existing holes in the tree canopy














SAULTER & DeGRASSI STREETS

- Introduce permanent traffic calming curb bump-outs to replace the existing temporary bollards

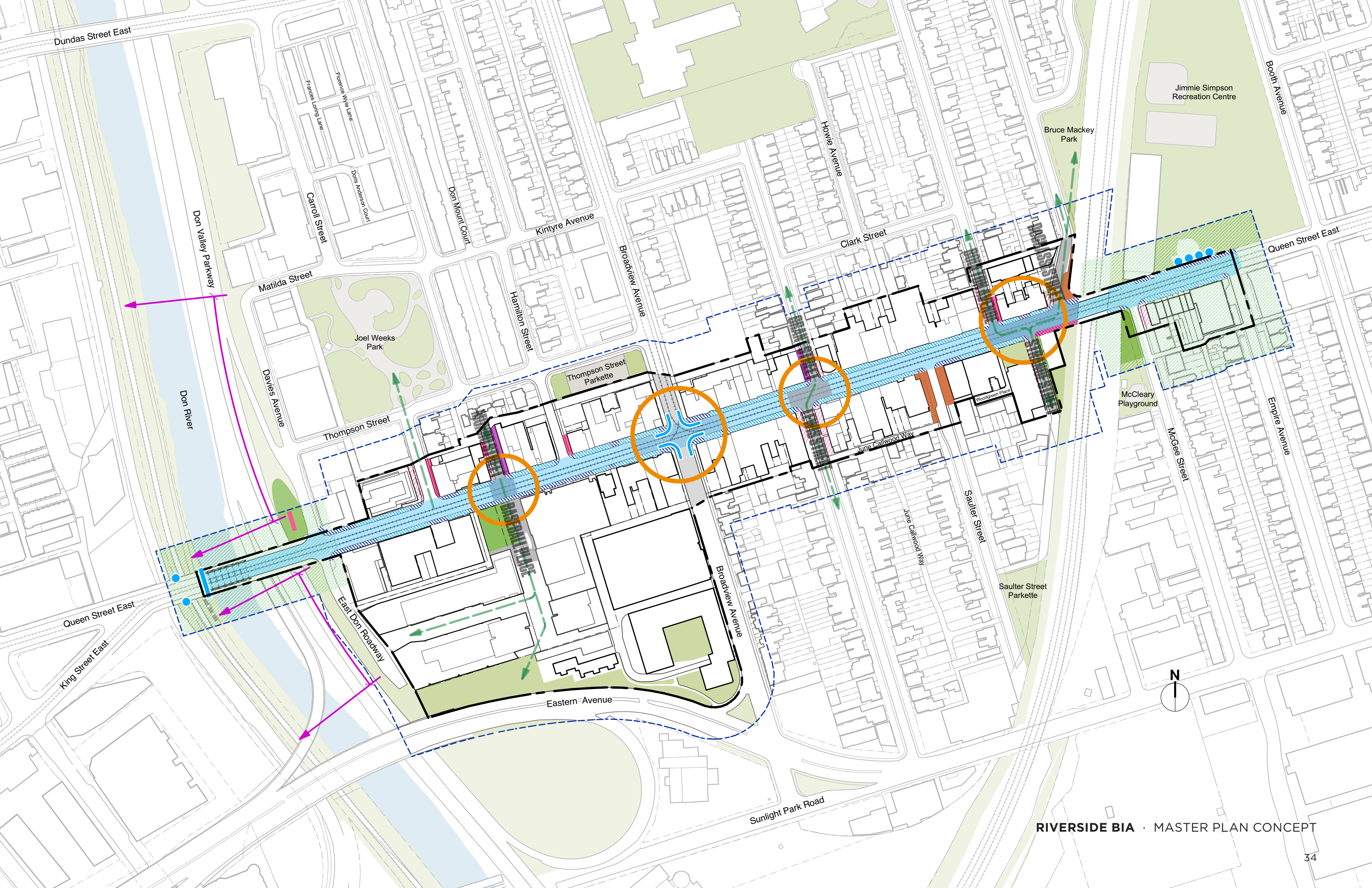
LANES & ALLEYS

- Consider the laneway system as a site for new permanent artwork in the public realm

LEGEND

Existing Gateway Feature	
Existing Art Installation	
Core Neighbourhood	
Nodes	
Riverside Accent Paving	
Boulevard Flankage in Use	
New Street Furnishings	
Boulevard Activation	
Expanded Sidewalks	
Enhanced Greenspace	
Expanded Gateway	
Wayfinding	
Views to the City Centre	

1:2500 scale



MASTER PLAN PROJECTS

The master plan contains 21 projects located throughout the BIA. The following pages outline the work required for each project, and have been evaluated with respect to feasibility in the short, mid, or long term based on required approvals, funds, and/or partnerships required, and maintenance implications. All planting areas are considered moderate to high maintenance.



- 1. RIVERSIDE POLE WRAPS
- 2. LANDSCAPE IMPROVEMENTS at DAVIES AVENUE
- 3. SEATING at CARROLL, MUNRO, HAMILTON, & BOULTON
- 4. TO360 WAYFINDING INSTALLATIONS
- 5. LANEWAY ART PROGRAM
- 6. NEW WALL MURALS
- 7. BOLLARD LIGHTING REMOVAL (Refer also to Project #11)
- 8. QUEEN STREET EAST RAILWAY UNDERPASS MURAL
- 9. HANGING PLANTER BASKETS
- 10. BOULEVARD PARKETTE at MUNRO STREET
- 11. HISTORICAL MARKER EMBED

- 12. BOULEVARD PARKETTE at GRANT STREET
- 13. QUEEN EAST STREETScape at MUSTARD SEED
- 14. PEDESTRIAN-LEVEL LIGHTING REPLACEMENT
- 15. SOLAR LIGHTING of 'TIME and a CLOCK'
- 16. NEW STREET TREE PLANTING PROGRAM
- 17. FORECOURT IMPROVEMENTS to M^cCLEARY PLAYGROUND
- 18. SAULTER STREET INTERSECTION
- 19. TREE PIT MODIFICATIONS
- 20. NEW BIKE LANE / QUIET STREET ROUTE at LEWIS / M^cGEE
- 21. DeGRASSI STREET INTERSECTION

Core Neighbourhood

BIA Gateways

Building Outlines

Existing Parks

Proposed Parks

Existing Green Space

Proposed Green Space

Proposed Parkette Zones

Proposed Seating Zones

Existing Riverside Accent Paving

Proposed Riverside Accent Paving

Temporary BIA Event Spaces

Existing Boulevard Utilization

Proposed Streetscape Reconstruction

Core Laneway Art Area

Secondary Laneway Art Area

Future Woonerf / Shared Street

Existing Gateway Artwork

Proposed Mural Locations

Proposed Laneway Art Locations

Existing Street Trees

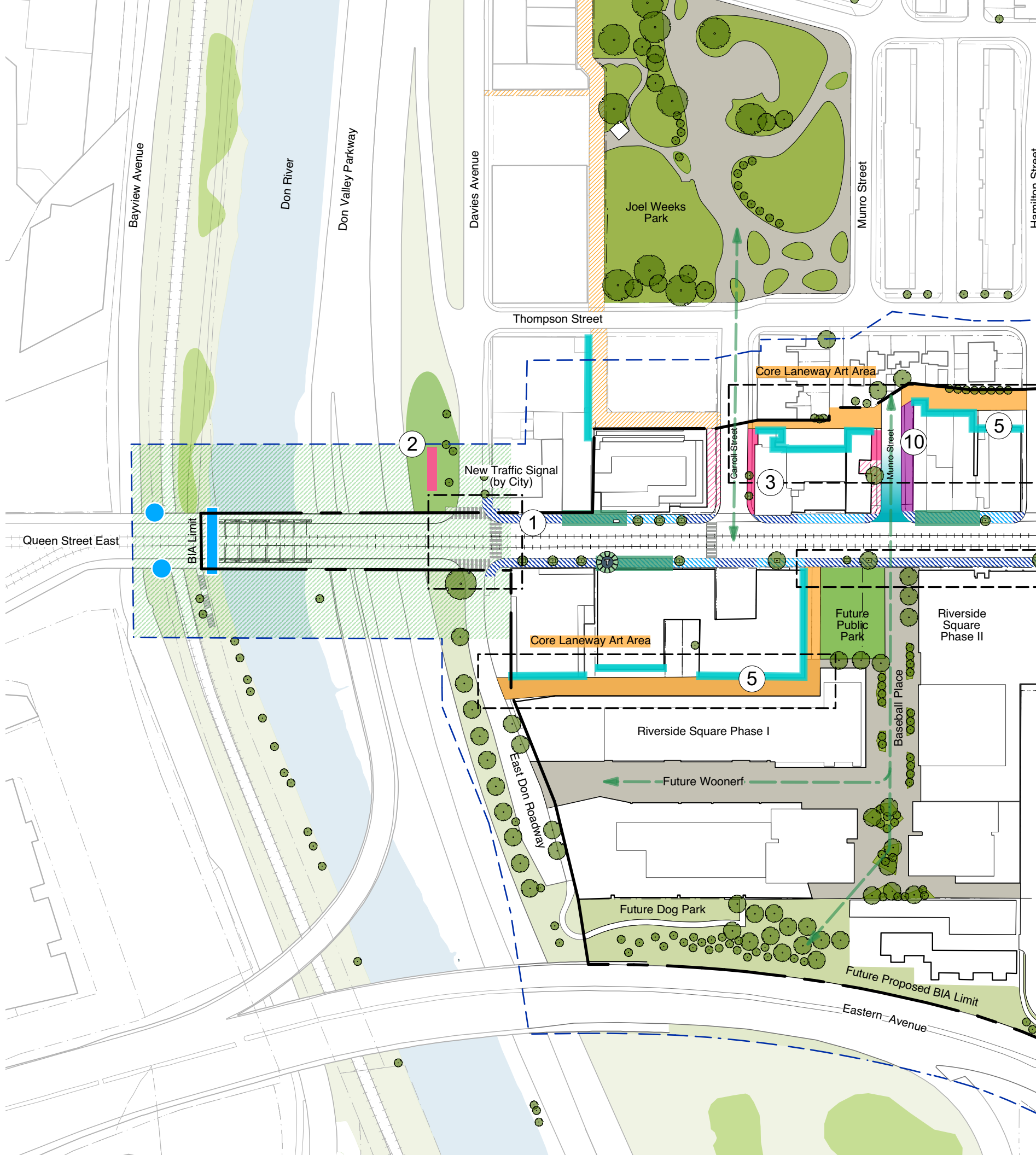
Proposed Tree Planting Zones

Wayfinding Opportunities

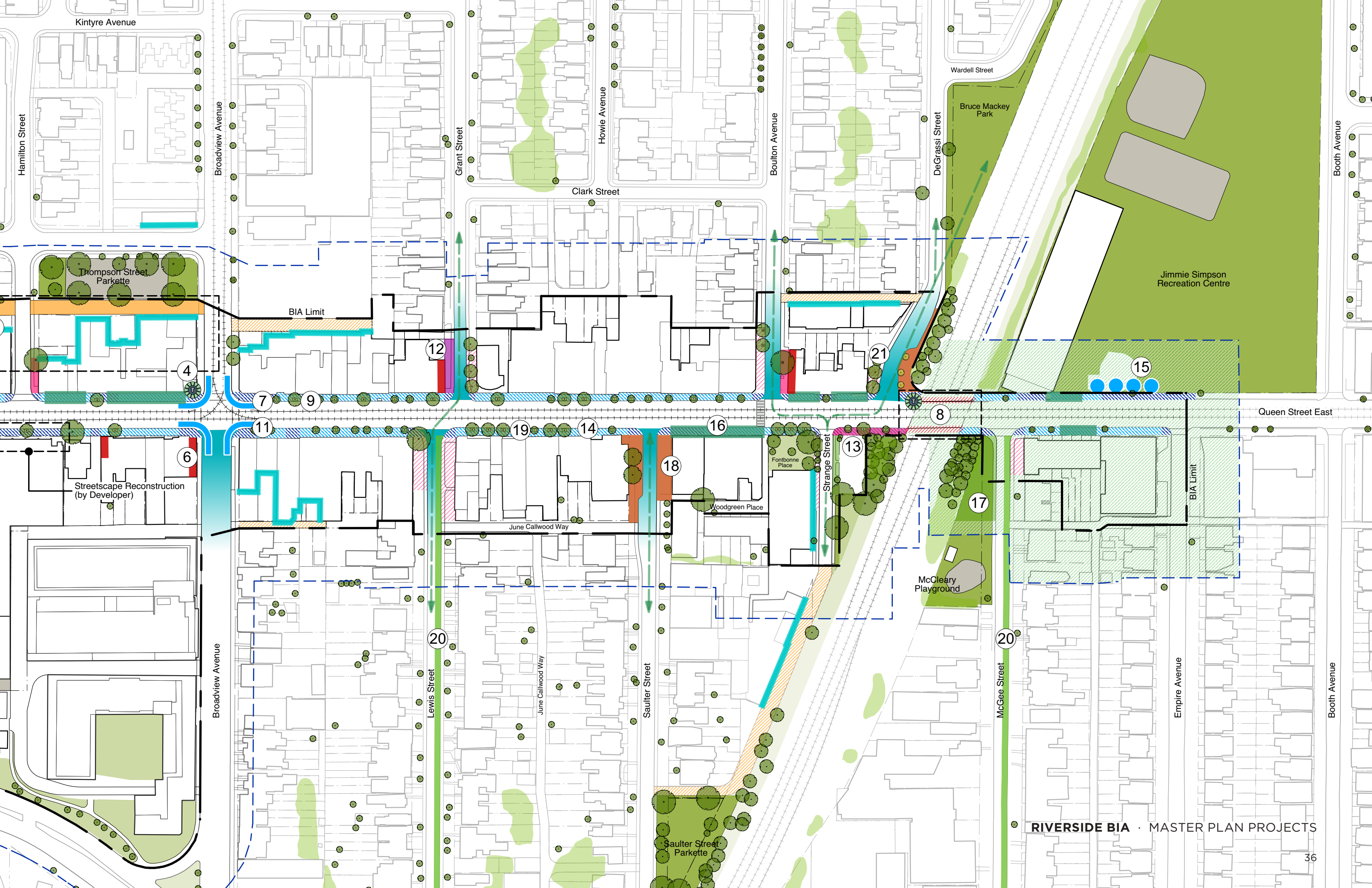
TO360 Wayfinding Locations

Proposed Cycling Route

Views to City Centre



1:1500 Scale



RIVERSIDE POLE WRAPS

PROJECT #1

PROJECT DESCRIPTION:

- Amplify the brand by adding pole wraps throughout the BIA
 - Branded pole wraps in multiple locations (up to 52) on Queen Street East and Broadview, ideally paired with existing banners
 - Locations to be determined pending Toronto Hydro/TTC approval who will evaluate which poles are suitable
 - Banners will be designed by the BIA's graphic designer, with colours/graphics to correspond to the Riverside branding package with vibrant colours to distinguish intersections and subdued colours in other locations
-
- Short Term Timeframe for Completion
 - Low Maintenance
 - Coordination with TTC & Toronto Hydro required
 - Application Process Underway



Primary Colour



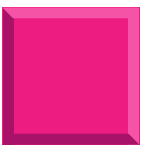
Secondary Colour



Tertiary Colour



Black & White



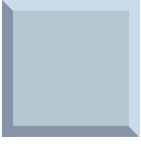
HOT PINK
R:237 G:28 B:128
C:0 M:97 Y:13 K:0
HEX: #ED1C80
PANTONE 226C



SKY BLUE
R:13 G:140 B:171
C:82 M:31 Y:24 K:1
HEX: #0D8CAB
PANTONE 299C



TEAL BLUE
R:3 G:102 B:117
C:91 M:47 Y:44 K:16
HEX: #036675
PANTONE 5473C



COOL GREY
R:181 G:199 B:209
C:29 M:14 Y:13 K:0
HEX: #B5C7D1
PANTONE 441C



BRIGHT PURPLE
R:153 G:48 B:125
C:44 M:96 Y:18 K:2
HEX: #99307D
PANTONE 7655C

Left:

Riverside BIA branding will be used to inform the colours, fonts, and style of the pole wrap installations

Right:

Pole wraps recently installed in the Midtown–Yonge BIA, Toronto



LANDSCAPE IMPROVEMENTS at DAVIES AVENUE

PROJECT #2

PROJECT DESCRIPTION:

- New trees, seating and soft landscaping on the northwestern flank of Queen Street East and Davies Avenue to create a gateway marker
- 'Drifter Bench' by Streetlife built from reclaimed mooring posts allows people to dwell in the landscape and take in views of the city and the river
- The existing chain link fence could be moved further down the hill in order to increase planting and include part of the sloped river bank
- See Pedestrian/Traffic Conflicts (Pp. 21) for additional details regarding the Davies Avenue / Queen Street East intersection
- Short Term Timeframe for Completion
- Moderate Maintenance
- Coordination with Transportation (ROW) required



Top Left:

The boulevard and berm at Davies Avenue is a prime site for intervention at the western gateway to Riverside

Top Right:

'Drifter Benches' by Streetlife

Bottom:

Example of rich planting at Kew Gardens, Toronto



SEATING at CARROLL, MUNRO, HAMILTON, & BOULTON

PROJECT #3

PROJECT DESCRIPTION:

- New 'Drifter Benches' by Streetlife, to match new seating at Davies Avenue and Mustard Seed. Benches are proposed in four locations in the BIA:
 - Carroll Street east flank @ QSE
 - Munro Street west flank @ QSE
 - Hamilton Street east flank @ QSE
 - Boulton Avenue east flank @ QSE
-
- Minimum pedestrian clearway of 2.1m to be maintained on all side streets where benches are proposed
 - Short Term Timeframe for Completion
 - Low Maintenance
 - Coordination with Transportation (ROW) & Public Realm required



Top Left:
Two-beam 'Drifter Bench' option

Top Right:
One-beam 'Drifter Bench' option with backrest

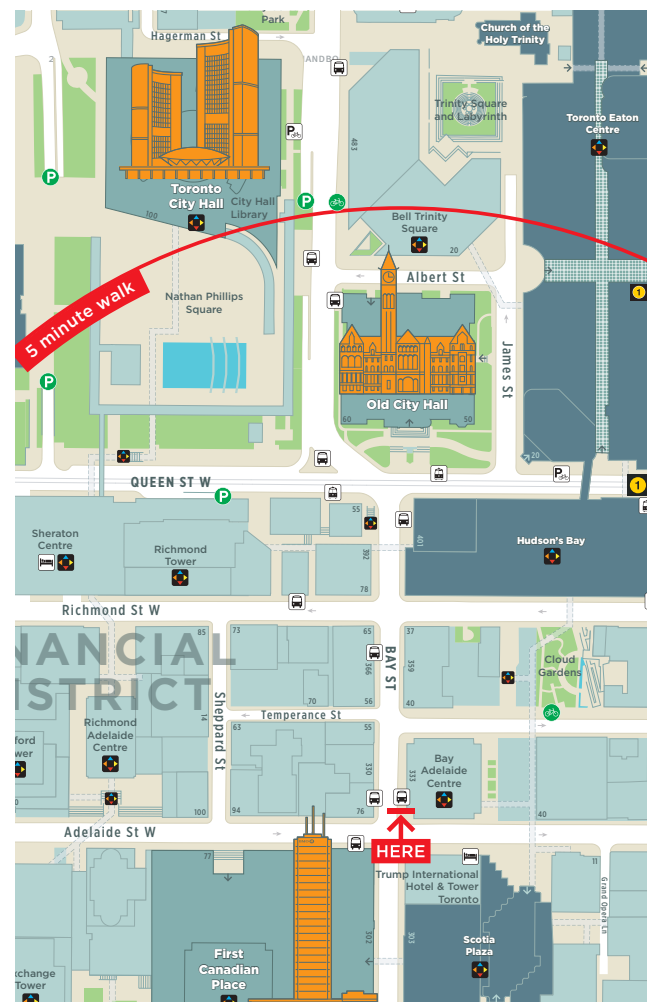
Bottom:
Proposed bench locations, 1:750 scale

TO360 WAYFINDING

PROJECT #4

PROJECT DESCRIPTION:

- New wayfinding and information pillars in partnership with TO360
- Two locations are planned by TO360: A wide pillar at Queen Street East & Broadview, and a narrow pillar at Queen Street East & DeGrassi
- Additional finger post is possible at the west end of BIA (final location to be determined by the BIA in conjunction with TO360)
- Wayfinding locations to be chosen so as not to impede other uses of the sidewalk or block site lines
- Potential to coordinate locations with bollard light removals (refer also to Project #8)
- Short Term Timeframe for Completion
- Low Maintenance
- Partnership with Transportation Services (TO360)



Top:

TO360 wide & narrow wayfinding pillars, finger post

Bottom Left:

Sample wayfinding map

Bottom:

A narrow pillar installation in the Entertainment District

LANEWAY ART PROGRAM

PROJECT #5

PROJECT DESCRIPTION:

- New graffiti art/murals in two core locations to enhance and connect the existing art program:
- **Core Area 1:** The laneways north of Queen Street East between Carroll and Broadview would be the first core area with expansion east to Grant Street and west to Thompson Street.
- **Core Area 2:** New laneway connecting the East Don Roadway to Baseball Place
- Secondary locations include alleys adjacent to Joel Weeks Park, and at Strange Street and the east end of the BIA
- Mid Term Timeframe for Completion
- Low Maintenance
- Partnership with StreetARToronto, Outdoor Mural & Street Art Program, & Property Owners
- Grants/Funding Available up to \$5,000 per mural



LEGEND

- Proposed Mural Locations
- Proposed Laneway Art Locations
- Proposed Underpass Mural
- Core Art Area
- Secondary Art Area

1:2500 scale

WALL MURALS

PROJECT #6

PROJECT DESCRIPTION:

- Four potential locations for new BIA-commissioned murals along Queen Street East and Broadview Avenue as part of the comprehensive art program:
- West wall @ 687 Queen Street East (former Royal Bank)
- East wall @ 705 Queen Street East (Starbank Convenience)
- East wall @ 742 Queen Street East (Little Peeps)
- West wall @ 800 Queen Street East (Common Sort)
- Short Term Timeframe for Completion
- Low Maintenance
- Partnership with StreetARToronto, Outdoor Mural & Street Art Program, & Property Owners
- Grants/Funding Available up to \$5,000 per mural



800 Queen Street East



687 Queen Street East



742 Queen Street East



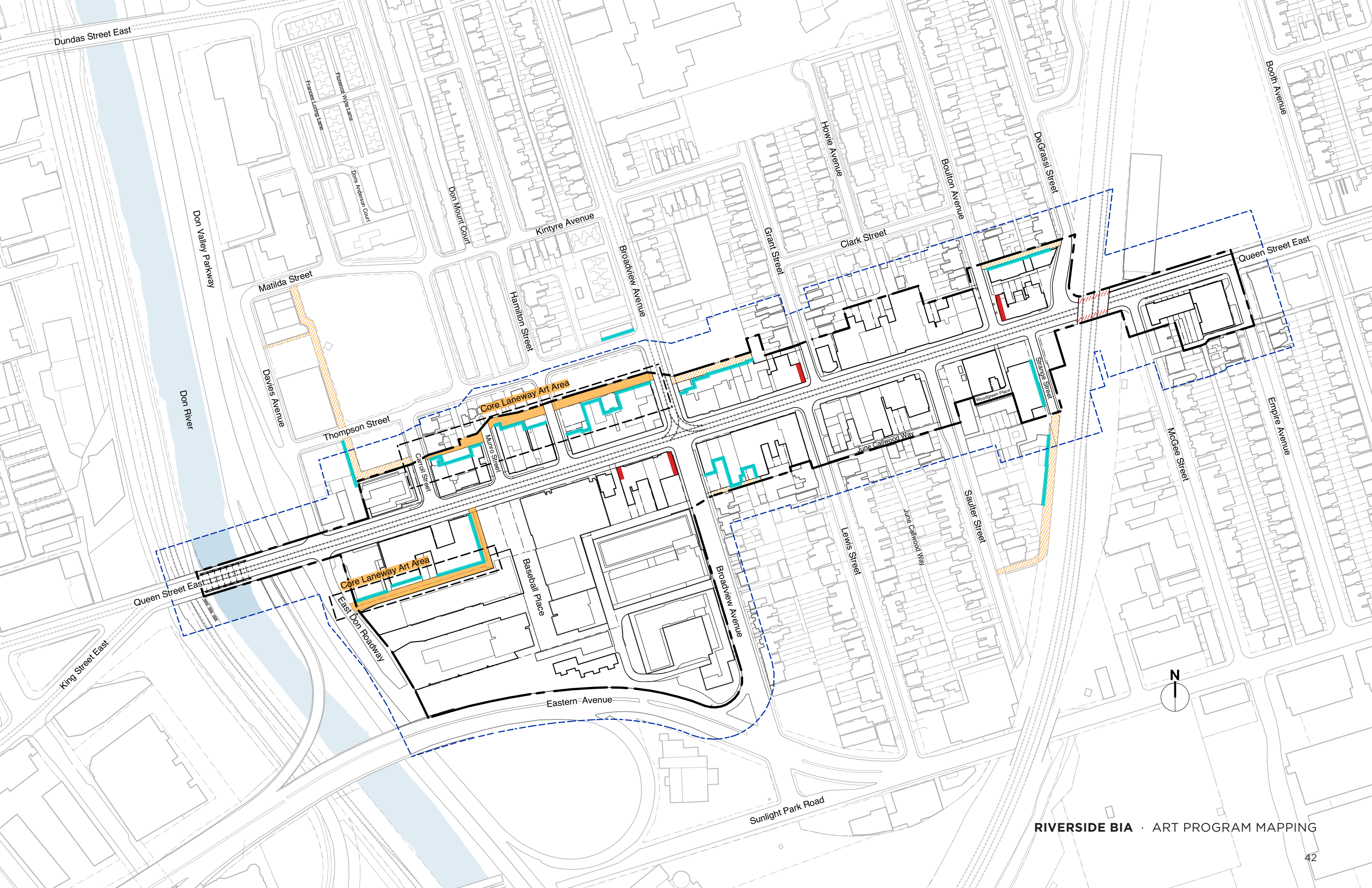
705 Queen Street East



Top Left: Garage mural in David French Lane, Toronto

Bottom Right: Wall mural at Bloor Street & Howland Avenue, Toronto – Nick Sweetman, 2016

Bottom Left: Wall mural locations in Riverside



BOLLARD LIGHTING REMOVAL & HISTORICAL MARKER EMBED

PROJECTS #7 & #11

PROJECT DESCRIPTIONS:

- Two distinct projects executed in the short to mid term:
- **Project #7** proposes removal of all 22 remaining bollards, investigation of the condition of the existing electrical conduit, and repairs to the existing concrete and Riverside accent paving
- Locations with raised concrete pad (at Ralph Thornton Community Centre and Queen Garden Centre) to be removed completely due safety hazard, and concrete sidewalk / accent paving reinstated
- Short Term Timeframe for Investigation & Removal
- Mid Term Timeframe for Completion
- Maintenance n/a
- Partnership with Toronto Hydro
- 22 Removals on Queen Street East (6 bollards already removed)
- **Project #11** proposes installation of bronze historical markers/Riverside icon plaques, repairs to existing concrete and accent paving
- Option to use granite instead of bronze for embeds; provide adequate surface texture for slip resistance
- Option to install new lighting at key locations, pending results of the electrical service investigation
- Embed locations could also provide additional opportunities for expanding the BIA art program
- Mid Term Timeframe for Completion
- Low Maintenance
- Partnership with Toronto Hydro (for removals and if new lighting installed)
- Coordination with Transportation (ROW) & Public Realm
- Up to 26 Locations on Queen Street East

Top Left:
Existing bollard lighting at Queen Street East & Boulton Avenue

Top Centre:
Bollard adjacent The Queen Garden Centre to be permanently removed

Top Right:
Location of removed bollard adjacent The Opera House

Bottom Left & Right:
Riverside icon / Historical marker embed concept

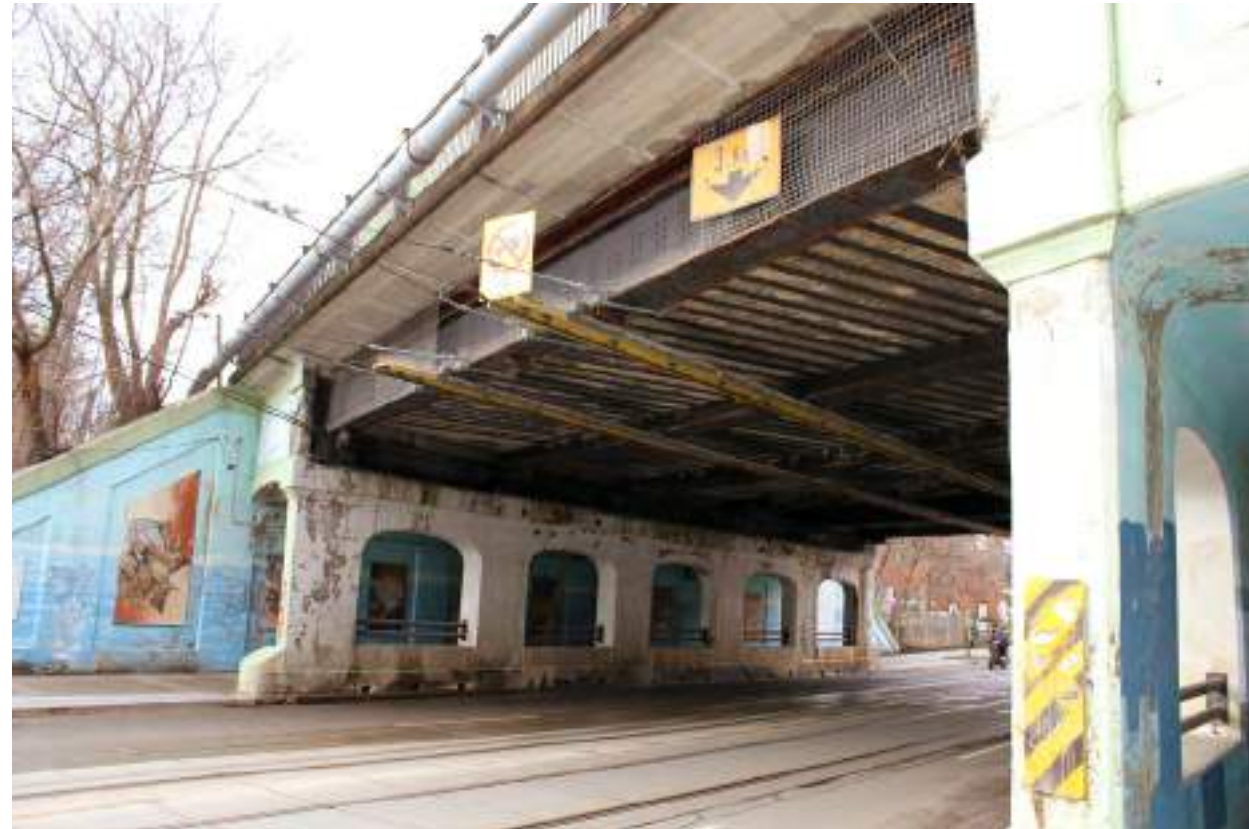


QUEEN STREET EAST RAILWAY UNDERPASS MURAL

PROJECT #8

PROJECT DESCRIPTION:

- Planned 2019 City of Toronto mural project through “East End Bridges to Art” Program to replace existing deteriorated mural
- Restoration work to bridge must be undertaken by City/Metrolinx prior to mural installation
- The BIA would like lighting upgrades for both pedestrian safety and visibility of the mural
- Short Term Timeframe for Completion (mural only)
- Low Maintenance
- Partnership with City of Toronto for mural



HANGING PLANTERS

PROJECT #9

PROJECT DESCRIPTION:

- Seasonal hanging planters mounted from existing hydro poles
- Multiple locations (up to 52) on Queen Street East and Broadview
- Locations to be determined pending Toronto Hydro/TTC approval
- Short Term Timeframe for Completion
- High Maintenance
- Coordination with TTC & Toronto Hydro

Top:

The existing conditions at the Queen Street East Underpass

Bottom:

Self-watering hanging planters at Houghton College, Houghton, New York

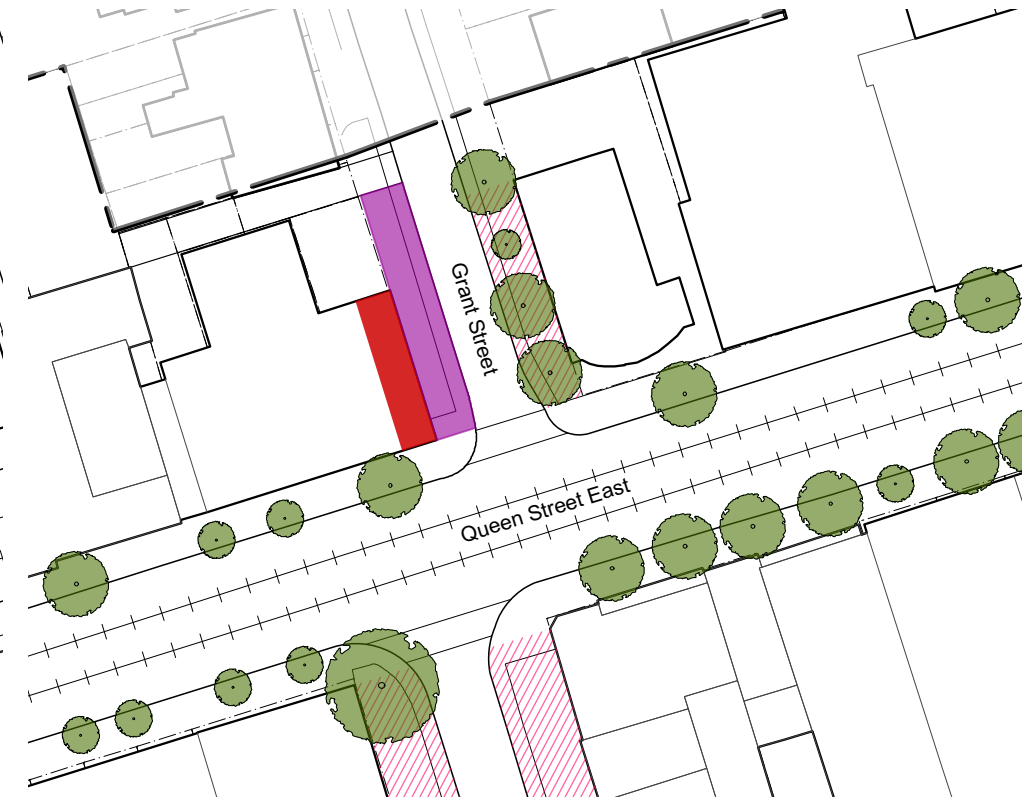


BOULEVARD PARKETTES - MUNRO & GRANT STREETS

PROJECTS #10 & #12

PROJECT DESCRIPTION:

- Parkettes in the Right of Way at flankages on Munro and Grant Streets (renderings shown at Grant Street)
- Three parkette design options including new seating, planters, paving, and a weathering steel waterjet cut graphic backdrop – The graphic includes the historically changing street names overlapping in a 'palimpsest' similar to the way old walls aggregate with signage over time
- Options 1–3 vary in configuration and types of seating
- Parkette can be paired with new mural location at Grant Street and existing mural at Munro
- Minimum pedestrian clearway of 2.1m to be maintained on all side streets where parkettes are proposed
- Use of non–City standard pavers is subject to the City of Toronto paver policy (refer also to Pp. 31)
- Mid Term Timeframe for Completion
- Moderate Maintenance
- Coordination with Transportation & Public Realm



Top Left:

Proposed parkette location at Munro Street, 1:750 scale

Top Right:

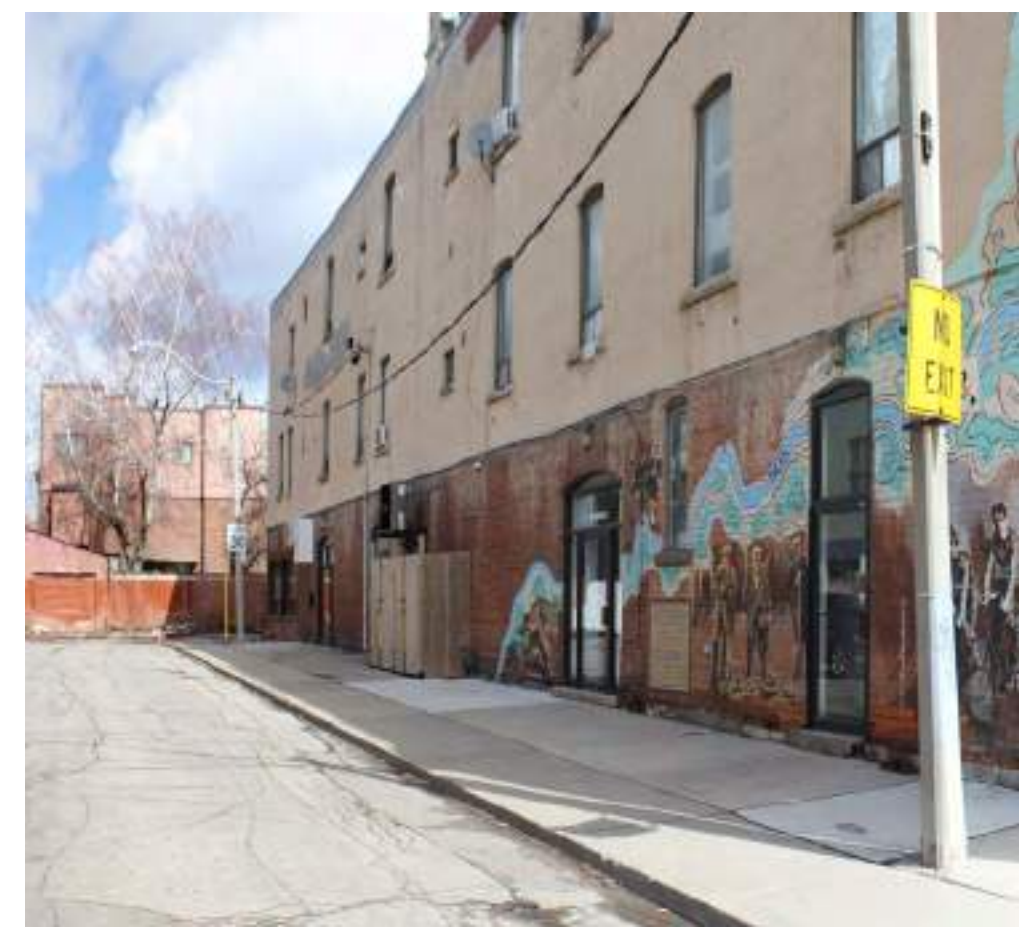
Proposed parkette location at Grant Street, 1:750 scale

Bottom Left:

'Palimpsest' – overlapping paintings and advertisements at Honest Ed's Discount Warehouse in Toronto, July 2018

Bottom Right:

Existing conditions at east boulevard of Munro Street



BOULEVARD PARKETTE

OPTION 1



Above:
'Big Green Benches' – Integrated bench and planter, by Streetlife

Top Right:
Parkette elevation, 1:75 scale

Middle Right:
Parkette plan, 1:75 scale

Bottom Right:
Parkette perspective at Grant Street



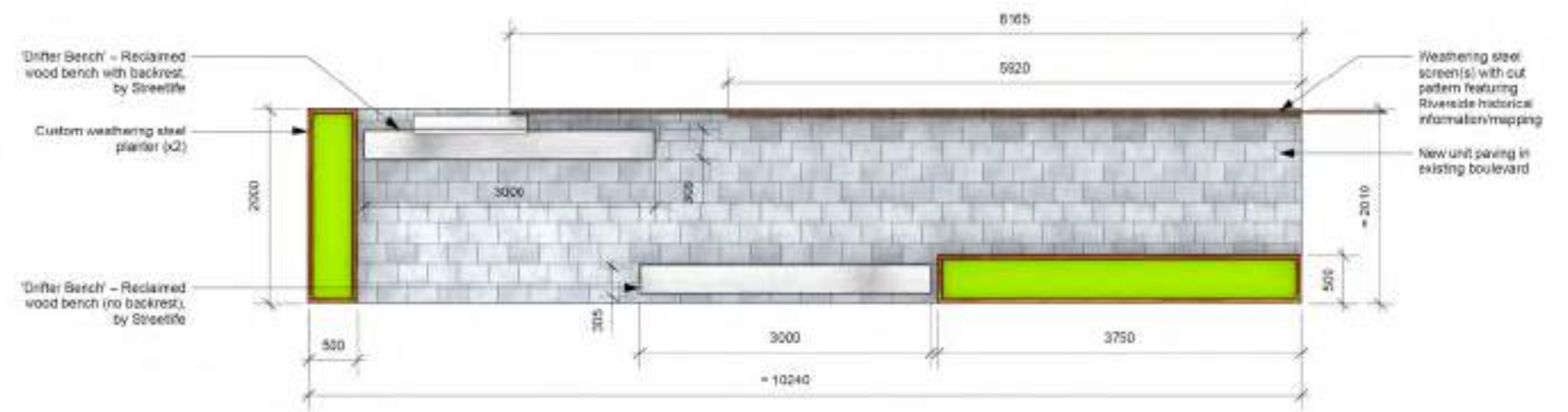
OPTION 2



Top Right:
Parkette elevation, 1:75 scale

Middle Right:
Parkette plan, 1:75 scale

Bottom Right:
Parkette perspective at Grant Street



BOULEVARD PARKETTE

OPTION 3



Above:
'Drifter Benches' – Benches made with reclaimed wood mooring posts, by Streetlife

Top Right:
Parkette Elevation, 1:75 scale

Middle Right:
Parkette plan, 1:75 scale

Bottom Right:
Parkette perspective at Grant Street



QUEEN EAST STREETSCAPE IMPROVEMENTS at MUSTARD SEED

PROJECT #13



PROJECT DESCRIPTION:

- Replacement of existing wooden planter and dead trees with a new planted buffer and seating masking the parking lot.
- Installation of new weathering steel sawtooth planter inscribed with the historical names of Riverside
- New seating, tree planting, and soft landscaping
- Mid Term Timeframe for Completion
- High Maintenance
- Partnership with Fontbonne Ministries / Mustard Seed



Previous Page:

Perspective rendering of the Fontbonne / Mustard Seed streetscape

Above:

Existing condition of the Fontbonne / Mustard Seed streetscape with new curb cut and tactile walking surface indicator recently installed

Right:

Streetscape site plan at Strange Street & Queen Street East, 1:100 scale

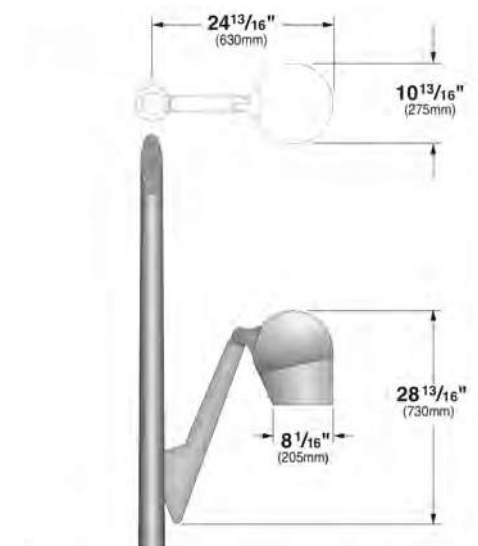


PEDESTRIAN-LEVEL LIGHTING REPLACEMENT

PROJECT #14

PROJECT DESCRIPTION:

- Removal of all existing pole-mounted lighting fixtures and replacement in existing locations with new LED fixture and arm mount – existing light standards to remain
- Lighting fixtures can be custom powder-coated in RAL colours to match BIA branding
- The BIA will be responsible for an annual flat rate for electrical supply from Toronto Hydro
- Existing lighting locations are grandfathered and will not require new approval by Toronto Hydro.
- Mid Term Timeframe for Completion
- Low Maintenance
- Partnership with Toronto Hydro
- 18 Locations on Queen Street East



Top Left:

Proposed replacement fixtures – Olivio Systema by Selux (available in single and multiple heads – recommended single heads only)

Right:

Olivio installation in River's Edge Park, Council Bluffs, Iowa

Bottom Left:

Existing pole-mounted pedestrian-level lighting fixtures in Riverside



SOLAR LIGHTING of ‘TIME AND A CLOCK’

PROJECT #15

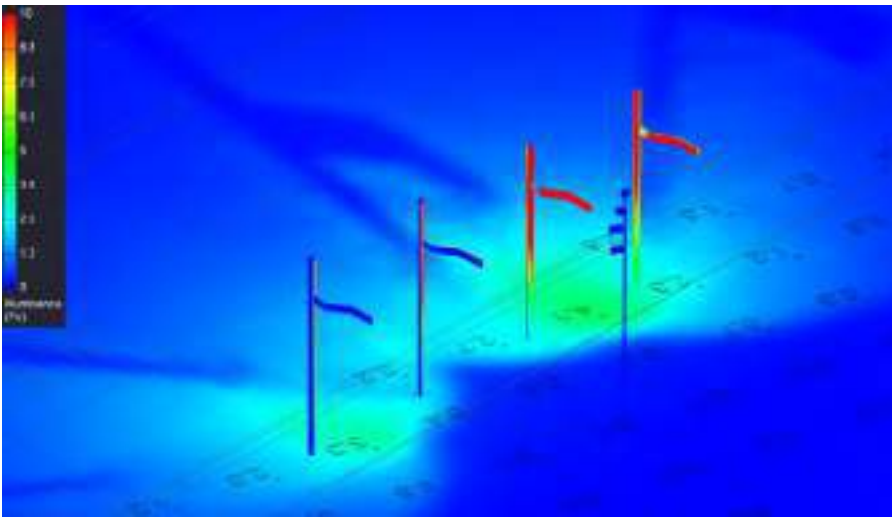
PROJECT DESCRIPTION:

- Installation of new lighting for east location of Eldon Garnet’s ‘Time and a Clock’ at Jimmie Simpson Park & Recreation Centre, the eastern boundary of Riverside.
- Installation of a pole-mounted solar cell and battery with smart off-grid controller
- Lighting fixtures to match new pedestrian–level lighting installed on Queen Street East: ‘Olivio’ by Selux (refer also to project #14)
- Multiple heads are proposed to light all 4 flag elements
- PV cell and light pole to be located on north side of Queen Street East, in Jimmie Simpson Park
- Alternate PV and lighting location from the roof of 825 Queen Street East (requires coordination with property owner)
- Mid Term Timeframe for Completion
- Low Maintenance
- Partnership with Parks, Forestry, & Recreation

Left:
East location of Eldon Garnet’s ‘Time and a Clock’ at Jimmie Simpson Recreation Centre, the eastern boundary of Riverside

Top Right:
Dedication plaque for ‘Time and a Clock’

Right Middle & Bottom:
Photometric studies of proposed artwork lighting prepared by Selux



NEW STREET PLANTING PROGRAM & TREE PIT MODIFICATIONS

PROJECTS #16 & #19

PROJECT DESCRIPTIONS:

- Project #16** proposes new street tree planting at locations of new developments, where sidewalks are to be reconstructed as part of City capital works, and in areas currently lacking trees
 - The flat tree grate (option 1) is the preferred option to be deployed for all new trees
 - Species selections favour native trees with seasonal interest, good shade canopies, suitability to the urban environment, and drought resistance
 - All new street trees are subject to pedestrian clearway analysis and review by Public Realm / Right-of-Way Management
 - Long Term Timeframe for Completion
 - Low Maintenance (following early watering regime)
 - Partnership with Urban Forestry, Transportation Services, & Developers
-
- Project #19** proposes the phased removal of all rubber tree pit surrounds on Queen Street East and replacement with new tree grates cut with Riverside historical map graphics custom to the BIA
 - Tree grates to be AODA / City of Toronto compliant
 - Four design options were developed to accommodate different existing tree sizes/conditions
 - Additional options combine benches and seasonal planters
 - Up to 66 existing locations on Queen Street East
 - Long Term Timeframe for Completion
 - Low Maintenance (following early watering regime)
 - Potential City of Toronto/Urban Forestry project in entirety or in partnership

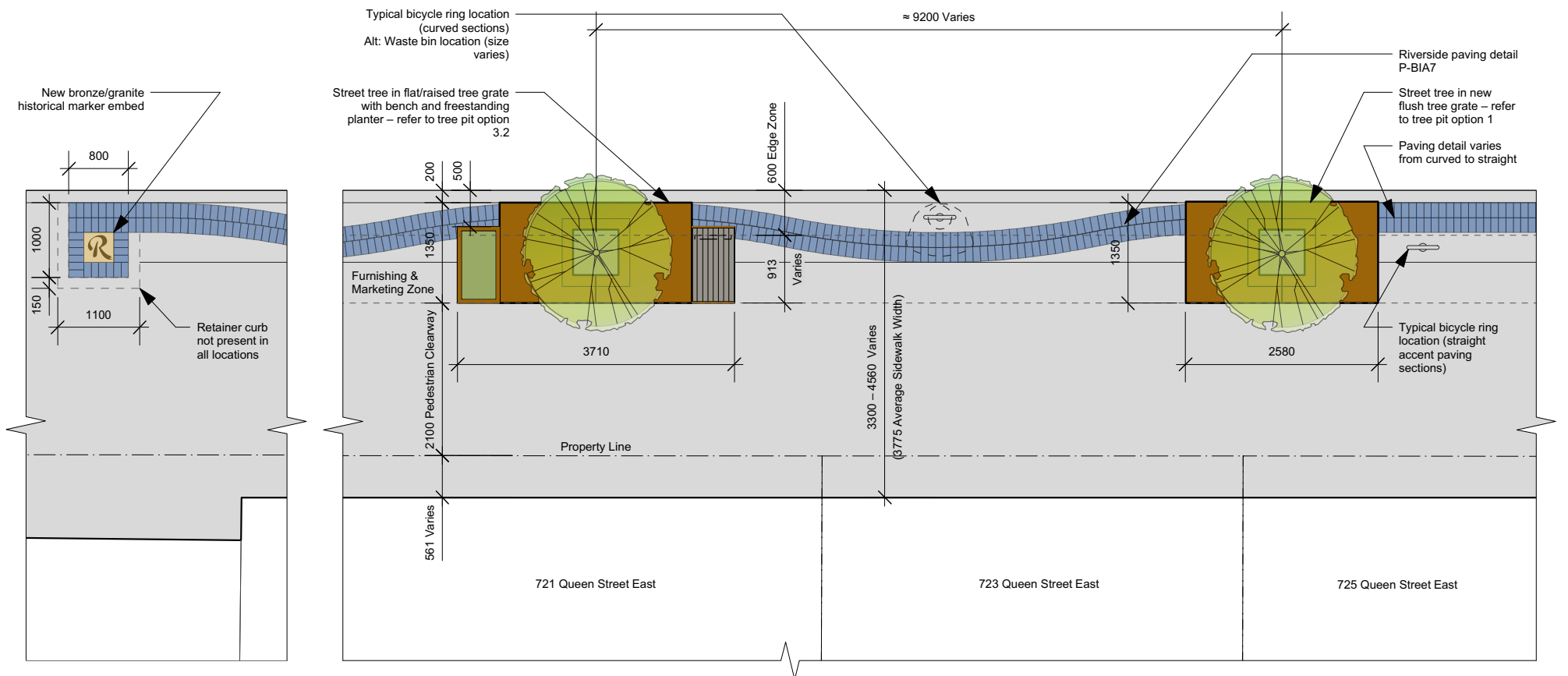


Top Left:
Damaged tree pit surrounds are frequent throughout Riverside

Top Middle:
The tree pits are covered by Astro-Turf, a non-permeable membrane

Top Right:
The age, size, and health of Riverside's street trees are highly varied, with the most mature and largest trees located at the east of the BIA

Bottom:
Plan of street replacements and new planting zones, 1:75 scale





BUR OAK *Quercus macrocarpa*

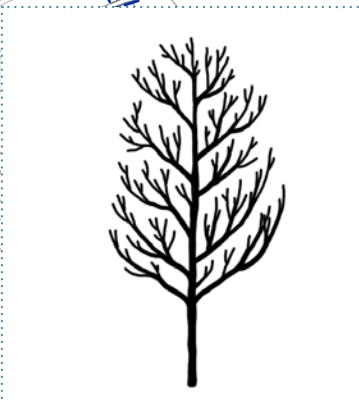


FORM



LEAF

FREEMAN MAPLE *Acer x freemanii* 'Autumn Blaze'



FORM



LEAF

HACKBERRY *Celtis occidentalis*



FORM



LEAF

IRONWOOD *Ostrya virginiana*



FORM



LEAF

FLAT GRATE

OPTION 1

- The flat grate is the preferred option for new and replacement tree planting (where possible) in Riverside because of the existing narrow sidewalks and need to give back as much space as possible to pedestrian traffic
- A removeable rectangular ‘ring’ permits enlargement of the grate opening to accommodate future trunk growth

PROS:

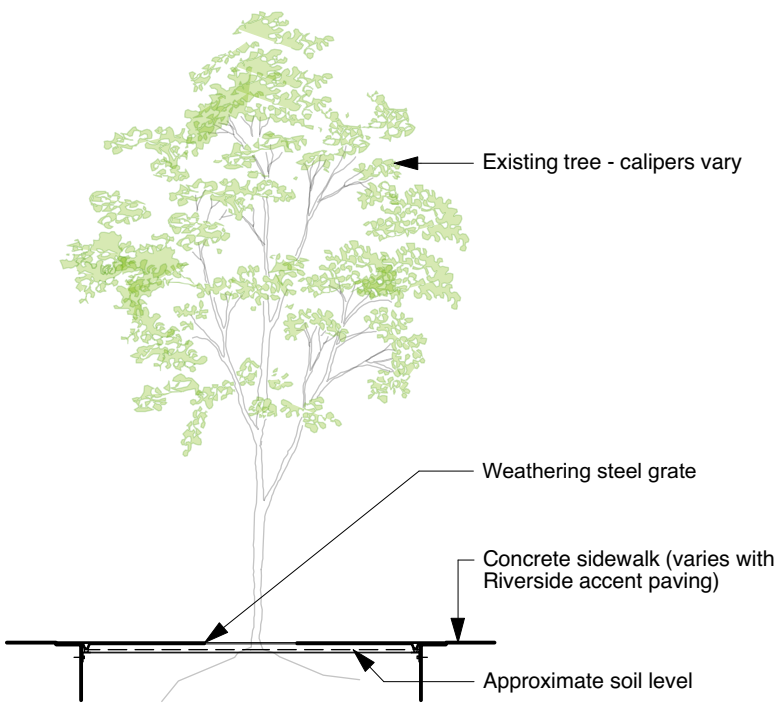
- Improves pedestrian safety
- Increases walkable area of sidewalk

CONS:

- May be difficult to install at some locations with mature trees or large root flares

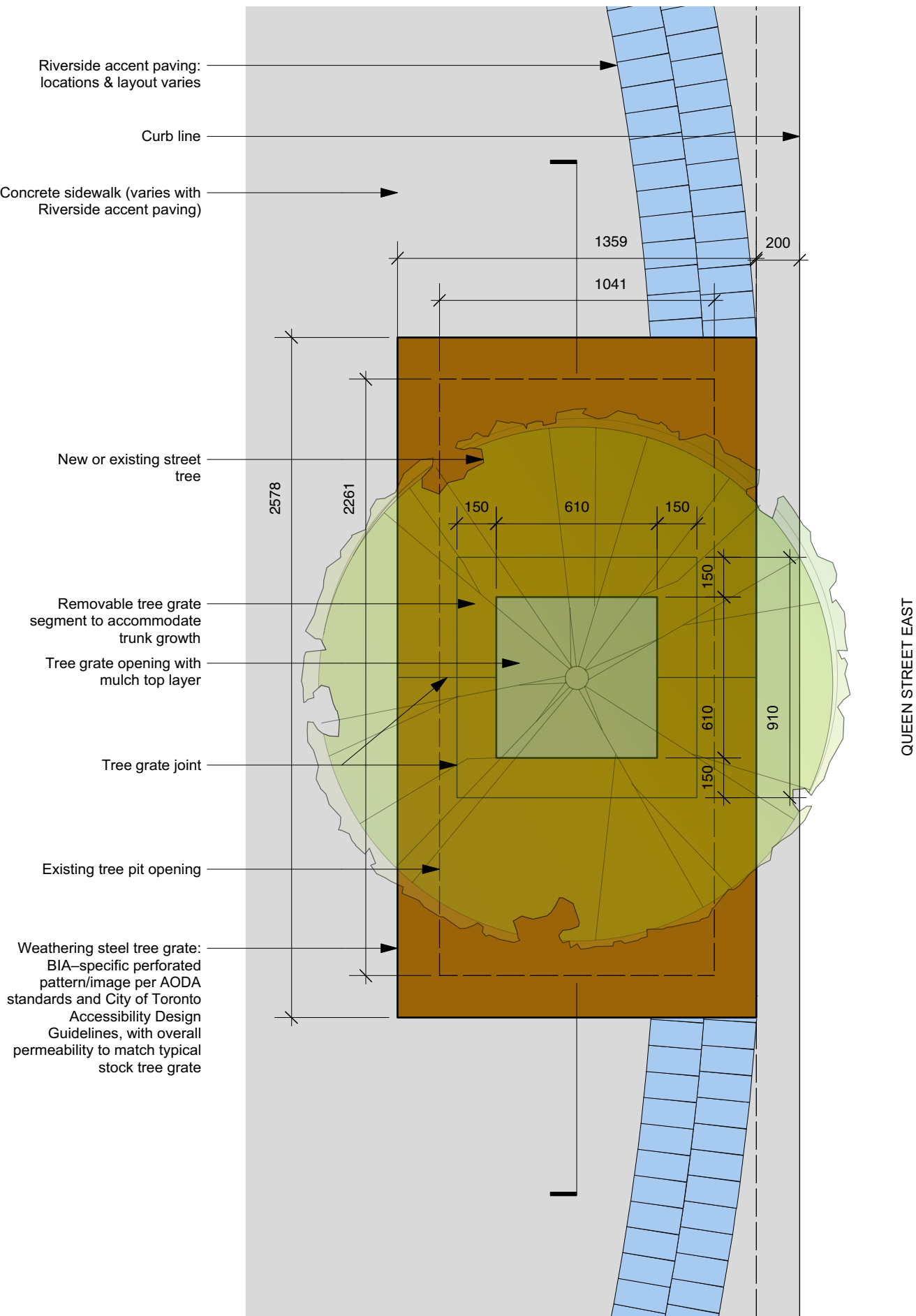


Left:
Flat grate perspective view



Middle:
Flat grate section, 1:50 scale

Right:
Flat grate plan, 1:20 scale



SPLIT GRATE

OPTION 2

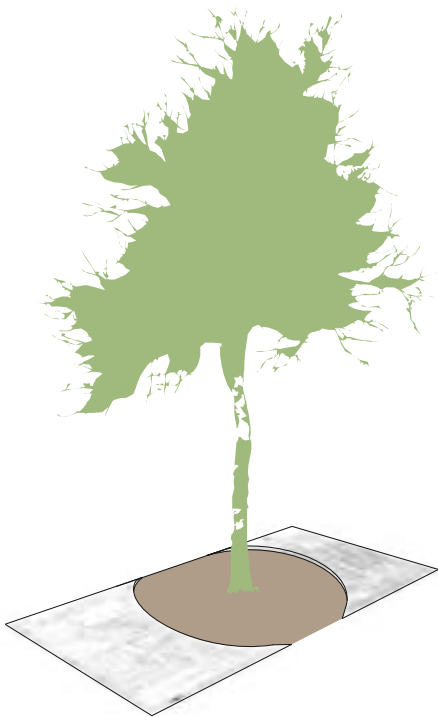
- For use where replacing tree pit surrounds at an existing tree
- The split grate accommodates variable trunk positions for existing trees that may have not been planted in the centre of the tree pit
- Large central opening accommodates future trunk growth

PROS:

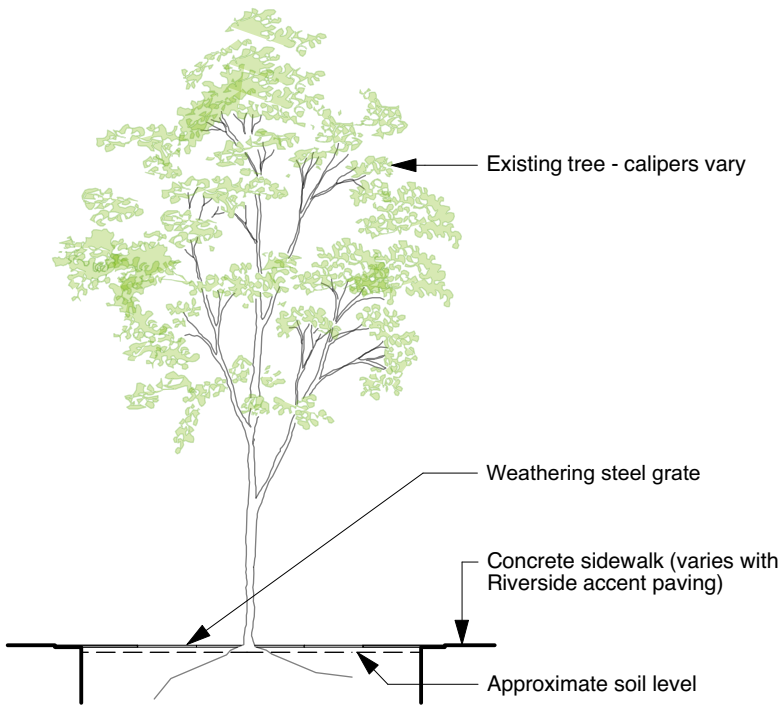
- Improves pedestrian safety
- Increases walkable area of sidewalk
- Accommodates mature trees or large root flares

CONS:

- Planting will be difficult to maintain in grate opening
- Garbage tends to accumulate where there is mulch

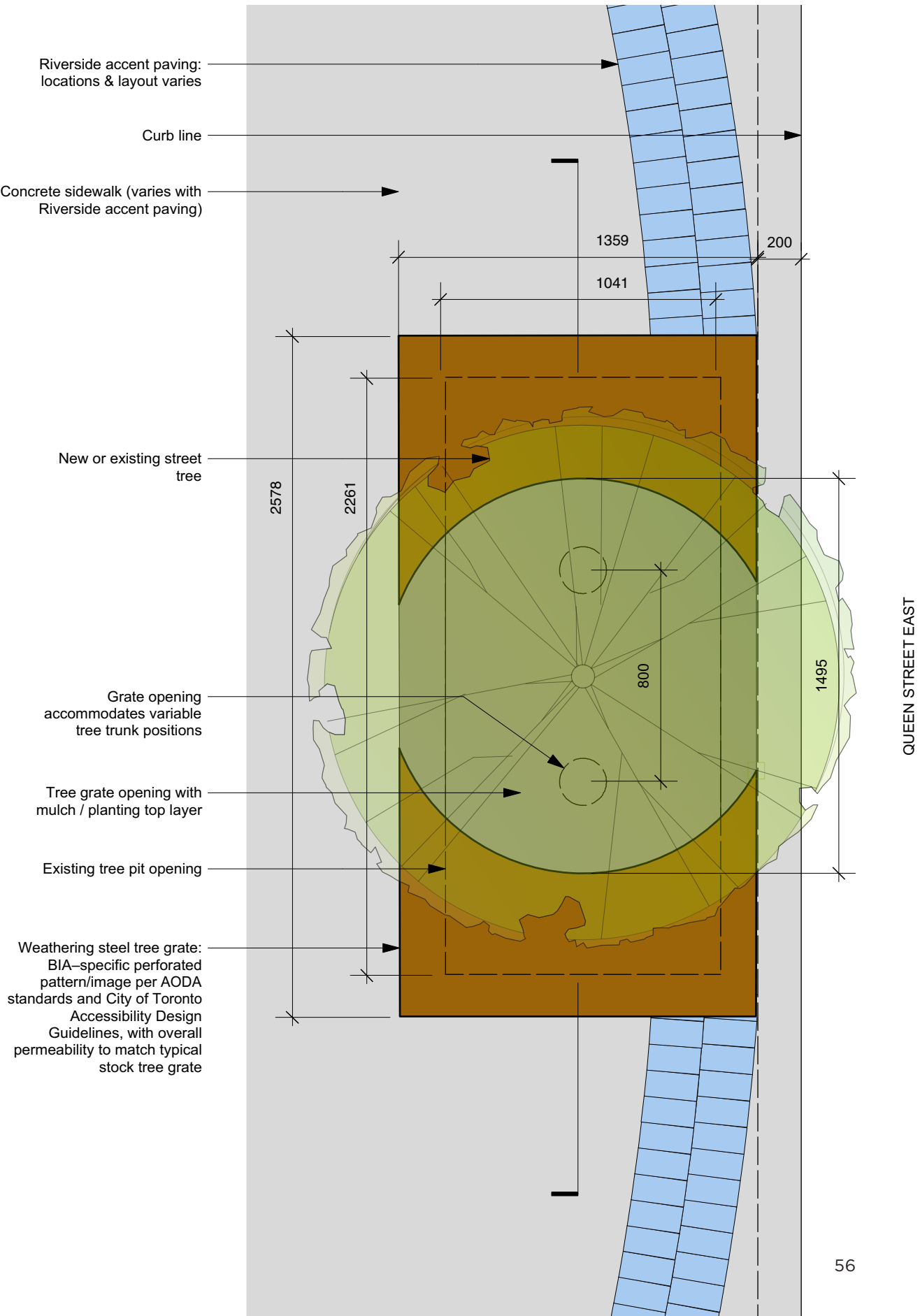


Left:
Split grate perspective view



Middle:
Split grate section, 1:50 scale

Right:
Split grate plan, 1:20 scale



FLAT/RAISED GRATE with BENCH & DROP-IN PLANTER

OPTION 3.1

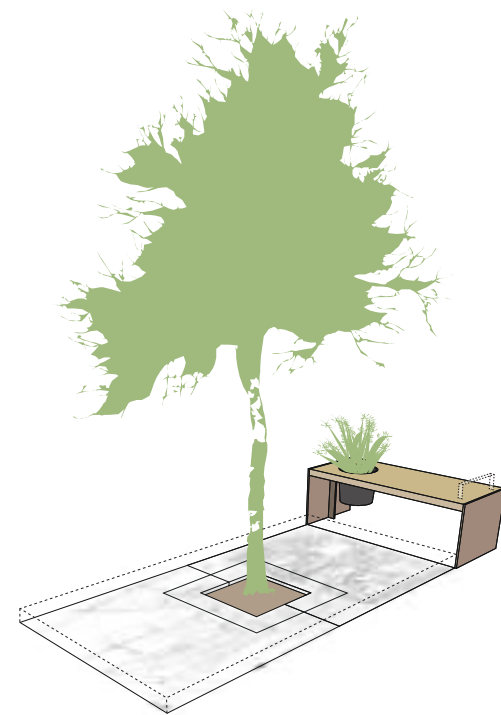
- Flat grate option can be interchanged for raised grate: The raised grate accommodates existing trees with root flares that protrude above the level of the sidewalk, preventing flush / flat grate installation – bench assists with visibility of the raised grate
- If a tree requires replacement, the raised grate can be dropped to a flush condition
- A removeable rectangular 'ring' permits enlargement of the grate opening to accommodate future trunk growth
- Grate is paired with a small bench with a drop-in seasonal planter in key locations (refer to tree grate mapping)

PROS:

- Improves pedestrian safety
- Accommodates mature trees or large root flares
- Increases seating areas on the street

CONS:

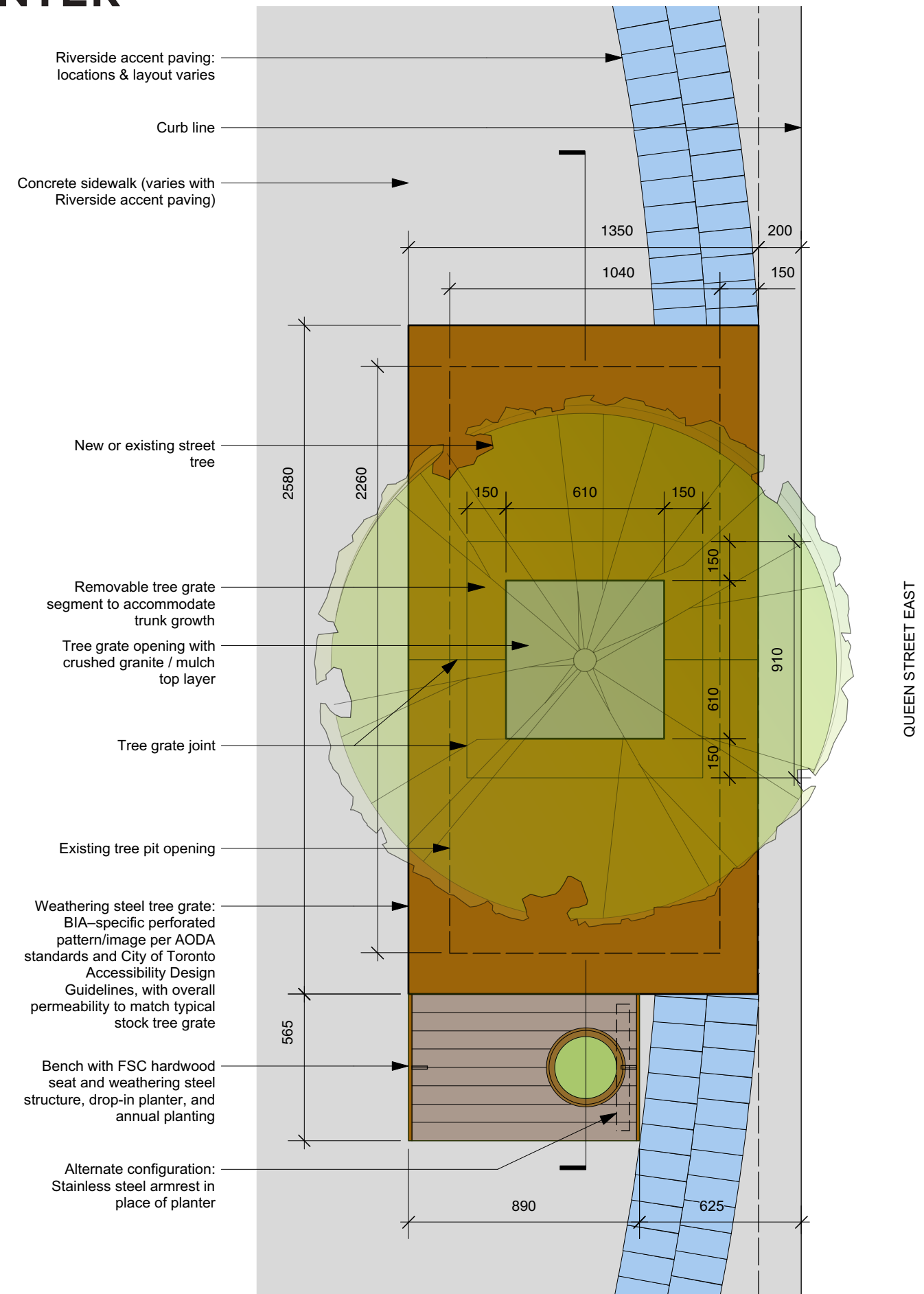
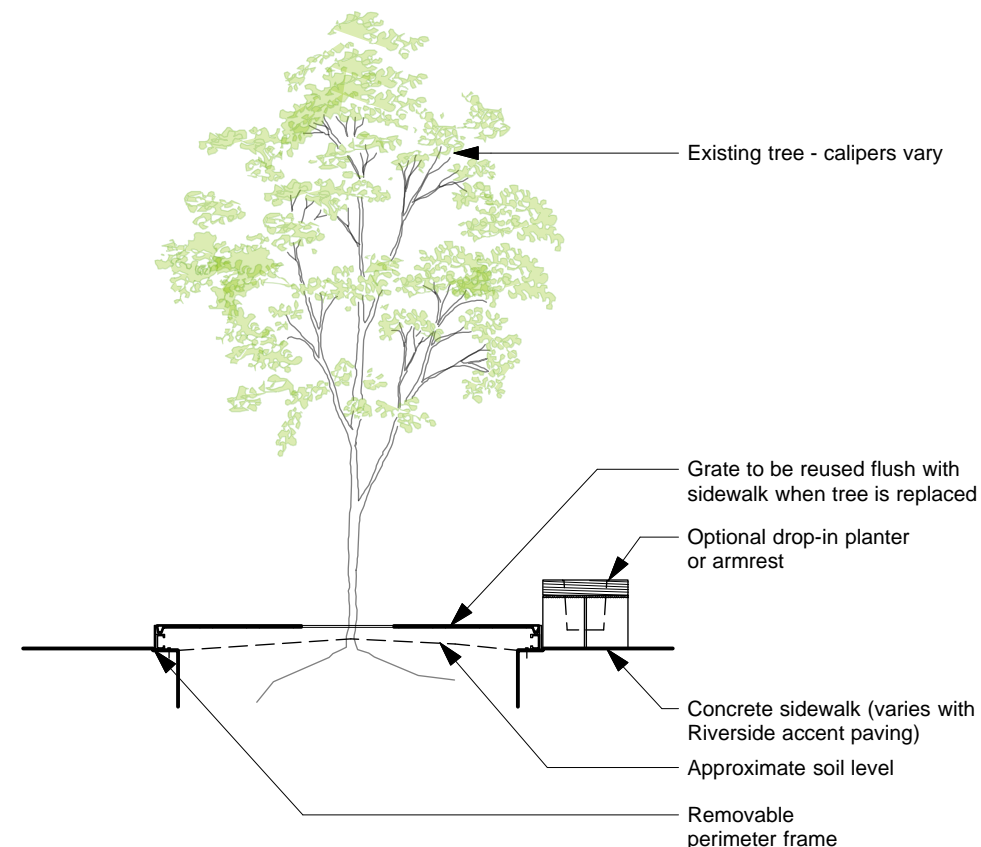
- Raised grate option does not increase walkable area of the sidewalk



Left:
Flat/raised (shown dotted) grate & bench perspective view

Middle:
Flat/raised grate & bench section, 1:50 scale

Right:
Flat/raised grate & bench plan, 1:20 scale



FLAT/RAISED GRATE with BENCH & PLANTER

OPTION 3.2

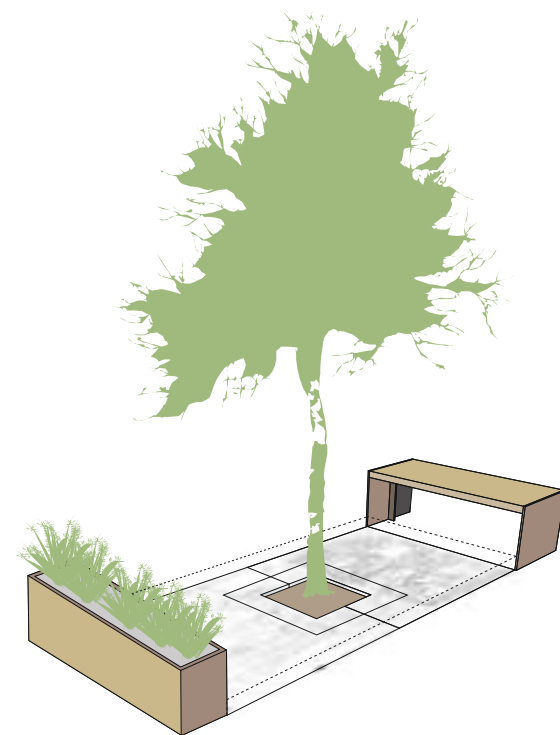
- Flat grate option can be interchanged for raised grate: The raised grate accommodates existing trees with root flares that protrude above the level of the sidewalk, preventing flush / flat grate installation – bench and/or planter assists with visibility of the raised grate
- If a tree requires replacement, the raised grate can be dropped to a flush condition
- A removeable rectangular 'ring' permits enlargement of the grate opening to accommodate future trunk growth
- Grate is paired with a small bench and freestanding weathering steel seasonal planter in key locations (refer to tree grate mapping)

PROS:

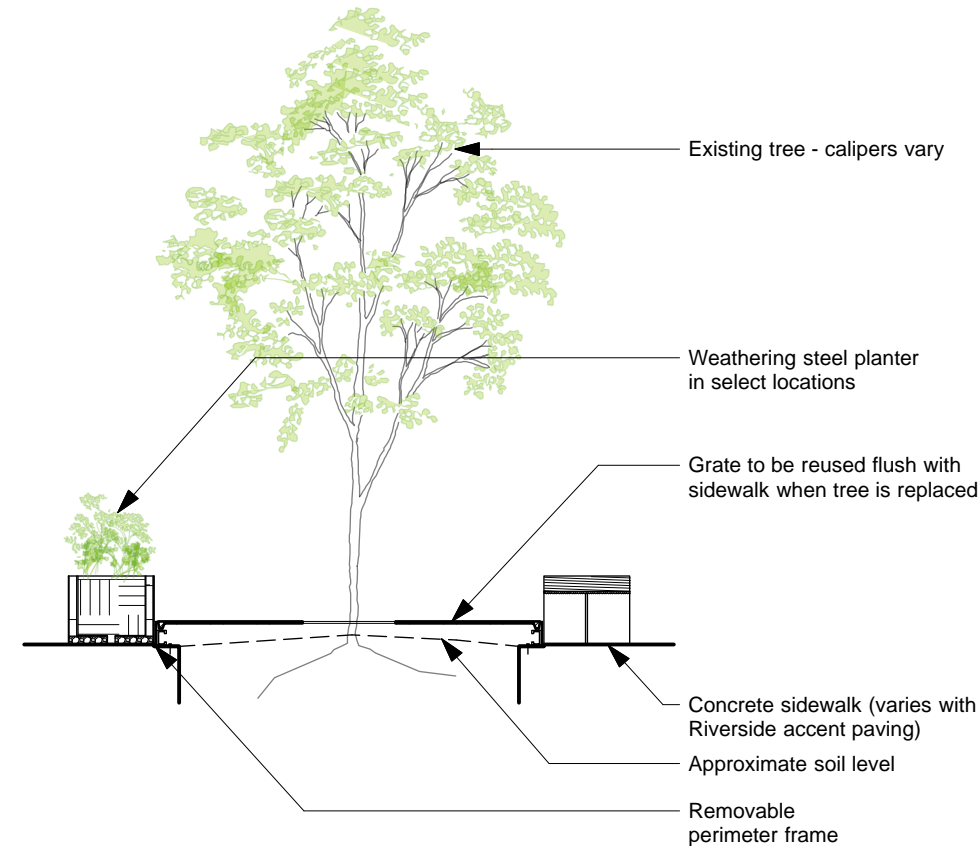
- Improves pedestrian safety
- Accommodates mature trees or large root flares
- Increases seating areas on the street

CONS:

- Raised grate option does not increase walkable area of the sidewalk

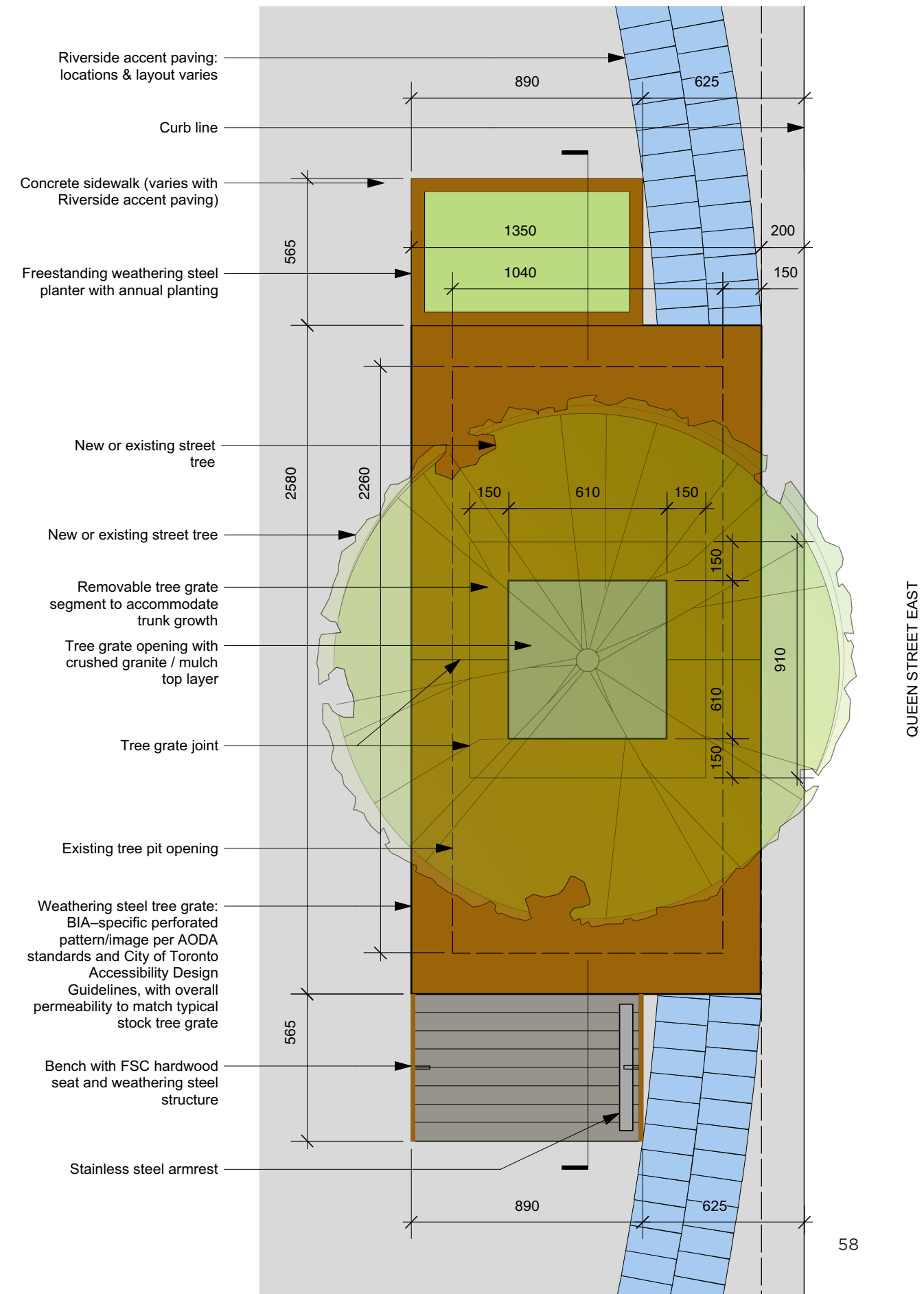


Left:
Flat/raised (shown dotted) grate, planter, & bench perspective view



Middle:
Flat/raised grate, planter, & bench section, 1:50 scale

Right:
Flat/raised grate, planter, & bench plan, 1:20 scale



STREETSCAPE & FORECOURT IMPROVEMENTS to M^cCLEARY PLAYGROUND

PROJECT #17



PROJECT DESCRIPTION:

- Improvement to the barren plaza area north of M^cLeary Playground
- Removal of existing interlocking paving, installation of new unit paving, seating, seasonal and perennial planting beds, and new trees
- Maintain the existing tree stump as an artifact and make safe for use for unstructured play/sitting
- Addition of a wall to mask unkempt railway embankment
- No modifications are proposed to the existing children's playground area
- Existing mechanical infrastructure could be utilized for a water feature if additional funding can be obtained
- Coordination with City/Metrolinx to remove the billboard that dominates the space on the rail embankment
- Long Term Timeframe for Completion
- High Maintenance (Assumed by Parks Department)
- Partnership with Parks, Forestry, & Recreation

Previous Page:

Perspective rendering of proposed streetscape improvement to M^cLeary Playground

Right:

Proposed site plan, 1:100 scale



SAULTER STREET INTERSECTION

PROJECT #18

PROJECT DESCRIPTION:

- Expansion of sidewalk to provide better pedestrian crossing at Queen, and expand flankage boulevard opportunity
- Reconstruction of curb radii at Saulter and Queen Street East
- Sidewalk bump-out on the west flank at the Ralph Thornton Community Centre with new seating and planting beds surrounding existing mature trees
- Potential City of Toronto project
- Expanded sidewalk on east flank with continuous tree grate and trench, new seating, and the potential for new bike parking. Cost of east boulevard will be assumed by developer in the event of new development at the Queen Garden Centre property
- Long Term Timeframe for Completion
- Moderate Maintenance
- Partnership with Transportation Services
- Grants Available for AODA/Safety Upgrades from the Federal 'Enabling Accessibility Fund'

Right:
Proposed site plan, 1:200 scale



NEW BIKE LANE / QUIET STREET ROUTE ON LEWIS / M^cGEE

PROJECT #20

PROJECT DESCRIPTION:

- New pavement markings to delineate cycling route along Lewis and / or M^cGee Street between Queen Street East and Eastern Avenue.
- New cycling route signage and lowering of speed limit to 30 km/h.
- Lewis is preferred; Alternate or twinned location possible on M^cGee Street.
- Potential City of Toronto project
- Long Term Timeframe for Completion
- Low Maintenance
- Coordination with Transportation Services



Top:
Proposed bike lane locations, 1:2000 scale

Bottom Left:
Sharrows on Bloor Street, Toronto

Bottom Right:
Bike lane markings & sharrows in Kensington Market, Toronto

DeGRASSI STREET INTERSECTION

PROJECT #21

PROJECT DESCRIPTION:

- Reconstruction of the curb radii at Queen East and DeGrassi Streets, sidewalk bump-out on the east side to slow down turning vehicles and provide enhanced gateway to the underpass.
- Potential for new bike parking, benches, and street trees on DeGrassi.
- Integrates TO360 Wayfinding pillar (refer to project #6)
- Potential for new public art work or installation
- Potential City of Toronto project
- Long Term Timeframe for Completion
- Moderate Maintenance
- Partnership with Transportation Services
- Grants Available for AODA/Safety Upgrades from the Federal 'Enabling Accessibility Fund'



Right:
Proposed site plan, 1:200 scale

BUDGET SUMMARY, PRIORITIES, & IMPLEMENTATION

BUDGET SUMMARY

The chart on page 67 outlines short, mid, and long term projects and project phases based on the work described in the master plan. Costing is based on a quantity survey prepared by Marshall & Murray which is attached as Appendix ‘A’. For each scope of work, the costing summary indicates whether architectural/engineering is required, and includes contingencies and a phasing / escalation allowance. As the exact year of implementation for each item has not been determined, some escalation costs will apply. Some works may also require traffic studies (Saulter and DeGrassi Street intersections).

These costs are considered ‘Class D’ based on conceptual / schematic designs, and therefore are to be used for coarse budgeting and determination of priorities. More refined budgets would be developed for each master plan component project as the final design and implementation of these projects is developed.

All costs shown are in total and do not take into account cost sharing with the City or other partners. In general, the BIA cost shares with the city for permanent works. For the Parks areas, it would be expected that the Parks, Forestry, & Recreation would cost share, however, this will require negotiations once the department is brought on board with the BIA’s intentions for these areas. Maintenance of all bespoke or custom street furniture and streetscape elements will be the responsibility of the BIA.

PRIORITIES & IMPLEMENTATION

Some of the work proposed will take many years to implement, and some can be initiated quickly. A number of critical path elements require the City to provide input, studies, or coordination in order for some elements to move forward. The priorities listed indicate critical coordination that is needed early in the implementation, followed by priorities as set out by the BIA.

General Right-of-Way requirements must be adhered to in the implementation of the master plan, and will be considered in detail in the respective design phases for the proposed interventions. Each project will be vetted by the City of Toronto Transportation Services / Public Realm department and subject to the following requirements:

- Adherence to all minimum setbacks
- Conformance with all height restrictions (including vegetation)
- Preservation of sight lines: Projects must not create or contribute to sight line obstructions
- Approval/sign-off by all required Utilities
- Maintenance agreement(s)
- All seasonal installations to be removed during winter maintenance season, where applicable
- Preservation of access/egress to private property, where applicable
- Conformance with pedestrian clearway requirements: A minimum of 2.1m must be maintained where currently available
- Approval by Transportation Services for all proposed planting/ soft landscaping
- The City of Toronto reserves the right to request removal or relocation of any element located on public land

In general, the master plan should be reviewed/refreshed on a minimum 5 year basis, with the BIA reviewing the priorities yearly. The total extent of implementation will require a number of years to complete, and parts of this master plan will need to be revisited during the process. We therefore recommend a review / refresh in late 2021 / early 2022.

		Total Cost	Implementation Comments	BIA Priority
Short Term Works · Minor Interventions / Limited Approvals & Partnerships			1 – 3 year timeframe	
1	Riverside Pole Wraps	\$47,805.00	Implementation Underway	1
2	Landscape Improvements at Davies Avenue	\$97,834.00		2
3	Seating at Carroll, Munro, Hamilton, & Boulton	\$41,222.00		1
4	Laneway Art Program	\$300,000.00	Grants Available up to \$5,000 per Mural	1
5	Wall Murals	\$80,000.00	Grants Available up to \$5,000 per Mural	1
6	TO360 Wayfinding*	\$45,257.00	Installation by City of Toronto, *Note: Pricing Revised After Class 'D' Cost Estimate	1 – 2
7	Bollard Lighting Removal	\$43,495.00	Based on 22 Removals	1
8	Queen Street East Railway Underpass Mural	\$20,000.00	Potential City of Toronto Project via 'East End Bridges to Art' Program	1
Mid Term Works · Interventions Requiring Coordination with City Departments / Expanded Approvals & Partnerships			3 – 6 year timeframe	
9	Hanging Planters	\$71,485.00	Cost Based on 52 Locations	2
10	Boulevard Parkette at Munro Street	\$162,262.00	Average Cost Based on 3 Options	2 – 3
11	Historical Marker Embed	\$163,033.00	Based on 26 Locations, Refer to Project #7	2
12	Boulevard Parkette at Grant Street	\$162,262.00	Average Cost Based on 3 Options	2 – 3
13	Queen East Streetscape at Mustard Seed	\$154,579.00		2 – 3
14	Pedestrian–Level Lighting Replacement	\$91,879.00		2
15	Solar Lighting of 'Time and a Clock'	\$46,508.00		2
Long Term Works · Major Interventions, Park Improvements, Streetscape Work with New Developments / City Capital Projects			5 – 10 year timeframe	
16	New Street Tree Planting Program	\$637,805.00	Estimated Potential New Tree Locations; Potential City of Toronto / Developer Project	1
17	Streetscape & Forecourt Improvements to McCleary Playground	\$568,018.00		3
18	Saulter Street Intersection	\$978,453.00	AODA/Safety Upgrade Grants Available; Potential City of Toronto Project	3
19	Tree Pit Modifications	\$1,060,802.00		2 – 3
20	New Bike Lane / Quiet Street Route on Lewis / M ^c Gee	\$38,651.00	Potential City of Toronto Project	1 – 2
21	DeGrassi Street Intersection	\$804,631.00	AODA/Safety Upgrade Grants Available; Potential City of Toronto Project	2 – 3
Sub–Total Master Plan		\$5,615,981.00		
22	HST	1.76%	\$98,841.27	City of Toronto Rate
TOTAL MASTER PLAN		\$5,714,822.27		

APPENDIX A - CLASS 'D' COST ESTIMATE

20 NOVEMBER 2018

PREPARED BY MARSHALL & MURRAY INC.



**PLANT ARCHITECT INC.
RIVERSIDE BIA STREETSCAPE MASTER PLAN
SITE DEVELOPMENT UPGRADES AND IMPROVEMENTS
TORONTO, ONTARIO**

MASTERPLAN BUDGET ESTIMATE

FINAL REPORT

REVISION 02

prepared for:

PLANT ARCHITECT INC.
101 Spadina Avenue - Suite 208
Toronto, Ontario
M5V 2K2

prepared by:

MARSHALL & MURRAY INCORPORATED
120 Carlton Street - Suite 413
Toronto, Ontario
M5A 4K2

November 20, 2018

Quantity Surveyors and Development Consultants

625 Wellington Street, London, Ontario N6A 3R8 Tel: (519) 433-3908 Fax: (519) 433-9453
Suite 413, 120 Carlton Street, Toronto, Ontario M5A 4K2 Tel: (416) 928-1993 Fax: (416) 928-0895
1379 Bank Street, Suite 301, Ottawa, Ontario K1H 8N3 Tel: (613) 230-3115 Fax: (613) 230-4091
E-mail: main@marshallmurray.com Website: www.marshallmurray.com



CONTENTS PAGE

	Page No.
SECTION 1 EXECUTIVE SUMMARY	1 - 3
SECTION 2 DETAILED ELEMENTAL ESTIMATE	
- SHORT TERM WORK	- 4 -
- MID TERM WORK	5 - 6
- LONG TERM WORK	7 - 8

EMAILED!

November 20, 2018

PLANT ARCHITECT INC.
101 Spadina Avenue - Suite 208
Toronto, Ontario
M5V 2K2

Attention: Matthew Hartney

Re: RIVERSIDE BIA STREETSCAPE MASTER PLAN
SITE DEVELOPMENT UPGRADES AND IMPROVEMENTS

Dear Matthew Hartney

Please find enclosed a copy of our Masterplan Cost Estimate Report for the above noted project.

If any further information or assistance is required, please do not hesitate to contact our office.

Yours truly,

MARSHALL & MURRAY INC.

Anil Ramjee

Anil Ramjee, PQS, MRICS
Principal

Cc:

Quantity Surveyors and Development Consultants
625 Wellington Street, London, Ontario N6A 3R8 Tel: (519) 433-3908 Fax: (519) 433-9453
Suite 413, 120 Carlton Street, Toronto, Ontario M5A 4K2 Tel: (416) 928-1993 Fax: (416) 928-0895
1379 Bank Street, Suite 301, Ottawa, Ontario K1H 8N3 Tel: (613) 230-3115 Fax: (613) 230-4091
E-mail: main@marshallmurray.com Website: www.marshallmurray.com

EXECUTIVE SUMMARY

1.00 PROJECT OVERVIEW

Marshall & Murray Inc. were retained to provide a masterplan budget cost estimate for the Riverside BIA Streetscape in Toronto, Ontario. The aim of this report is to estimate the cost of the project, based on the drawings and information that was provided by the design team.

The estimated cost of the building is based in October 2018 dollars, incorporating escalation, based on the construction schedule as stated in section 5.02 below with all estimated cost being fixed for a 6 month period. It is assumed that procurement will be completed prior to the expiration of the 6 month fixed price period, or alternatively a revised design development estimate will be prepared after the 6 month fixed price period expires.

Disclaimer:
This estimate represents a professional opinion of the probable costs for this project. Marshall & Murray cannot guarantee that the actual project cost will not vary from this opinion.

2.00 PROJECT REVIEW

- 2.01

Project Name:

RIVERSIDE BIA STREETSCAPE MASTER PLAN
- 2.02

Project Location:

TORONTO, ONTARIO
- 2.03

Client:

PLANT ARCHITECT INC.
- 2.04

Client Contact:

Matthew Hartney
- 2.05

Report Type:

FINAL REPORT
- 2.06

Report Revision:

REVISION 02

3.00 COST REVIEW

3.01 Cost Summary Breakdown

Description	Short Term	Mid Term	Long Term
Pole Wraps	47,805		
Landscape Improvements at Davies Avenue	97,834		
Seating at Carroll, Munro, Hamilton & Boulton	41,222		
Laneway Art Program	300,000		
Building Murals	80,000		
TO360 Wayfinding	46,420		
Queen Street East Railway Mural	43,495		
Bollard Lighting Removal	20,000		
Hanging Planters		71,485	
Boulevard Parkette at Munro Street - Option 1		149,950	
Boulevard Parkette at Munro Street - Option 2		158,546	
Boulevard Parkette at Munro Street - Option 3		157,416	
Historical Embedded Marker		163,033	
Boulevard Parkette at Grant Street		162,262	
Streetscape at Mustard Seed		152,066	
Pedestrian Level Lighting Replacement		91,879	
Solar Lighting of 'Time and a Clock'		46,508	

EXECUTIVE SUMMARY

3.01 Cost Summary Breakdown (Continued)

Description	Short Term	Mid Term	Long Term
New Street Tree Planting Program			637,805
Streetscape & Forecourt Improvements to McCleary Playground			568,018
Saulter Street Intersection			978,453
Tree pit modifications			1,060,802
New Bike Lane / Street Route on Lewis			38,651
Degrassi Street Intersection			804,631
Total Construction Cost (Excluding Tax)	676,776	1,153,146	4,088,360

3.02 Escalation / Descalation

Cost Estimate Base Date:

November 2018

Escalation Rate per annum:

3.25%

3.03 Unit Rates

Unit rates used in this estimate include labour, equipment, materials and sub-trade overhead and profit.

3.04 Contingency Allowances

A 15.0% Design Development Contingency Allowance has been included within this estimate

A 10.0% Construction Contingency Allowance has been included within this estimate

3.05 Taxes

Harmonized Sales Tax (HST) has been excluded from all construction costs.

No allowance has been included for tax deductions or special tax breaks provided by Canada Revenue Services.

4.00 PROJECT ASSUMPTIONS

All assumptions relating to the design of the building are listed within the detailed estimate breakdown.

5.00 GENERAL REQUIREMENTS

The General Requirements included within the estimates are based on a total of 15% of the Base Construction Cost. This 15% cost allowance includes, but is not limited to the following:-

- Site set-up & site offices
- Mobilization costs
- Hoarding & fencing
- Temporary partitions
- Temporary site signage
- Small tools and equipment
- Unassigned labour costs
- Payroll
- Bonding & Insurance
- Waste removal
- Temporary power and water consumption costs

EXECUTIVE SUMMARY

6.00 RISK ITEMS / ELEMENTS OF CONCERN

The project is still within the early stages of design and thus the full scope and design specifications have not been clearly determined. The estimate makes assumptions for all elements not clearly defined on the drawings. These assumptions are listed within the detailed estimate. The assumptions included within the estimate are based on projects of a similar nature and design.

To alleviate a portion of the risk, a design and pricing contingency allowance has been included to accommodate for future design tweaks and drawing co-ordination. However if there is a significant amount of design changes as the project progresses. These could result in an increase in cost that cannot be covered by the design and pricing contingency allowance and would possibly require a revised detailed elemental estimate to be completed to determine all the scope changes implemented on the drawings and specifications.

No Risk Contingency Allowance has been included within this estimate.

7.00 COST EXCLUSIONS

- Harmonized Sales Tax (HST)
- FFE (Furniture, Furnishings and Equipment)
- Loose Furniture (i.e. classroom seats and desks, office furniture, etc.)
- Legal Fees and Expenses
- Hazardous material abatement
- Permits and Development Charges
- LEED Gold Premiums

SECTION 2

DETAILED ESTIMATE

70

COST SUMMARY BREAKDOWN - MID TERM WORKS																																
						15.0%	5.0%	2.0%	0.0%						15.0%	16.3%	10.0%	10.0%						15.0%	3.0%	1.0%	1.0%	0.0%	4.0%	1.0%		
Description	Unit	Qty	Rate	Sub-Total	Amount	General Requirements	OH&P	Evening & Weekend Labour Cost	Phasing (Labour Cost / Delays)	Total (Excluding Allowances)	Design Development Contingency	Escalation Allowance	Construction Contingency Allowance	Maintenance Allowance	TOTAL CONSTRUCTION COST (EXCL. HST)	Architect	Structural Engineer	Mechanical Engineer	Electrical Engineer	Civil Engineer	Project Administration Fee	Disbursements	TOTAL SOFT COSTS (EXCLUDING HST)	TOTAL PROJECT COST (EXCLUDING HST)								
1.00 Hanging Planters																																
1.01 Hanging planter supply and installation	52.0	No	766.25		39,845	5,977	1,992	797	0	48,611	7,292	9,084	6,499		71,485	0	0	0	0	0	0	0	0	0	71,485							
- planter supply	52.0	No	205.00	10,660																												
- bracket supply	52.0	No	161.25	8,385																												
- planter and bracket installation	52.0	No	200.00	10,400																												
- planting allowance	52.0	No	200.00	10,400																												
2.00 Boulevard Parkette at Munro Street - Option 1																																
2.01 Big Green Bench (3.0m bench & planter)	2.0	No	8,630.00		17,260	2,589	863	345	0	21,057	3,159	3,935	2,815		30,966	4,645	929	0	0	0	1,239	68	6,881	37,847								
- supply	2.0	No	7,130.00	14,260																												
- delivery allowance	2.0	No	250.00	500																												
- installation allowance	2.0	No	1,250.00	2,500																												
2.02 Unit pavers installation	35.0	m²	675.00		23,625	3,544	1,181	473	0	28,823	4,323	5,386	3,853		42,385	6,358	1,272	0	0	0	1,695	93	9,418	51,803								
- site preparation	35.0	m²	150.00	5,250																												
- subbase construction	35.0	m²	200.00	7,000																												
- unit pavers supplied and installed	35.0	m²	325.00	11,375																												
2.03 Planting allowance	2.0	No	2,500.00		5,000	750	250	100	0	6,100	915	1,140	815		8,970	1,346	269	0	0	0	359	20	1,993	10,964								
2.04 Weathering steel screen	1.0	sum	22,500.00		22,500	3,375	1,125	450	0	27,450	4,118	5,130	3,670		40,367	6,055	1,211	0	0	0	1,615	89	8,970	49,336								
- concrete foundation	1.0	sum	2,500.00	2,500																												
- steel screen supply	1.0	sum	15,000.00	15,000																												
- steel screen installation	1.0	sum	5,000.00	5,000																												
3.00 Boulevard Parkette at Munro Street - Option 2																																
3.01 Drifter bench (3.0m bench with 1# beam)	2.0	No	2,850.00		5,700	855	285	114	0	6,954	1,043	1,300	930		10,226	1,534	307	0	0	0	409	22	2,272	12,499								
- supply	2.0	No	2,100.00	4,200																												
- delivery allowance	2.0	No	200.00	400																												
- installation allowance	2.0	No	550.00	1,100																												
3.02 Back rest	2.0	No	1,740.00		3,480	522	174	70	0	4,246	637	793	568		6,243	937	187	0	0	0	250	14	1,387	7,631								
- supply	2.0	No	990.00	1,980																												
- delivery allowance	2.0	No	200.00	400																												
- installation allowance	2.0	No	550.00	1,100																												
3.03 Unit pavers installation	35.0	m²	675.00		23,625	3,544	1,181	473	0	28,823	4,323	5,386	3,853		42,385	6,358	1,272	0	0	0	1,695	93	9,418	51,803								
- site preparation	35.0	m²	150.00	5,250																												
- subbase construction	35.0	m²	200.00	7,000																												
- unit pavers supplied and installed	35.0	m²	325.00	11,375																												
3.04 Planting allowance	2.0	No	2,500.00		5,000	750	250	100	0	6,100	915	1,140	815		8,970	1,346	269	0	0	0	359	20	1,993	10,964								
3.05 Steel planters	2.0	No	3,500.00		7,000	1,050	350	140	0	8,540	1,281	1,596	1,142		12,559	1,884	377	0	0	0	502	28	2,791	15,349								
3.06 Weathering steel screen	1.0	sum	27,500.00		27,500	4,125	1,375	550	0	33,550	5,033	6,270	4,485		49,337	7,401	1,480	0	0	0	1,973	109	10,963	60,300								
- concrete foundation	1.0	sum	2,500.00	2,500																												
- steel screen supply	1.0	sum	20,000.00	20,000																												
- steel screen installation	1.0	sum	5,000.00	5,000																												
4.00 Boulevard Parkette at Munro Street - Option 3																																
4.01 Drifter bench (3.0m bench with 1# beam)	1.0	No	2,850.00		2,850	428	143	57	0	3,477	522	650	465		5,113	767	153	0	0	0	205	11	1,136	6,249								
- supply	1.0	No	2,100.00	2,100																												
- delivery allowance	1.0	No	200.00	200																												
- installation allowance	1.0	No	550.00	550																												
4.02 Drifter bench (2.0m bench with 1# beam)	1.0	No	2,335.00		2,335	350	117	47	0	2,849	427	532	381		4,189	628	126	0	0	0	168	9	931	5,120								
- supply	1.0	No	1,585.00	1,585																												
- delivery allowance	1.0	No	200.0																													

COST SUMMARY BREAKDOWN - MID TERM WORKS																															
					15.0%	5.0%	2.0%	0.0%						15.0%	16.3%	10.0%	10.0%						15.0%	3.0%	1.0%	1.0%	0.0%	4.0%	1.0%		
Description	Unit	Qty	Rate	Sub-Total	Amount	General Requirements	OH&P	Evening & Weekend Labour Cost	Phasing (Labour Cost / Delays)	Total (Excluding Allowances)	Design Development Contingency	Escalation Allowance	Construction Contingency Allowance	Maintenance Allowance	TOTAL CONSTRUCTION COST (EXCL. HST)	Architect	Structural Engineer	Mechanical Engineer	Electrical Engineer	Civil Engineer	Project Administration Fee	Disbursements	TOTAL SOFT COSTS (EXCLUDING HST)	TOTAL PROJECT COST (EXCLUDING HST)							
6.00 Boulevard Parkette at Grant Street																															
6.01 Grant street boulevard parkette - based on an average cost developed from Munro Street Parkette	1.0	sum	74,000.00		74,000	11,100	3,700	1,480	0	90,280	13,542	16,871	12,069		132,762	19,914	3,983	0	0	0	5,310	292	29,500	162,262							
7.00 Streetscape at Mustard Seed																															
7.01 Demolitions, including removal and disposal of existing wooden planters	25.0	m²	50.00		1,250	188	63	25	0	1,525	229	285	204		2,243	336	67	0	0	0	90	5	498	2,741							
7.02 Drifter bench (2.0m bench with 1# beam)	1.0	No	2,335.00		2,335	350	117	47	0	2,849	427	532	381		4,189	628	126	0	0	0	168	9	931	5,120							
- supply	1.0	No	1,585.00	1,585																											
- delivery allowance	1.0	No	200.00	200																											
- installation allowance	1.0	No	550.00	550																											
7.03 Drifter bench (3.0m bench with 1# beam)	1.0	No	2,850.00		2,850	428	143	57	0	3,477	522	650	465		5,113	767	153	0	0	0	205	11	1,136	6,249							
- supply	1.0	No	2,100.00	2,100																											
- delivery allowance	1.0	No	200.00	200																											
- installation allowance	1.0	No	550.00	550																											
7.04 Back rest	1.0	No	1,740.00		1,740	261	87	35	0	2,123	318	397	284		3,122	468	94	0	0	0	125	7	694	3,815							
- supply	1.0	No	990.00	990																											
- delivery allowance	1.0	No	200.00	200																											
- installation allowance	1.0	No	550.00	550																											
7.05 Custom sawtooth planter	1.0	sum	50,000.00		50,000	7,500	2,500	1,000	0	61,000	9,150	11,399	8,155		89,704	13,456	2,691	0	0	0	3,588	197	19,932	109,637							
7.06 Tree planting	3.0	No	1,225.00		3,675	551	184	74	0	4,484	673	838	599		6,593	989	198	0	0	0	264	15	1,465	8,058							
- tree supply	3.0	No	850.00	2,550																											
- planting soil	45.0	m³	25.00	1,125																											
7.07 Planting allowance	1.0	sum	7,500.00		7,500	1,125	375	150	0	9,150	1,373	1,710	1,223		13,456	2,018	404	0	0	0	538	30	2,990	16,445							
8.00 Pedestrian Level Lighting Replacement																															
8.01 Lighting fixture replacement	18.0	No	2,367.00		42,606	6,391	2,130	852	0	51,979	7,797	9,714	6,949		76,439	11,466	0	0	764	0	3,058	153	15,441	91,879							
- remove existing fixtures, existing poles to remain	18.0	No	275.00	4,950																											
- supply new lighting fixtures	18.0	No	1,342.00	24,156																											
- install new lighting fixtures	18.0	No	750.00	13,500																											
9.00 Solar Lighting of 'Time and a Clock'																															
9.01 Reinforced concrete column footing	1.0	No	5,400.00		5,400	810	270	108	0	6,588	988	1,231	881		9,688	1,453	291	0	97	0	388	22	2,251	11,939							
- excavations	2.2	m³	150.00	324																											
- cart excavated materials off site	2.2	m³	200.00	432																											
- 25Mpa concrete footing	2.2	m³	650.00	1,404																											
- formwork	7.2	m²	300.00	2,160																											
- reinforcing	54.0	kg	20.00	1,080																											
9.02 Solar cell, pole and battery supply	1.0	No	7,768.26		7,768	1,165	388	155	0	9,477	1,422	1,771	1,267		13,937	2,091	418	0	139	0	557	32	3,238	17,174							
9.03 Lighting fixtures	4.0	No	1,342.00		5,368	805	268	107	0	6,549	982	1,224	876		9,631	1,445	289	0	96	0	385	22	2,237	11,868							
9.04 Landscape repairs allowance	1.0	sum	2,500.00		2,500	375	125	50	0	3,050	458	570	408		4,485	673	135	0	45	0	179	10	1,042	5,527							
TOTAL (Exluding HST):					535,559	80,334	26,778	10,711	0	653,382	98,007	122,101	87,349	0	960,839	133,403	20,284	0	1,142	0	35,574	1,904	192,307	1,153,146							

COST SUMMARY BREAKDOWN - LONG TERM WORKS																																
						15.0%	5.0%	2.0%	0.0%						15.0%	29.3%	10.0%	10.0%						Varies	4.0%	1.5%	1.5%	7.0%	4.0%	1.0%		
Description	Unit	Qty	Rate	Sub-Total	Amount	General Requirements	OH&P	Evening & Weekend Labour Cost	Phasing (Labour Cost / Delays)	Total (Excluding Allowances)	Design Development Contingency	Escalation Allowance	Construction Contingency Allowance	Maintenance Allowance	TOTAL CONSTRUCTION COST (EXCL. HST)	Architect	Structural Engineer	Mechanical Engineer	Electrical Engineer	Civil Engineer	Project Administration Fee	Disbursements	TOTAL SOFT COSTS (EXCLUDING HST)	TOTAL PROJECT COST (EXCLUDING HST)								
1.00 New Street Tree Planting Program																																
1.01 Concrete demolition, complete with removal and disposal	40.0	m²	150.00		6,000	900	300	120	180	7,500	1,125	2,523	1,115		12,263	1,516	0	0	0	858	491	29	2,894	15,156								
1.02 Tree planting	20.0	No	1,225.00		24,500	3,675	1,225	490	735	30,625	4,594	10,301	4,552		50,072	6,189	0	0	0	3,505	2,003	117	11,814	61,886								
- tree supply	20.0	No	850.00	17,000																												
- planting soil	300.0	m³	25.00	7,500																												
1.03 Tree pit construction	20.0	No	4,500.00		90,000	13,500	4,500	1,800	2,700	112,500	16,875	37,842	16,722		183,939	22,734	0	0	0	12,876	7,358	430	43,397	227,336								
1.04 Supply and install new tree grate	20.0	No	5,400.00		108,000	16,200	5,400	2,160	3,240	135,000	20,250	45,411	20,066		220,727	27,281	0	0	0	15,451	8,829	516	52,077	272,803								
- tree grate supply	20.0	No	5,200.00	104,000																												
- tree grate installation	20.0	No	200.00	4,000																												
1.05 Repairs to Riverside accent paving	20.0	No	1,200.00		24,000	3,600	1,200	480	720	30,000	4,500	10,091	4,459		49,050	6,063	0	0	0	3,434	1,962	115	11,573	60,624								
2.00 Streetscape & Forecourt Improvements to McCleary Playground																																
2.01 Demolitions	170.9	m²	45.00		7,690	1,154	385	154	0	9,382	1,407	3,156	1,394		15,339	3,068	614	0	230	0	614	45	4,570	19,910								
2.02 Allow for tree protection (Timber posts and netting)	1.0	sum	2,500.00		2,500	375	125	50	0	3,050	458	1,026	453		4,987	997	199	0	75	0	199	15	1,486	6,473								
2.03 Hoarding and fencing allowance	1.0	sum	10,000.00		10,000	1,500	500	200	0	12,200	1,830	4,104	1,813		19,947	3,989	798	0	299	0	798	59	5,943	25,890								
2.04 Drifter bench (2.0m bench with 1# beam)	6.0	No	2,335.00		14,010	2,102	701	280	0	17,092	2,564	5,749	2,541		27,946	5,589	1,118	0	419	0	1,118	82	8,326	36,272								
- supply	6.0	No	1,585.00	9,510																												
- delivery allowance	6.0	No	200.00	1,200																												
- installation allowance	6.0	No	550.00	3,300																												
2.05 Drifter bench (3.0m bench with 1# beam)	2.0	No	2,850.00		5,700	855	285	114	0	6,954	1,043	2,339	1,034		11,370	2,274	455	0	171	0	455	34	3,388	14,758								
- supply	2.0	No	2,100.00	4,200																												
- delivery allowance	2.0	No	200.00	400																												
- installation allowance	2.0	No	550.00	1,100																												
2.06 Back rest	4.0	No	1,740.00		6,960	1,044	348	139	0	8,491	1,274	2,856	1,262		13,883	2,777	555	0	208	0	555	41	4,137	18,020								
- supply	4.0	No	990.00	3,960																												
- delivery allowance	4.0	No	200.00	800																												
- installation allowance	4.0	No	550.00	2,200																												
2.07 Unit pavers installation	105.8	m²	675.00		71,408	10,711	3,570	1,428	0	87,118	13,068	29,304	12,949		142,439	28,488	5,698	0	2,137	0	5,698	420	42,440	184,879								
- site preparation	105.8	m²	150.00	15,869																												
- subbase construction	105.8	m²	200.00	21,158																												
- unit pavers supplied and installed	105.8	m²	325.00	34,382																												
2.08 Custom signage / signature feature	1.0	sum	35,000.00		35,000	5,250	1,750	700	0	42,700	6,405	14,363	6,347		69,815	13,963	2,793	0	1,047	0	2,793	206	20,801	90,616								
2.09 Tree planting	5.0	No	1,225.00		6,125	919	306	123	0	7,473	1,121	2,514	1,111		12,218	2,444	489	0	183	0	489	36	3,640	15,858								
- tree supply	5.0	No	850.00	4,250																												
- planting soil	75.0	m³	25.00	1,875																												
2.10 Planting allowance	1.0	sum	40,000.00		40,000	6,000	2,000	800	0	48,800	7,320	16,415	7,254		79,789	15,958	3,192	0	1,197	0	3,192	235	23,773	103,562								
2.11 Lighting allowance	1.0	sum	20,000.00		20,000	3,000	1,000	400	0	24,400	3,660	8,208	3,627		39,894	7,979	1,596	0	598	0	1,596	118	11,887	51,781								
3.00 Saulters Street Intersection																																
3.01 Landscape demolition, complete with removal and disposal	75.5	m²	45.00		3,398	510	170	68	0	4,145	622	1,394	616		6,777																	

COST SUMMARY BREAKDOWN - LONG TERM WORKS																																
						15.0%	5.0%	2.0%	0.0%						15.0%	29.3%	10.0%	10.0%						Varies	4.0%	1.5%	1.5%	7.0%	4.0%	1.0%		
Description	Unit	Qty	Rate	Sub-Total	Amount	General Requirements	OH&P	Evening & Weekend Labour Cost	Phasing (Labour Cost / Delays)	Total (Excluding Allowances)	Design Development Contingency	Escalation Allowance	Construction Contingency Allowance	Maintenance Allowance	TOTAL CONSTRUCTION COST (EXCL. HST)	Architect	Structural Engineer	Mechanical Engineer	Electrical Engineer	Civil Engineer	Project Administration Fee	Disbursements	TOTAL SOFT COSTS (EXCLUDING HST)	TOTAL PROJECT COST (EXCLUDING HST)								
Saulter Street Intersection (Continued)																																
3.12 Modifications to West Boulevard	1.0	sum	12,500.00		12,500	1,875	625	250	0	15,250	2,288	5,130	2,267		24,934	4,987	997	374	374	1,745	997	95	9,570	34,504								
3.13 Planting allowance	1.0	sum	7,000.00		7,000	1,050	350	140	0	8,540	1,281	2,873	1,269		13,963	2,793	559	209	209	977	559	53	5,359	19,322								
3.14 Utility modifications	1.0	sum	25,000.00		25,000	3,750	1,250	500	0	30,500	4,575	10,259	4,533		49,868	9,974	1,995	748	748	3,491	1,995	189	19,139	69,007								
4.00 Tree pit modifications																																
4.01 Allow for tree protection (Timber posts and netting)	57.0	No	250.00		14,250	2,138	713	285	428	17,813	2,672	5,992	2,648		29,124	4,369	0	0	0	0	1,165	55	5,589	34,712								
4.02 Remove and dispose of existing tree surrounds	57.0	No	375.00		21,375	3,206	1,069	428	641	26,719	4,008	8,988	3,971		43,685	6,553	0	0	0	0	1,747	83	8,383	52,069								
4.03 Supply and install new tree grate	57.0	No	5,400.00		307,800	46,170	15,390	6,156	9,234	384,750	57,713	129,420	57,188		629,071	94,361	0	0	0	0	25,163	1,195	120,719	749,790								
- tree grate supply	57.0	No	5,200.00	296,400																												
- tree grate installation	57.0	No	200.00	11,400																												
4.04 Supply and install new solid grille bench	28.0	No	2,585.00		72,380	10,857	3,619	1,448	2,171	90,475	13,571	30,434	13,448		147,928	22,189	0	0	0	0	5,917	281	28,387	176,315								
- bench supply	28.0	No	2,035.00	56,980																												
- bench installation	28.0	No	550.00	15,400																												
4.05 Supply and install stainless steel armrest	7.0	No	360.00		2,520	378	126	50	76	3,150	473	1,060	468		5,150	773	0	0	0	0	206	10	988	6,139								
- armrest supply	7.0	No	260.00	1,820																												
- armrest installation	7.0	No	100.00	700																												
4.06 Supply and install drop-in planter	7.0	No	350.00		2,450	368	123	49	74	3,063	459	1,030	455		5,007	751	0	0	0	0	200	10	961	5,968								
- planter supply	7.0	No	250.00	1,750																												
- planter installation	7.0	No	100.00	700																												
4.07 Tall weathering steel planters	7.0	No	1,250.00		8,750	1,313	438	175	263	10,938	1,641	3,679	1,626		17,883	2,682	0	0	0	0	715	34	3,432	21,315								
4.08 Planting allowance	1.0	sum	5,950.00		5,950	893	298	119	179	7,438	1,116	2,502	1,105		12,160	1,824	0	0	0	0	486	23	2,334	14,494								
5.00 New Bike Lane / Street Route on Lewis																																
5.01 Road markings	328.5	m	55.00		18,068	2,710	903	361	0	22,042	3,306	4,119	2,947		32,414	4,862	0	0	0	0	1,297	78	6,237	38,651								
6.00 Degrassi Street Intersection																																
6.01 Concrete demolition, complete with removal and disposal	130.0	m²	150.00		19,500	2,925	975	390	0	23,790	3,569	8,002	3,536		38,897	7,779	1,556	583	583	2,723	1,556	148	14,929	53,826								
6.02 Asphalt demolition, complete with removal and disposal	235.7	m²	40.00		9,428	1,414	471	189	0	11,502	1,725	3,869	1,710		18,806	3,761	752	282	282	1,316	752	71	7,218	26,024								
6.03 Reinforced concrete sidewalk	226.5	m²	447.50		101,359	15,204	5,068	2,027	0	123,658	18,549	41,595	18,380		202,182	40,436	8,087	3,033	3,033	14,153	8,087	768	77,597	279,779								
- site preparation	226.5	m²	150.00	33,975																												
- subbase construction	226.5	m²	200.00	45,300																												
- 25Mpa concrete walkway paving	34.0	m³	650.00	22,084																												
6.04 Reinforced concrete curb reconstruction	63.2	m	260.00		16,432	2,465	822	329	0	20,047	3,007	6,743	2,980		32,777	6,555	1,311	492	492	2,294	1,311	125	12,580	45,357								
6.05 Road resurfacing	235.7	m²	220.00		51,854	7,778	2,593	1,037	0	63,262	9,489	21,280	9,403		103,434	20,687	4,137	1,552	1,552	7,240	4,137	393	39,698	143,132								
- roadway preparation	235.7	m²	110.00	25,927																												
- roadway cleaning and preparation	235.7	m²	50.00	11,785																												
- asphalt resurfacing	235.7	m²	60.00	14,142																												
6.06 Street tree grates	3.0	No	1,250.00		3,750	563	188	75	0	4,575	686	1,539	680		7,480	1,496	299	112	112	524	299	28	2,871	10,351								
6.07 Landscape allowance	1.0	sum	5,000.00		5,000	750	250	100	0	6,100	915	2,052	907		9,974	1,995	399	150	150	698	399	38	3,828	13,801								
6.08 Drifter bench (3.0m bench with 1# beam)	2.0	No	2,850.00		5,700	855	285	114	0	6,954	1,043	2,339	1,034		11,370	2,274	455	171	171	796	455	43	4,364	15,734								
- supply	2.0	No	2,100.00	4,200																												
- delivery allowance	2.0	No	200.00	400																												
- installation allowance	2.0	No	550.00	1,100																												
6.09 Back rest	2.0	No	1,740.00		3,480	522	174	70	0	4,246	637	1,428	631		6,942	1,388	278	104	104	486	278	26	2,664	9,606								
- supply	2.0	No	990.00	1,980																												
- delivery allowance	2.0	No	200.00	400																												
- installation allowance	2.0	No	550.00	1,100																												
6.10 Utility modifications	1.0	sum	25,000.00		25,000	3,750	1,250	500	0	30,500	4,575	10,259	4,533		49,868	9,974	1,995	748	748	3,491	1,995	189	19,139	69,007								
6.11 Art piece / Mural allowance	1.0	sum	50,000.00		50,000	7,500	2,500	1,000	0	61,000	9,150	20,519	9,067		99,736	19,947	3,989	1,496	1,496	6,982	3,989	379	38,279	138,014								
TOTAL (Exluding HST):					1,571,414	235,712	78,571	31,428	20,639	1,937,764	290,665	648,520	287,695	0	3,164,643	547,380	69,047	19,328	25,893	126,322	126,586	9,162	923,717	4,088,360								

APPENDIX B · NOTES FROM PUBLIC MEETING

19 OCTOBER 2018 · Public Meeting #1

21 OCTOBER 2018 · Public Meeting #2

Community open houses were held on Wednesday, 19 September, 2018 and Friday, 21 September 2018 at Streetcar Studio, 638 Queen Street East to present the Riverside BIA master plan to the general public and to obtain feedback on the proposal from the community. Feedback was consistently positive. The following is a summary of the individual comments received:

- Include planting that attracts butterflies and bees to connect to The Butterflyway Project through the David Suzuki Foundation.
- Get rid of parking on Queen Street East to accommodate vehicular capacity for when streetcar delays block traffic.
- Jimmie Simpson program can offer support through youth volunteers for cleanup/murals etc.
- Can there be something higher than the billboard? (to block billboard at M^cCleary playground)
- Concern as to whether graffiti art is a legitimate form of artwork.
- Parking is scarce. Concern it will get worse over time as developments come online and more people move to the neighbourhood.
- Concern that planters will be sat on and question as to whether that will be a problem.
- Include measures to dissuade skateboarders from using furnishings as skateboarding surface.
- Overgrowth of Metrolinx rail line into park. Requires trimming / maintenance.
- Councillor Fletcher thinks the work is wonderful.
- Comment that curb-bump outs are a great idea.
- Question the legitimacy of Riverside name “Township of Scarborough 1791”. PAI has reviewed and confirmed that this area was noted as part of the Township of Scarborough in the 1971 Jones Survey of York and Scarborough. Previously these areas were known as Dublin and Glasgow respectively.
- Would be great to have a hologram of the old stadium as a historical marker.
- Love the fact that Joel Weeks Park is so active. The master plan proposal will really work well with the park.
- Suggestion to keep wall paint advertisement at Grant and Queen. PAI noted that this was the intention.
- Fontbonne director loves the project and ‘welcome to’ planter.
- “Lovely work! What a gift it is to be a part of such a great community minded BIA! I like the direction you are heading. Two thumbs up!”
- “Wonderful that the community is taking account of itself and mastering a plan for further improvements.”
- “The master architectural plan that was on display was very useful for envisioning the great ideas that the BIA have come up with. I enjoyed talking to the staff answering my questions!”

APPENDIX C - STREETSCAPE INVENTORY

BLOCK	SIDE	EXISTING STREET TREES					EXISTING STREET FURNISHINGS									
		TREES in RUBBER SURROUND	TREES in OPEN SURFACE PIT	TREES in PRECAST PLANTER	DEAD TREES	RIVERSIDE BANNERS	POLE WRAPS	BENCHES	BOLLARD LIGHTING	REMOVED BOLLARDS	PEDESTRIAN LEVEL LIGHTING	WASTE BINS	BICYCLE RINGS	TRANSIT SHELTERS	NEWSPAPER CORRALS	INFO KIOSK
East Don to Broadview	South	9	1	-	-	4	-	3	2	1	3	3	10	2	1	-
Davies to Carroll	North	2	1	-	1	1	-	-	-	1	1	1	5	-	-	-
Carroll to Munro	North	-	-	-	-	2	-	2	1	1	-	1	3	1	-	-
Munro to Hamilton	North	1	-	-	-	2	-	-	1	1	-	1	3	-	-	-
Hamilton to Broadview	North	1	-	-	-	3	-	1	2	-	1	1	5	-	-	-
Broadview Avenue	East	-	2	-	-	-	-	-	-	-	-	1	4	-	-	-
Broadview Avenue	West	-	-	-	-	-	-	-	-	-	-	1	1	-	-	-
Broadview to Lewis	South	8	-	-	-	3	-	2	1	1	2	1	6	-	-	-
Broadview to Grant	North	8	-	-	1	2	-	1	2	-	2	2	5	1	-	-
Lewis to Saulter	South	8	-	-	-	3	-	1	1	1	2	1	7	-	-	-
Grant to Boulton	North	11	-	-	1	4	-	1	2	-	3	1	10	-	-	-
Saulter to Strange	South	3	-	-	-	-	-	3	3	-	1	1	6	1	-	-
Boulton to DeGrassi	North	1	-	-	-	-	-	-	2	-	-	1	1	-	-	-
DeGrassi to End of BIA	North	-	1	-	-	-	-	1	-	-	1	1	4	-	-	-
Strange to M ^c Gee	South	3	-	-	-	-	-	-	2	-	1	1	-	-	-	1
M ^c Gee to End of BIA	South	-	1	2	-	1	-	-	3	-	1	1	3	1	-	-
TOTALS		55	6	2	3	25	0	15	22	6	18	19	73	6	1	1
BLOCK	SIDE	PROPOSED & MODIFIED STREET TREES					PROPOSED STREET FURNISHINGS									
		MODIFIED TREE PITS	NEW TREE PLANTING	TREES in PRECAST PLANTER		RIVERSIDE BANNERS	POLE WRAPS	BENCHES	BOLLARD LIGHTING	REMOVED BOLLARDS	PEDESTRIAN LEVEL LIGHTING	WASTE BINS	BICYCLE RINGS	TRANSIT SHELTERS	NEWSPAPER CORRALS	INFO KIOSK/ TO360
East Don to Broadview	South	10	7	-		4	12	3	-	3	3	3	10	2	1	1
Davies to Carroll	North	4	4	-		1	4	-	-	1	1	1	5	-	-	-
Carroll to Munro	North	-	2	-		2	2	2	-	2	-	1	3	1	-	-
Munro to Hamilton	North	1	1	-		2	2	-	-	2	-	1	3	-	-	-
Hamilton to Broadview	North	1	2	-		3	1	1	-	2	1	1	5	-	-	1
Broadview Avenue	East	2	-	-		-	2	-	-	-	-	1	4	-	-	-
Broadview Avenue	West	-	-	-		-	2	-	-	-	-	1	1	-	-	-
Broadview to Lewis	South	8	-	-		3	4	2	-	2	2	1	6	-	-	-
Broadview to Grant	North	9	-	-		2	4	1	-	2	2	2	5	1	-	-
Lewis to Saulter	South	8	-	-		3	4	1	-	2	2	1	7	-	-	-
Grant to Boulton	North	12	-	-		4	5	1	-	2	3	1	10	-	-	-
Saulter to Strange	South	3	3	-		-	4	3	-	3	1	1	6	1	-	-
Boulton to DeGrassi	North	1	2	-		-	2	-	-	2	-	1	1	-	-	-
DeGrassi to End of BIA	North	1	-	-		-	-	1	-	-	1	1	4	-	-	1
Strange to M ^c Gee	South	3	-	-		-	1	-	-	2	1	1	-	-	-	1
M ^c Gee to End of BIA	South	3	-	-		1	3	-	-	3	1	1	3	1	-	-
SUB-TOTALS		66	21	0		25	52	15	0	28	18	19	73	6	1	4

APPENDIX D · HISTORY of RIVERSIDE STREET NAMES

STREET NAME	DATE	NOTES	PREVIOUS NAME(S)	DATE(S)	REFERENCES
Baseball Place	1886	Named for the Toronto Baseball Grounds (Sunlight Park), road originally removed 1913, it will return as a woonerf at Riverside Square, with the same name	Pioneer Avenue	c. 1857	1890 Goad's Atlas of Toronto, Wise & Gould, HPS
Boulton Avenue	c.1878	William Henry Boulton: Lawyer; Alderman for St. Patrick's Ward; Orangeman; Mayor of Toronto 1845-1847, 1858; Inherited the Grange Estate from his Father D'Arcy Boulton Jr.; William Henry Boulton named Boulton Avenue, Degrassi, and Saulter Streets; b. 1812, d. 1874 <i>or</i> his Great Uncle James Boulton: Barrister; Member of the Family Compact; Builder of Summit House (first brick building in Perth – 1823); First lawyer in Perth, Ontario (1824); Witness to the last fatal duel in Upper Canada (1833); b. Niagara 1801, d. Toronto 1878	14 th Concession	c. 1791	1791 Jones Survey of York & Scarborough, Muir, Whyte
Broadview Avenue	c. 1888	Named for the broad views of the Don River Valley from Riverside; built by mill owner Timothy Skinner to service mills along the Don River	Aboriginal Trail		Pre-colonization
			15 th Concession	c. 1791	1791 Jones Survey of York & Scarborough, Muir, Whyte
			Mill Road	c. 1857	1857 Fleming Map of Toronto, Muir, Whyte
			Scadding Street (South of Queen)	c. 1872	1872 Wadsworth Map of Toronto, Muir, Whyte
			Don Mills Road (North of Queen)	c. 1872	1872 Wadsworth Map of Toronto, Muir, Whyte
Carroll Street	1884	Dr James Carroll: Alderman for St. Matthew's Ward; Married Emily Cromwell, 1858	High Street	c. 1857	1857 Fleming Map of Toronto, Muir
			Steiner Street	c. 1876	Muir
			Thompson Street		Muir
			Matilda Street		Muir
Davies Avenue	1884	Thomas Davies: Brewer; Arrival in Upper Canada, 1832; Brewery founded on River Street, 1849; Married Fidelia Jones; Father of 7; b. Cheshire, Engand, 1813, d. 1869 <i>or</i> William 'Piggy' Davies: Meat packer; Slaughterhouse owner; Emigrated to Upper Canada, 1854; Creator of Peameal Bacon; William Davies Company becomes Canada Packers in 1927; Married Emma Holtby, 1853; Father of 12; b. Wallingford, England, 1831, d. Toronto, 1921	Mill Street	c. 1857	1857 Fleming Map of Toronto, 1884 Goad's Atlas of Toroto, Muir
Degrassi Street	1886	Filippo Degrassi: Captain in Napoleon's French Army; Prisoner of War; British Solider; Teacher of languages; Emigrated to York, 1833; Farmer; Friend of the Boulton family; Street was named for him by James Boulton; b. Rome, 1793, d. Lindsay, Ontario, 1877. Street may possibly have been named for his son Afio			Various, see file
East Don Roadway	c. 1902	The River Don(n)	Don Improvement Roadway	c. 1902	1902 Sankey Map of Toronto, Muir
			Don Esplanade	c. 1910	1910 Goad's Atlas of Toroto, Muir
Empire Avenue	c. 1913	The British Empire			1913 Goad's Atlas of Toroto, Muir
Grant Street	c. 1876	Mrs. Minnie Caroline Forsyth–Grant (nee Robinson): Journalist and author; Traveller; President, Canadian Women's Historical Society of Toronto; President, Ladies Relief Society; Founder, Toronto Home for Incurables; Daughter of John Beverley Robinson, 12th Mayor of Toronto and Lieutenant Governor of Ontario; d. 1923 <i>or</i> Hon. Alexander Grant: Royal Navy officer; Businessman (ship builder); Politician; Administrator of Upper Canada 1805-1806; Father of 12; b. Gelmoriston, Scotland, 1734, d. Grosse Point, Michigan, 1813			1876 City of Toronto Map of Proposed Waterworks, Muir, Others (See File)
Hamilton Street	c. 1910	William Hamilton Jr: City Councillor, 1865; Alderman for St. Lawrence Ward, 1870-1875	Harris Street	c. 1876	1876 City of Toronto Map of Proposed Waterworks, Muir
June Callwood Way	2006	June Callwood: Journalist; Author; Social activist; Callwood requested that an existing street not be renamed for her, only a new street or one without a name, located near a park or school; b. Chatham, 1924, d. Toronto, 2007			DCB, Globe & Mail
Lewis Street	1878	Catherine Lewis: Wife of John Saulter, married 1805 <i>or</i> Lewis Bright, Early settler to York (1802)			1878 Willing & Williamson Map of Toronto, Muir
McGee Street	1886	Thomas D'Arcy McGee: Father of Confederation; Politician; Journalist; Poet; b. Carlingford, Ireland, 1825, d. Ottawa, 1868	D'Arcy Street	c. 1872	1872 Wadsworth Map of Toronto, Wise & Gould

STREET NAME	DATE	NOTES	PREVIOUS NAME(S)	DATE(S)	REFERENCES
Munro Street	c.1857	George Monro (also Munro, Munroe): Orangeman; Grocer (1814-1824); Importer & Wholesaler; Director – Home District Savings Bank & British America Assurance Co.; Magistrate (1833); Alderman for St. Lawrence Ward (1834-1835, 1837-1845); Mayor of York (1841-1842); Gardener; Married Christina Fisher; Father of 6; b. Scotland, 1801, d. Toronto, 1878			1857 Fleming Map of Toronto, Muir
Napier Street	c. 1857	Unknown origins; road removed c. 1967 as part of Don Mount Court demolitions			1899 Fire Insurance Map of Toronto
Queen Street East	1844	Queen Victoria	1 st Concession	c. 1791	1791 Jones Survey of York & Scarborough, Wise & Gould
			Dundas Street	c. 1811	1811 Wilmot Plan of York
			Kingston Road	c. 1813	1813 Williams Sketch of York
			Lot Street	c. 1827	1827 Chewett Plan of York
Saulter Street	c. 1872	John Saulter: Farmer on the East Bank of the Don River <i>or</i> Thomas Saulter: Farmer; Business partner of James Boulton			1872 Wadsworth Map of Toronto, Muir
Smith Street	c. 1872	William Smith Sr.: Companion of John Scadding and Governor Simcoe; Son William Jr. founded tannery on lands purchased from Scadding; Smith Block constructed by John Smith, William's grandson; Street removed c. 1885			HPS, Robertson
Steiner Street	c. 1900	Unknown origins; road partly removed c. 1967 as part of Don Mount Court demolitions, remaining right of way forms part of Carroll Street	Mary Street	c. 1857	1857 Fleming Map of Toronto, 1890 Fire Insurance Map of Toronto
Strange Street	c. 1872	Maxwell Strange: Local auctioneer (fl. 1837) <i>or</i> Patrick Strange: Land agent in York <i>or</i> Maxwell William Strange: Lawyer, politician, MLA in Kingston 1867-1871; Justice of the Peace; Police magistrate; Vice-President of the Commercial Bank; Married Charlotte Anna Campbell in 1849; Father of 7; b. Kingston 1820, d. 1880 <i>or</i> Dr. Frederick William Strange: Coroner for York County			Wise & Gould, Muir, DCB
Suburban Place	c.1890	Unkown origins; access road along rail corridor, later incorporated into Dunlop complex; Road removed c. 1975			1890 Goad's Atlas of Toronto, Muir, DCB
Thompson Street	c. 1884	Samuel Thompson: City Councillor; Librarian; Printer; Editor; Businessman; Married Mary S. Thomson in 1871, Father of 1; b. London, England 1810, d. Toronto, 1886; or Thomas Thompson: Saddler; Harness Maker; Alderman for St. Lawrence Ward 1861-1868; or Joseph Elijah Thompson: Conservative MPP for Toronto Northeast; Toronto Board of Control Member; b. Toronto 1867, d. Toronto 1941 (Not likely: Thompson Street appears on Goad's Atlas in 1884); or John Thompson: Scottish-born Bricklayer who lived in the area in its early days as the village of Don Mount			1884 Goad's Atlas of Toronto, Muir, DCB
Woodgreen Place	c. 1910	Named for WoodGreen Methodist Church, built on the Fontbonne site in 1875. The church took it's name from the surnames of Dr. Enoch Wood and Dr. Anson Green, who conducted the opening church service at the tabernacle			Muir
Bibliography					

Gillan Muir, Elizabeth. 2014. *Riverdale: East of the Don*. Toronto: Dundurn Press.

Wise, Leonard & Gould, Allan. 2011. *Toronto Street Names: An Illustrated Guide to Their Origins*. Richmond Hill: Firefly Books

Whyte, Gerald Arthur. 2012. *The Streets of Riverdale: An Illustrated History*. Toronto: Riverdale Historical Society Press

Robertson, John Ross. 1894. *Landmarks of Toronto: A Collection of Historical Sketches of the Old Town of York from 1792 until 1833, and of Toronto from 1834 to 1893, Volume 1*. Toronto: J. Ross Robertson Press

Dictionary of Canadian Biography (Various Authors): <http://www.biographi.ca/en/index.php>

Toronto Heritage Preservation Services (Various Authors): <https://www.toronto.ca/city-government/planning-development/heritage-preservation/toronto-preservation-board/>

P L A N T