

Lower Jarvis Street Pedestrian Promenade Plan, Front Street East to Queens Quay East

Date:	March 6, 2009
To:	Toronto and East York Community Council
From:	Director, Community Planning, Toronto and East York District
Wards:	Ward 28 – Toronto Centre-Rosedale
Reference Number:	08 188444 SPS 00 TM

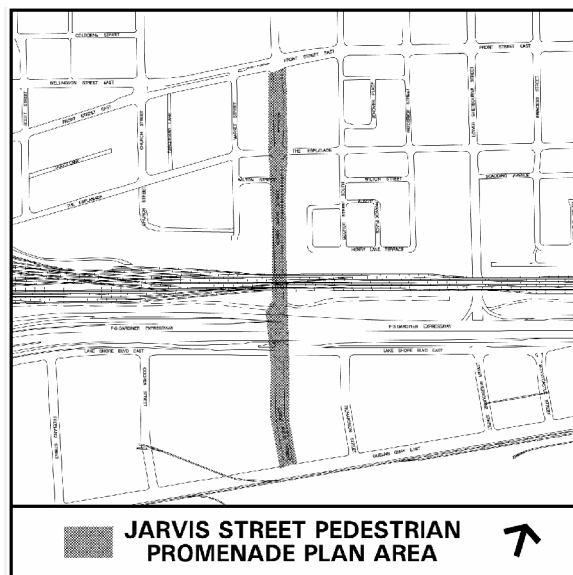
SUMMARY

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision. Toronto and East York Community Council’s endorsement is sought for the proposed pedestrian improvements on Lower Jarvis Street from Front Street East to Queens Quay East, to substantially enhance the pedestrian environment and safety in this rapidly urbanizing corridor linking the downtown and waterfront.

RECOMMENDATIONS

The City Planning Division and Transportation Services Division recommend that Toronto and East York Community Council:

1. endorse the Lower Jarvis Street Pedestrian Promenade Plan, Front Street East to Queens Quay as identified in Attachment 3;
2. direct Transportation Services staff to implement the changes to the intersection of Lower Jarvis Street and Lake Shore Boulevard East, generally as shown in the print of



Drawing No. 421F-9493, dated November 2008, in Attachment 4; and

3. direct City staff to implement the Action Items for Plan Implementation in Attachment 5.

Financial Impact

The recommendations in this report have no financial impact.

Most of the improvements in this report can be implemented using funds secured by the Section 37 Agreement for the approved development at 18 Lower Jarvis Street planning application. Approximately \$500,000 has been identified as part of the Section 37 benefits to be used for streetscape improvements on Lower Jarvis Street with a portion of this amount to be used for improvements to the intersection of Lake Shore Boulevard East and Lower Jarvis Street. Any additional pedestrian improvements will need to be assessed in terms of their potential financial impact and funding requirements in the current 2009 Capital Budget. These financial impacts, including the identification of any potential funding partnerships with other levels of government, will be addressed in any future reports required for the approval of these specific improvements.

The installation of bird caging under the Gardiner Expressway, as set out in this report, can be funded with the Transportation Services budget for capital work under the Gardiner Expressway (Transportation Capital Account CTP122-1-49).

Many of the streetscape improvements will be completed through the requirements of Site Plan Approval applications for residential and mixed use buildings along Lower Jarvis Street.

The total cost of upgrading the Lower Jarvis Street and Lake Shore Boulevard East signalized intersection will be approximately \$50,000 which as noted above will be funded from Section 37 monies from 18 Lower Jarvis Street development. The approximate cost breakdown would be as follows:

Signal modifications	\$30,000
Zebra crossing modifications and signs	\$10,000
Curb cuts	<u>\$10,000</u>
Total (approximate)	\$50,000

DECISION HISTORY

City Council, at its meeting of December 12, 2007, in adopting, as amended, Clause No. 8 in Report No. 5 of the Toronto and East York Community Council, titled “York Street Pedestrian Promenade Plan”, Front Street West to Queens Quay West, among other things, directed the Chief Planner and Executive Director, City Planning to consult with the St. Lawrence Neighbourhood Association, York Quay Neighbourhood Association, and Waterfront Toronto, to report to the Toronto and East York Community Council in

2008 on the development of a Pedestrian Promenade Plan for Jarvis Street between Front Street East and Queens Quay East.

ISSUE BACKGROUND

At community consultation meetings for development applications in the vicinity of Lower Jarvis Street between Front Street East and Queens Quay East, residents expressed concerns over the poor pedestrian environment on Lower Jarvis Street. While the Gardiner Expressway poses a barrier between the Financial District and Central Waterfront, residents have stressed that the non-pedestrian friendly environment in the railway underpasses and Lake Shore Boulevard/Lower Jarvis Street crossings pose a significant constraint to pedestrian mobility. Specifically, residents were concerned about the lack of north/south crossing opportunities on Lower Jarvis Street at the signalized intersection of Lake Shore Boulevard East.

POLICIES AND PLAN

A number of policies and plans were used to guide the development of the pedestrian promenade plan for Lower Jarvis Street. These include the Official Plan and Making Waves (the Central Waterfront Secondary Plan), which require improving connections between the Financial District and waterfront and also include removing the barrier effect of the Lake Shore Boulevard and improving conditions for cyclists.

The East Bayfront Precinct Plan also provides requirements for updated pedestrian movements on the east side of Lower Jarvis Street between Lake Shore Boulevard East and Queens Quay East.

Details of these policies and plans are outlined in Attachment 1.

City Planning staff are also working with Waterfront Toronto in the creation of a Lower Yonge Development Plan which will include proposed pedestrian connections and improvements to the pedestrian realm on the west side of Lower Jarvis Street between Lake Shore Boulevard East and Queens Quay East adjacent to Loblaw's.

COMMENTS

1. Existing Conditions

Lower Jarvis Street consists primarily of two northbound lanes and two southbound lanes between Front Street East and Queens Quay East, with an additional lane added for left turns at Front Street East and Lower Jarvis Street intersection. The pavement width varies from 13.72 metres within the railway underpass, to 15.24 metres in sections north and south of the railway underpass.

Attachment 2 provides an inventory of the existing streetscape amenities for this section of Lower Jarvis Street from Queens Quay East to Front Street East.

3. Future Conditions

Jarvis Street is a main access point into the St. Lawrence District and is the main point of access to Queens Quay East, East Bayfront and eastern section of Harbourfront including the Lower Yonge Development Area. Waterfront Toronto in collaboration with the City of Toronto is currently working with a consultant to undertake a development review of the Lower Yonge Development Area from Bay Street to Lower Jarvis Street and from the railway to Lake Ontario. The future build out population of the lands within the East Bayfront and Lower Yonge will be significant. Current development initiatives include an eight-storey commercial building for office and communications, which is currently being constructed on the southeast corner of Queens Quay East and Lower Jarvis Street.

4. Improvement Area Initiatives

Lower Jarvis Street from Queens Quay East to Front Street East is undergoing several improvement area initiatives. These initiatives, along with their expected completion/implementation dates are listed below:

- | | |
|---|-----------------------------|
| - Railway Bridge Underpass Improvements | 2009-2010 |
| GO Transit has already started to rehabilitate the railway underpass, which will include improving the bridge's concrete and steel components, replacement of two sidewalks, construction of two centre pier crash barriers and addition of more lighting in the underpass. This work is expected to be completed by June 2009. | |
| - East Bayfront Precinct Plan | On-going - Implementation |
| - Gardiner Environmental Assessment
Lower Jarvis Street to Bouchette Street | 2008-2012 |
| - Lower Yonge Development Plan | 2009 |
| - Crombie Park, East of Jarvis Street | 2012 |
| - Bird caging under the Gardiner Expressway | Construction date - unknown |

5. Development Applications

The Lower Jarvis Street area is continually changing with approved and future development applications. The list of applications includes the following:

- | | |
|-----------------------------|-----------------------------|
| - 18 Lower Jarvis Street | 33-storey residential tower |
| - North St. Lawrence Market | |

Replacement of the North Market building of St. Lawrence Market, with a new building. A temporary “North Market” building will be constructed on the lands bordered by Wilton Street, Lower Jarvis Street, The Esplanade and Market Street with completion expected in 2010.

6. General Objectives of Pedestrian Promenade Plan

The primary objective of a Pedestrian Promenade Plan is to provide for and enhance the pedestrian experience along a transportation corridor.

Measures to enhance the pedestrian experience and environment can include:

- Improve crosswalks and curb cuts.
- Adjust traffic signal timings where appropriate.
- Maximize landscape planting opportunities and install street trees where physically possible.
- Maximize pedestrian and vehicle wayfinding opportunities.
- Incorporate “lighting art” into the reconstruction of railway underpasses.
- Install additional and improved bird caging where possible.

In order to determine what changes are necessary to improve the pedestrian realm, Planning staff undertook an inventory of the various operational and pedestrian features within the Lower Jarvis street right-of-way. This inventory is detailed in Attachment 2. Transportation Services staff also conducted an operational review of the area roadways and intersections in this corridor.

7. Public Consultation

City Council directed City Planning staff to consult with the St. Lawrence Neighbourhood Association, St. Lawrence Market Neighbourhood B.I.A., Waterfront Toronto and York Quay Neighbourhood Association in the development of the Pedestrian Promenade Plan for Lower Jarvis Street. Staff have consulted with these groups and they support the improvements identified in this report.

The associations provided the following comments:

Speed Limit on Lower Jarvis Street

The speed limit on Lower Jarvis Street is 50 km/h. The speed limit on Lake Shore Boulevard East around Lower Jarvis Street is 50 km/h. Signs are posted on both streets. Excessive vehicular speeds were of concern and increased enforcement of the speed limit

was supported. Additional signage on Lakeshore Boulevard and Harbour Street from just east of Lower Jarvis Street to just west of Spadina Avenue was recently added.

Crosswalks – Lower Jarvis Street and Lake Shore Boulevard East

There are no pedestrian crossings on the west side of Lower Jarvis Street and Lake Shore Boulevard East, including the southbound to westbound on-ramp to the Gardiner Expressway. The associations have requested a crosswalk on the west side of this intersection.

Staff recommend crosswalks with a width of four metres including zebra crossings at all legs of the intersection of Lower Jarvis Street and Lake Shore Boulevard East in order to improve pedestrian crossings at this intersection. Attachment 4 outlines the recommended pedestrian crossings.

Street Lighting and Lighting Art

There was a perceived lack of adequate lighting along Lower Jarvis Street. The associations further suggested additional streetlighting and the introduction of “lighting art” as part of the railway underpass improvements. Although the budget has been approved for the modifications to the railway underpass which are currently under construction, Planning Staff will suggest to GO Transit that they incorporate additional lights and/or “lighting art” into the structure.

Furthermore, as redevelopment occurs on the abutting blocks of land along Lower Jarvis Street, staff in conjunction with the St. Lawrence Market Neighbourhood B.I.A. will seek further improvements to street lighting.

Cyclist Friendly Streetscape

The St. Lawrence Neighbourhood Association expressed concern regarding bicycle crossing safety at the intersection of Lake Shore Boulevard East and Lower Jarvis Street, as well as a lack of connectivity to the waterfront and beyond. The proposed pedestrian improvements within Attachment 4 to the intersection should improve the bicycle movements in the area.

Median Enhancement

The St. Lawrence Neighbourhood Association requested that the concrete median located on Lower Jarvis Street, just north of The Esplanade, be beautified by planting a raised flower bed. Staff recommend that the St. Lawrence Market Neighbourhood B.I.A. and Right-of-way Management staff review the possibility of introducing a flower bed into the existing traffic median.

Closure of Wilton Street

There was general support for the full closure of Wilton Street to vehicular traffic. Transportation Services staff will assess the possibility of closing Wilton Street at a later date (prior to Crombie Park being constructed south of St. Lawrence Market).

Streetscape Improvements

Additional streetscape changes to the north of the railway underpass, should involve the St. Lawrence Market Neighbourhood B.I.A.

Planning staff will work with staff at Waterfront Toronto, Toronto Hydro, Transportation Services, Urban Forestry, Clean and Beautiful City and GO Transit to ensure that the above noted improvements supported by the neighbourhood associations are implemented.

8. Operational Features and Recommended Improvements

The following section addresses the specific concerns and suggestions documented through the above-noted public consultation process, as well as identify other areas for improvement that were identified through Planning and Transportation Services staff review of the area.

a. Wayfinding Signing for Pedestrians and Motorists

Planning staff's review of the area revealed a lack of both pedestrian and motorist oriented wayfinding signing for St. Lawrence Market, Harbourfront, and St. Lawrence neighbourhood along the Lower Jarvis Street Corridor. Accordingly, Transportation Services staff will review the feasibility of providing/enhancing wayfinding signing within this corridor for both pedestrians and motorists.

b. Public Art

There is no public art located within this corridor. The Section 37 requirements for the 18 Lower Jarvis Street development project have accounted for inclusion of this feature.

c. Sidewalks

All sidewalks along Lower Jarvis Street between Front Street East and Lake Shore Boulevard East are approximately 1.5 metres wide, constructed of concrete, continuous on both sides and generally in poor condition.

Sidewalk widths for promenade plan areas are typically 4.0 metres.

In conjunction with the review of site plan applications, such as 18 Lower Jarvis Street,

Transportation Services staff will review the feasibility of improving and/or widening the existing sidewalks within this corridor.

d. Pedestrian Crossings at Signalized Intersections

Pedestrian crosswalk widths within the signalized intersections in the study area are generally 3.0-3.5 metres wide. Transportation Services staff will increase the crosswalk widths and associated curb cuts to 4.0 metres where practical.

The most notable absence of pedestrian crossing area is within the signalized intersection of Lower Jarvis Street and Lake Shore Boulevard East, where pedestrian crossings are not provided for on the west side of the intersection.

Many of the pedestrians walking in this area walk to the Loblaws store located just south of this intersection. As such, pedestrians walking south, on the west side of Lower Jarvis now have to circuitously cross Lower Jarvis Street to get to the east side, then cross Lake Shore Boulevard East, and then cross back to the west side of the street.

In view of the above, Transportation Services staff have advised that it is feasible to allow pedestrians to cross on the west leg of Lake Shore Boulevard East and will, therefore, install a pedestrian crossing on the west side of Lower Jarvis Street at Lake Shore Boulevard East. This will include providing a 4.0 metre wide crosswalk and corresponding curb cuts, along with the installation of any necessary pedestrian signal hardware and controller modifications. All pedestrian crosswalks at this intersection will be enhanced with zebra striping.

Immediately north of the subject intersection is the southbound to westbound right-turn channel to westbound Gardiner Expressway. This channel does not presently have any form of pedestrian crossing markings. To improve pedestrian operations in this area Transportation services considered a number of options including the removal/closure of the southbound to westbound ramp. However, this option was not considered feasible because the southbound right-turn curb radius at Lake Shore Boulevard East was insufficient to accommodate large truck traffic. Moreover, the curb radius cannot be changed due to the locations of the Gardiner Expressway columns/piers.

Attachments 3 (Lower Jarvis Street Pedestrian Promenade Plan, south section) and 4 (Drawing No. 421F-9493, dated November 2008) illustrate the proposed operational changes including the installation of zebra striping for all legs of the intersection.

e. Graffiti

Graffiti is generally not a serious problem in the area. Graffiti exists under and around the railway underpass structure. Since GO Transit is currently reconstructing this bridge, no recommendations have been added.

f. Street Furniture

In 2007, City Council approved a new coordinated street furniture program. This section of Lower Jarvis Street would be an ideal candidate to introduce street furniture particularly adjacent to St. Lawrence Market. Transportation Services staff within the Public Realm Unit – Street Furniture, will assess the feasibility of designating the area around the St. Lawrence Market as a priority for the roll out of coordinated street furniture in 2009.

g. Street Lighting

A number of streetlights were observed to be non-functioning within this corridor.

Within the railway underpass, there is one streetlight out on the east and west sides of the underpass respectively and the lighting that does function, does not seem to provide sufficient lighting at night.

Toronto Hydro should be requested to repair all street lighting that is not functioning within the Corridor and to undertake a street lighting audit.

Improvements to lighting in the railway underpass are included in the rehabilitation work being undertaken by GO Transit.

h. Bicycle Racks and Lock Up Rings

Several bicycle racks and lock up rings exist along Lower Jarvis Street within this corridor. These racks and rings are located close to the existing signalized intersections at Queens Quay East, The Esplanade and Front Street East. Installing these features mid-block is generally not feasible as the sidewalks are too narrow in some locations. Pedestrian and Cycling Infrastructure staff have been asked to review the following locations for additional hardware:

- east side between the railway underpass and The Esplanade;
- east side between The Esplanade and Front Street East;
- west side next south of St. Lawrence Market; and
- south side of The Esplanade between Lower Jarvis Street and Market Street.

If feasible, these features will be coordinated with the streetscape plans for new developments and the coordinated street furniture program.

i. Bicycle Safety

Jarvis Street/Lower Jarvis Street is a key cycling route to the Martin Goodman Trail. Transportation Services staff will evaluate Lower Jarvis Street for bicycle safety which may include painting wider curb lanes for bicyclists and/or introducing sharrows.

j. Speed Signs

Speed limit signing on Lower Jarvis Street between Front Street East and Queens Quay East is adequate.

k. Closure of Wilton Street

Transportation Services staff will be assessing the feasibility of closing Wilton Street to vehicular traffic once the North Market building is completed sometime in 2010 or when the parking lot for the new St. Lawrence Market building is complete. The assessment will include an analysis of the resultant traffic diversions and any associated operational impacts.

l. St. Lawrence Market Colonnade

The St. Lawrence Market colonnade, located on the west side of Lower Jarvis Street south of Front Street East is very dark and not pedestrian or bicycle friendly. Staff recommend that the St. Lawrence Market Neighbourhood B.I.A in consultation with Right-of-Way Management, review the possibility of improving the lighting within the colonnade and add additional bicycle parking. The public art budget for the 18 Lower Jarvis Street development may be applied to this area.

m. Billboards

There are five billboard signs located on the west side of Lower Jarvis Street between Wilton Street and the railway underpass which will be removed once development proceeds at 18 Lower Jarvis Street. The property is currently used for a commercial parking lot.

n. Surplus Parking Area for Toronto Island and Ferry Dock

An informal parking area is located at the northeast corner of Lower Jarvis Street and Lake Shore Boulevard East, which is being used for Toronto Island Park and ferry dock staff on a seasonal basis. The access driveway to this parking area is located close to the signalized intersection of Lower Jarvis Street and Lake Shore Boulevard East and is not optimal from a traffic operations perspective. The existing concrete barriers, which enclose the parking area entrance, abutting Lower Jarvis Street and on a portion of Lake Shore Boulevard East, should be removed as they pose a sightline constraint. This removal should reduce the potential conflict for motorists entering and exiting this parking lot.

The existing driveway off of Lower Jarvis Street should be moved further north in order to reduce any additional conflicts. As an alternative to jersey barriers, staff will contact staff from Clean and Beautiful City to consider installing planter boxes to buffer the parking area.

o. Street Trees

Although there are no dead trees on Lower Jarvis Street, between Queens Quay East and Front Street East, most of the trees are in poor condition. Some sections of the corridor have no street trees. Planning staff will ask Urban Forestry staff to work with the St. Lawrence Market Neighbourhood B.I.A. to develop a street plan for both sides of Lower Jarvis Street, between Queens Quay East and Front Street East, in accordance with Attachment 4.

p. Landscaping Opportunities

Additional streetscaping, including raised granite clad planter boxes or irrigated tree trenches is recommended along the east side of Lower Jarvis Street from The Esplanade south to the railway.

Attachment 3 shows sections for additional streetscaping.

q. Litter/Recycling Receptacles

EcoMedia garbage bins are located in the following locations:

Northeast corner of Queens Quay East and Lower Jarvis Street
West side between Queens Quay East and Lake Shore Boulevard East

Additional bins are recommended on the east side of Lower Jarvis Street between Front Street East and The Esplanade as well as all four legs of The Esplanade and Lower Jarvis Street.

r. Lay-bys

There are two lay-bys located on the east side of Lower Jarvis Street between The Esplanade and the railway underpass. The lay-bys are used for loading and parking. Transportation Services staff will assess the feasibility of removing these lay-bys once the new at-grade parking proposed at 18 Lower Jarvis Street across the street is nearing completion.

s. Canadian National Railway/GO Transit Entrance

A driveway to the Canadian National Railway/GO Transit railway yards is located at the northwest and northeast corners of Lower Jarvis Street and Lake Shore Boulevard East. The portion of the driveway on City property is in disrepair. Transportation Services staff will repair the section of driveways on City property.

t. Bird Caging

Currently the bird caging under the Gardiner Expressway around the Lower Jarvis Street and Lake Shore Boulevard East intersection is in poor condition.

Technical Services staff will install improved bird caging under the Gardiner Expressway with particular reference to installing bird caging over the crosswalks at the intersection of Lower Jarvis Street and Lake Shore Boulevard East as funding permits.

9. Plan Implementation

Attachment 5 summarizes the specific action items that will be required to implement the Lower Jarvis Street Pedestrian Promenade Plan. Implementing the various improvements outlined in this report will require work by a number of City divisions, departments and outside agencies.

CONCLUSION

The above-noted pedestrian oriented improvements have been discussed with the appropriate City staff who are responsible for their implementation. Most of the changes can be initiated and/or completed in 2009 and will generally be paid for using Section 37 from the 18 Lower Jarvis Street development and other funds from future development in the area.

Planning and Transportation Services staff endorse the recommendations of this report for the implementation of the Lower Jarvis Street Pedestrian Promenade Plan.

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ATTACHMENTS

Attachment 1: Area Policies and Plans

Attachment 2: Existing Streetscape Amenities and Operational Elements – Lower Jarvis Street

Attachment 3: Lower Jarvis Street Pedestrian Promenade Plan

Attachment 4: Lower Jarvis Street/Lake Shore Boulevard East Crosswalk Modifications

Attachment 5: Action Items for Plan Implementation

Attachment 1 – Area Policies and Plans

Official Plan designation	Major Arterial Road, right-of-way of 20 metres (south of Front Street East).
Central Waterfront Secondary Plan	“Key Pedestrian Linkages” from Queens Quay East to Front Street East.
St. Lawrence Neighbourhood Focused Area Urban Design Guidelines	<p>Designated “The Market” Area in Section 3.1 Areas of Special Identity.</p> <p>Section 3.2 “The Precincts and Corridors” is designated within the “Jarvis Street” Corridor and “Market Precinct”.</p> <p>Section 3.3 “Gateway Treatment” identifies Gateway Areas – Lower Jarvis Street just north of the railway underpass to The Esplanade.</p> <p>Section 3.6 “Open Space Network” identifies this section of Lower Jarvis Street having two areas of open spaces (west side of Lower Jarvis Street from Wilton Street to The Esplanade and on the west side just north of the railway underpass).</p> <p>Section 3.8 “Public Art Program” identifies the railway underpass as a “General Public Art Opportunity” and recommends the area on Lower Jarvis Street just south of Front Street East to have a “Shoreline Line Theme”.</p> <p>Section 4 “Built Form Guidelines” requires Lower Jarvis Street to have a “Highly Animated Street Frontage”.</p>
St. Lawrence Neighbourhood Community Improvement Plan	<p>Map 2 “Areas of Special Identity” within the Community Improvement Plan identifies this area to be within two Special Identity Areas – The Esplanade and The Market.</p> <p>Map 4 “Opportunities for Civic Improvement” identifies the Railway Underpass as an area for pedestrian improvements. Map 4 also identifies the parking lot just north of Wilton Street as a future park and identifies improvements to St. Lawrence Market.</p>
East Bayfront Precinct Plan	“Improved at-grade Pedestrian Routes” from Queens Quay East to Lake Shore Boulevard East.

Waterfront Toronto Plans	These agreements, among other things, secured funds to undertake work on Lower Jarvis Street to reduce the barrier effect of the Gardiner Expressway and to improve pedestrian flows, including provisions for improvements to the pedestrian crossings at Lake Shore Boulevard East and Lower Jarvis Street.
Canada's Urban Waterfront (Cultural Corridors)	Jarvis Street Section – Improve the streetscape and connections to the waterfront which will support and enhance the understanding of Jarvis Street's vitality and potential for revitalisation.

**Attachment 2 – Existing Streetscape Amenities and Operational Elements
Lower Jarvis Street**

Streetscape Amenities	Number	Comments
Benches	4	Located on the east side of Lower Jarvis Street south of The Esplanade. Note: 12 benches and 10 picnic tables located on the second floor of St. Lawrence Market.
Mailboxes	2	Southeast corner of Lower Jarvis Street and The Esplanade. West side of Lower Jarvis Street, North of Queens Quay (adjacent to Loblaws).
Newspaper boxes	9 1	Southwest corner of Queens Quay East and Lower Jarvis Street. South side of The Esplanade west of the intersection of The Esplanade and Lower Jarvis Street.
Pedestrian crosswalk lights		All signalized intersections.
TTC stops	Two Routes	Number 6 Bay – Stops located on the west side of Lower Jarvis Street from Lake Shore Boulevard East to Queens Quay East. Number 75 Sherbourne – Stops located on the east side of Lower Jarvis Street from Queens Quay East to The Esplanade.
Bus Shelters	2 1	West side – South of Lake Shore Boulevard East to Queens Quay East. East side – South of Lake Shore Boulevard East to Queens Quay East.
Lay-bys/On-street Parking	3	6 parking spaces in total – east side of Lower Jarvis Street between Wilton Street and the railway underpass.
Wayfinding signage	Yes	St. Lawrence Market – Intersection of Queens Quay East and Lower Jarvis Street.
Heritage signage	None	
Cultural corridor	Yes	Jarvis Street – Bloor Street to Lake Ontario.
Abutting heritage buildings	1	St. Lawrence Market.
Discovery route signage	None	
Bike Posts	Yes	Extensive bike posts.

Bike Racks		1 - east side of Lower Jarvis Street south of The Esplanade to railway. 3 - west side south of Lake Shore Boulevard East adjacent to Loblaws. 6 - west side in front of Loblaws (northwest corner of Queen's Quay East and Lower Jarvis Street).
Bike Rings		3 - east side south of Front Street East (Next to Timothy's). 1- west side in front of Loblaws. 8 - west side abutting St. Lawrence Market. 5 - east side south of The Esplanade.
Pedestrian scale lighting	Yes	Globe lights - east side between Front Street East and The Esplanade. Globe lights - west side from Lake Shore Boulevard East to Queens Quay East. (Loblaws Property).
Street Lights	2 2 6 6 6 11	Acorn lights - West side Lake Shore Boulevard East to Queens Quay East. Acorn lights - East side Lake Shore Boulevard East to Queens Quay East. Acorn lights - West side from The Esplanade to the railway underpass. Acorn lights - East side from The Esplanade to the railway underpass. Acorn lights - East side from The Esplanade to Front Street East. Wall mounted lights on St. Lawrence Market within Colonnade - West side from The Esplanade to Front Street East.
Street trees	0 9 9 0	East side - Between Queens Quay East and Lake Shore Boulevard East. East side - Between Lake Shore Boulevard East and Front Street East. West Side - Between Queens Quay East and Lake Shore Boulevard East. West Side - Between Lake Shore Boulevard East and Front Street East.
Billboard Signs	8	5 signs west side on Lower Jarvis Street south of Wilton Street. 2 signs east side on Lower Jarvis Street north of Lake Shore Boulevard East.

		1 sign northwest corner of Lake Shore Boulevard East and Lower Jarvis Street.
Sidewalks	All	Both sides - Sidewalk widths vary from 1.5 metres wide in the railway underpass to 1.5 to 3.0 metres wide for the rest of Lower Jarvis Street.
Colonnade	1	East side from The Esplanade to the railway underpass.
	1	West side under the St. Lawrence Market.
Pedestrian Bollards	9	West side from Front Street East to The Esplanade/Lower Jarvis Street intersection.
Street Lighting – Under railway underpass	Northbound direction	6 lights (1 light on and 5 lights out).
	Southbound direction	6 lights (1 light on and 5 lights out).
Bird proof spikes on wall lights	Northbound direction (pedestrian side)	Three light fixtures have spikes on top.
	Southbound direction (pedestrian side)	Three light fixtures have spikes on top.
Eco-Media Garbage Cans	2	West side between Lake Shore Boulevard East and Queens Quay East in front of Loblaws.
City of Toronto Parking Lot – Northeast corner of Lake Shore Boulevard East and Lower Jarvis Street		Gravel parking lot adjacent to Lake Shore Boulevard East just east of Lower Jarvis Street.

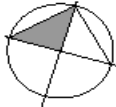
Attachment 3: Lower Jarvis Street Pedestrian Promenade Plan

City Planning
Urban Design




LOWER JARVIS STREET PEDESTRIAN PROMENADE PLAN

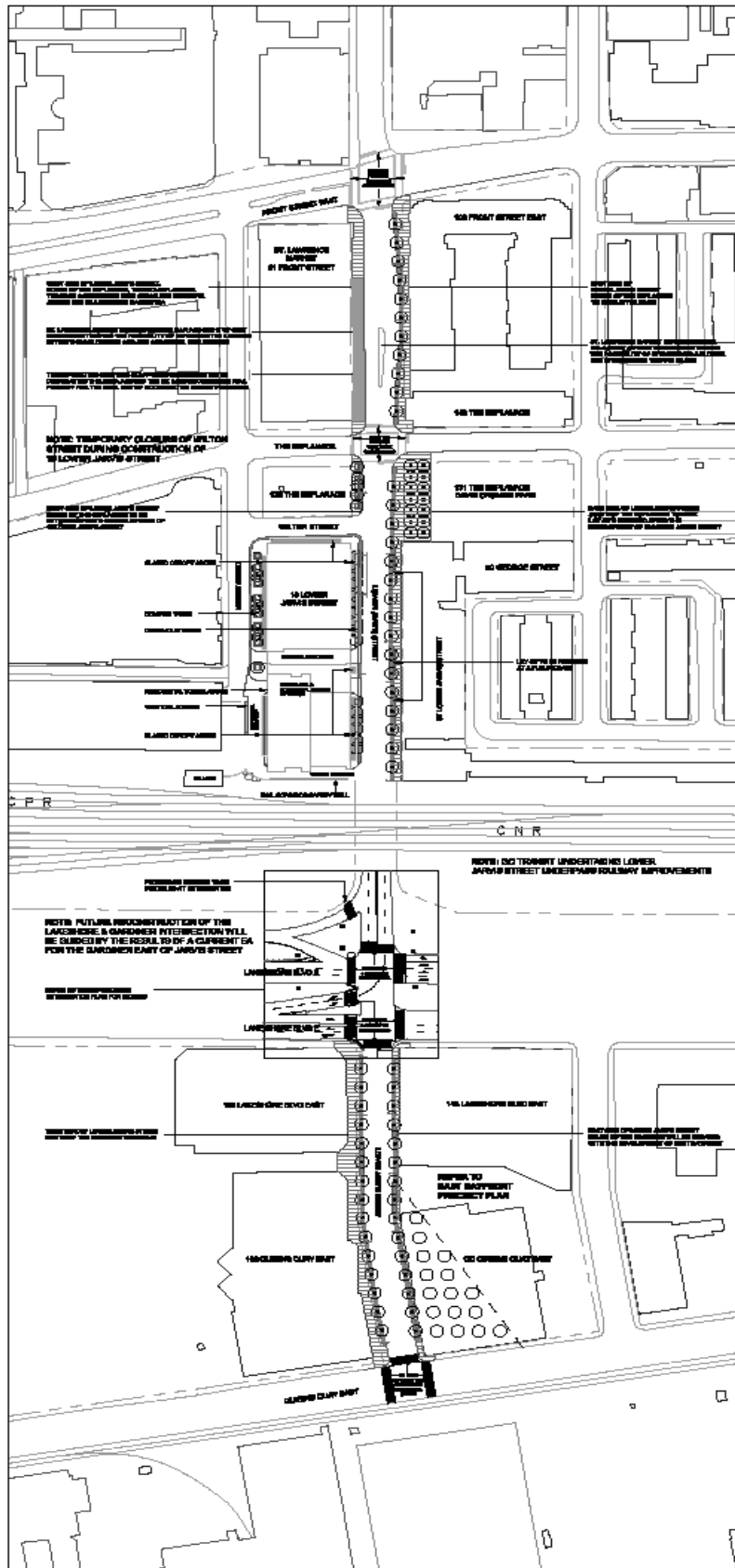
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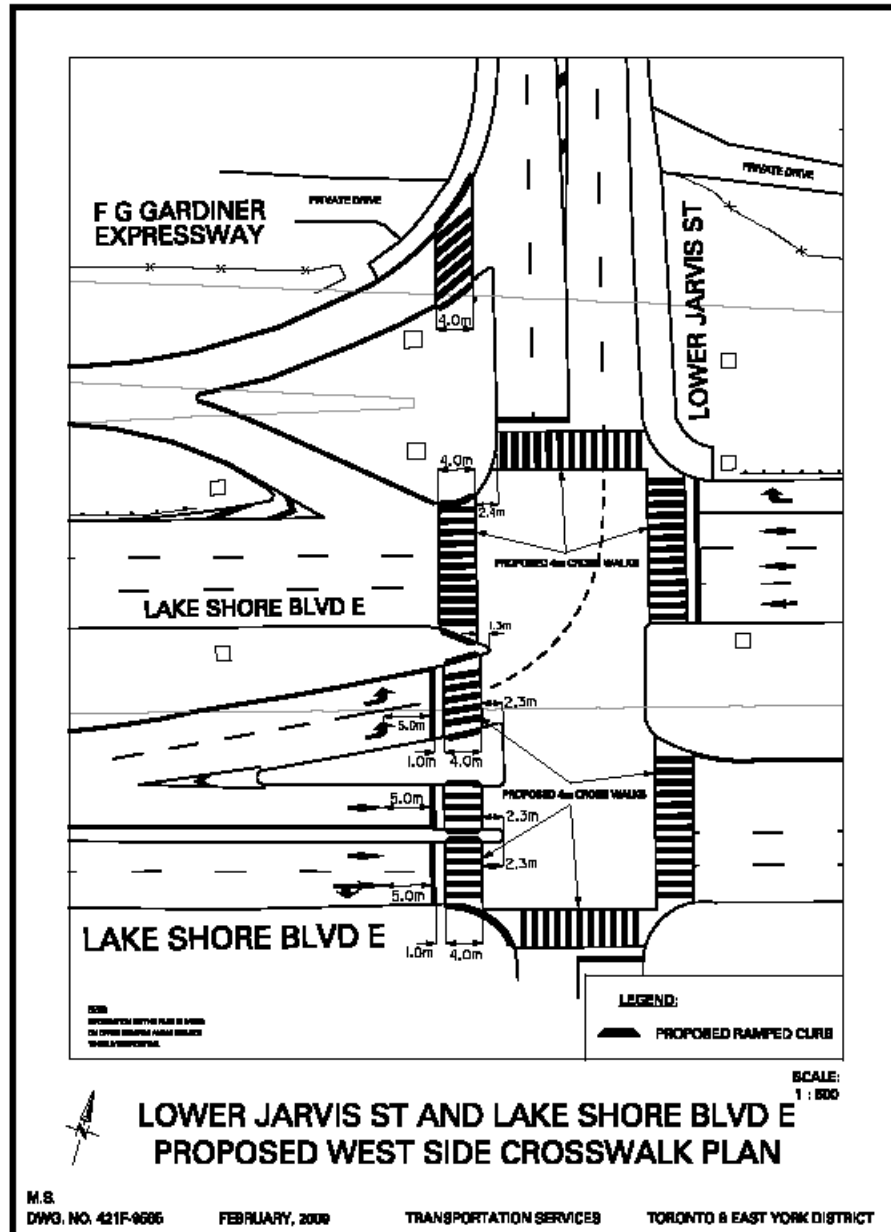


LEGEND

-  WEATHER PROTECTED BY CANOPY
-  PRECAST CONCRETE UNIT PAVEMENT
-  PUBLIC SIDEWALK



Attachment 4: Lower Jarvis Street/Lake Shore Road East Crosswalk Modifications



Attachment 5: Action Items for Plan Implementation

Action Items

Technical Services

1. Install improved bird caging under the Gardiner Expressway, over the crosswalks at Lower Jarvis Street at Lake Shore Boulevard East.

Transportation Services

2. Assess the feasibility of removing the lay-by's located on the east side of Lower Jarvis Street between The Esplanade and the railway underpass once the construction of the at-grade parking at 18 Lower Jarvis Street is nearing completion.
3. Review the feasibility of closing Wilton Street once the new North Market building is constructed.
4. Implement the new pedestrian crossings on the west side of the Lower Jarvis Street and Lake Shore Boulevard East including Zebra markings within the whole intersection and any associated signal changes.
5. Improve access to their railway yards by cutting the grass and removing any garbage that is piling up on the City's property within the access driveway on the northwest corner of Lake Shore Boulevard East and Lower Jarvis Street.
6. Review the feasibility of improving pedestrian and motorist oriented wayfinding signage within the Lower Jarvis Street Corridor.
7. Review the feasibility of widening the existing sidewalks within the Lower Jarvis Street Corridor.
8. Public Realm Unit – Street Furniture staff give consideration to designating the area around the St. Lawrence Market as a priority for the roll out of coordinated street furniture in 2009.
9. Pedestrian and Cycling Infrastructure staff to assess Lower Jarvis Street for bicycle safety which may include painting wider curb lanes for bicyclists and introducing sharrows.
10. Pedestrian and Cycling Infrastructure staff to review the feasibility of installing additional bicycle post and lock-up rings.
11. Assess the feasibility of removing the Jersey Barriers and relocation of the existing driveway to the parking lot being used for Toronto Island parks and ferry

dock staff located on the northeast corner of Lake Shore Boulevard East and Lower Jarvis Street.

12. Consult with the St. Lawrence Market Neighbourhood B.I.A. to review the feasibility of planting a raised flower bed within the existing median on Lower Jarvis Street just north of The Esplanade.
13. Consult with the St. Lawrence Market Neighbourhood B.I.A. to assess the feasibility of lighting improvements within the colonnade under the St. Lawrence Market along Lower Jarvis Street.
14. Install litter/recycling receptacles at the four corners of The Esplanade and Lower Jarvis Street and on the east side of Lower Jarvis Street between Front Street East and The Esplanade, in consultation with staff responsible for implementing the coordinated street furniture program.

City Planning

15. Request Canadian National Railway/GO Transit staff to improve their access by cutting the grass and removing any garbage that is piling up within the driveway on the northwest and northeast corners of Lake Shore Boulevard East and Lower Jarvis Street.
16. Request Toronto Hydro to repair the lights on the underside of the railway underpass on Lower Jarvis Street.
17. Request GO Transit to incorporate “lighting art” into the underside of the railway underpass improvements currently ongoing on Lower Jarvis Street.
18. Require continuous weather protection with a minimum depth of three metres for all new building walls abutting Lower Jarvis Street.
19. Encourage Canadian National Railway to remove the existing billboards in order to improve the pedestrian realm within the Lower Jarvis Street Corridor.

Urban Forestry

20. Improve the planting of existing trees on Lower Jarvis Street.
21. Install street trees in accordance with Attachment 4 – Lower Jarvis Street Pedestrian Promenade Plan.

Toronto Hydro

22. Repair all street lighting within the Corridor including under the railway underpass.

23. Conduct a street lighting audit which may include the introduction of additional lighting within the Lower Jarvis Street Pedestrian Promenade Plan area.