

**Lower Sherbourne Street Pedestrian Promenade Plan,
Front Street East to Queens Quay East**

Date:	August 16, 2013
To:	Toronto and East York Community Council
From:	Director, Community Planning and Director, Transportation Services
Wards:	Ward 28 – Toronto Centre-Rosedale
Reference Number:	13 198493 SPS 00 TM

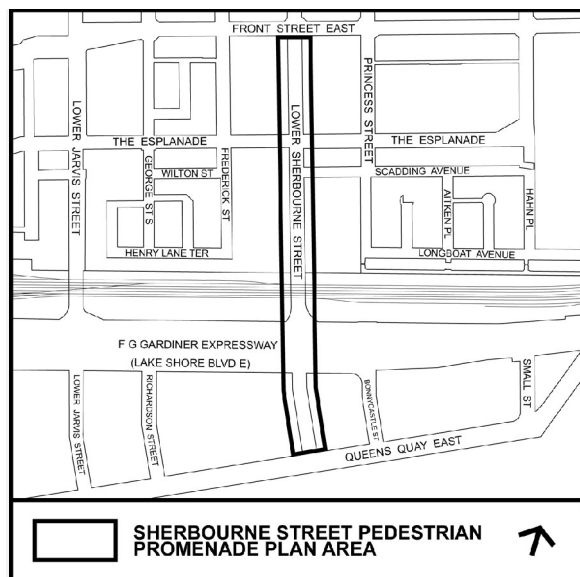
SUMMARY

City Council’s endorsement is sought for the proposed pedestrian improvements on Lower Sherbourne 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:

1. City Council endorse the Lower Sherbourne Street Pedestrian Promenade Plan, Front Street East to Queens Quay East as identified in Attachment 3 to the report (August 16, 2013) from the Director, Community Planning, and the Director, Transportation Services, Toronto and East York District.
2. City Council direct Transportation Services staff to report on proposed changes to the intersection of Lower



Sherbourne Street and Lake Shore Boulevard East, generally as shown in the print of Drawing No. T973-3, dated February 2010, in Attachment 4 to the report (August 16, 2013) from the Director, Community Planning, and the Director, Transportation Services, Toronto and East York District.

3. City Council direct City staff to implement the Action Items for Plan Implementation in Attachment 5 to the report (August 16, 2013) from the Director, Community Planning, and the Director, Transportation Services, Toronto and East York District.

Financial Impact

The recommendations in this report have no immediate financial impact.

Most of the improvements in this report can be implemented using funds secured by the Section 37 Agreements. Any additional pedestrian improvements will need to be assessed in terms of their potential financial impact and funding requirements in the current 2013 or 2014 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 within the Transportation Services Capital Budget for work under the Gardiner Expressway.

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

A subsequent road alterations report will address the total cost of modifying the Lower Sherbourne Street and Lake Shore Boulevard East intersection, as identified above in Drawing No. T973-3, dated February 2010, in Attachment 4.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

City Council, at its meeting of April 6, 2009, in adopting, as amended, Report No. TE24.9 of the Toronto and East York Community Council, titled “Lower Jarvis Street Pedestrian Promenade Plan, Front Street East to Queens Quay East”, among other things, directed the Chief Planner and Executive Director, City Planning to co-ordinate the streetscape work by (1) Toronto Hydro abutting their facility at 106 Lower Sherbourne Street, (2) Urban Design, City Planning (Civic Improvement) staff for the section between Front Street East and the railway, and (3) Waterfront Toronto on Lower Sherbourne Street, south of Lake Shore Boulevard East, into a Promenade Plan for

Sherbourne Street between Front Street East and Queens Quay East, and report to the Toronto and East York Community Council in 2009.

City Council, at its meeting of March 31, 2010, in adopting, as amended, Report No. TE32.24 of the Toronto and East York Community Council, titled "Permanent Closure of the Southeast Portion of Lower Sherbourne Street, North of Queens Quay East for Incorporation into Sherbourne Park North" thereby permitting a wider sidewalk and realigned roadway.

City Council, at its meeting on July 12, 13 and 14, 2011, authorized City staff to proceed with the detailed design and consultation process for developing separated bicycle lanes on Sherbourne Street from Queens Quay East to Bloor Street East with the goal of implementing them in conjunction with the planned capital work on Sherbourne Street.

SHERBOURNE STREET CYCLE TRACKS INSTALLATION

In 2012, cycle tracks were installed as part of planned capital works from King Street East to Gerrard Street East and as standalone cycling infrastructure project from Gerrard Street East to Bloor Street East. City Council, at its meeting on October 2, 3, and 4, 2012 approved related by-laws for the cycle tracks installation.

Cycle tracks installation on Lower Sherbourne Street from Queens Quay East to Front Street East is scheduled for 2014 as part of the planned capital works for Lower Sherbourne Street. Due to the development works at 251 King Street East site, installation of cycle tracks from Front Street East to King Street East was deferred to 2014 to be coordinated with the Lower Sherbourne cycle tracks installation in 2014. Transportation Services staff will submit a separate report to the Public Works and Infrastructure Committee (PWIC) in 2014 on the road alterations and related by-laws for the cycle tracks installation.

ISSUE BACKGROUND

At community consultation meetings for development applications in the vicinity of Lower Sherbourne Street between Front Street East and Queens Quay East, residents expressed concerns over the poor pedestrian environment on Lower Sherbourne Street. While the Gardiner Expressway poses a barrier between the Downtown and Central Waterfront, residents have stressed that the non-pedestrian friendly environment in the railway underpasses and Lake Shore Boulevard East/Lower Sherbourne Street crossings pose a significant constraint to pedestrian mobility. Specifically, residents were concerned about the safety of north/south crossing opportunities on Lower Sherbourne Street right turn channels with free flow vehicular movements (northwest corner) at the signalized intersection of Lake Shore Boulevard East. In addition the pedestrian crossing at the north west corner of this intersection does not have a curb cut, is not fully accessible and therefore does not meet the requirements of the *Ontarians with Disabilities Act*.

POLICIES AND PLAN

A number of policies and plans were used to guide the development of the pedestrian promenade plan for Lower Sherbourne Street. These include the Official Plan and Central Waterfront Secondary Plan, which call for improved connections between Downtown 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 improved pedestrian conditions on Lower Sherbourne Street between Lake Shore Boulevard East and Queens Quay East.

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

COMMENTS

1. Existing Conditions

Lower Sherbourne Street consists primarily of two northbound lanes and two southbound lanes (one vehicular and one bicycle) between Front Street East and Queens Quay East, with an additional lane added for left turns at intersections. The pavement width varies from 13.72 metres within the railway underpass, to 14.3 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 Sherbourne Street from Queens Quay East to Front Street East.

3. Future Conditions

Sherbourne Street is a main access point into the St. Lawrence, King Parliament, East Bayfront and eastern section of Harbourfront. The future build out population and employment levels of the lands within this area will be significantly higher than the existing levels. Recent development initiatives include an eight-storey commercial building for office and communications (Corus on the southeast corner of Queens Quay East and Lower Jarvis Street), and a new campus for George Brown College on Queens Quay East. Parks recently built include Sugar Beach at the foot of Jarvis Street and Sherbourne Common at the foot of Lower Sherbourne Street.

4. Improvement Area Initiatives

Lower Sherbourne 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:

East Bayfront Precinct Plan	On-going - Implementation
Gardiner Environmental Assessment Lower Jarvis Street to Logan Avenue	On-going
Toronto Hydro wall/fencing improvements along Lower Sherbourne Street south of Crombie Park to railway	2009
Sherbourne Common, east side of Lower Sherbourne Street (as realigned) from Lake Shore Boulevard East to Lake Ontario	2010

5. Development Applications

The Lower Sherbourne Street area is continually changing with approved development applications and applications in the planning review phase. The list of applications includes the following:

Under Construction

251 King Street East	17-storey residential tower
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Proposed

154 Front Street East	two 26-storey residential towers
177 Front Street East	33 and 34-storey residential towers including a base building ranging from 13 to 17-storeys
15 Bonneycastle Street (Monde)	36-storey residential tower
261 Queens Quay East (Aqualina)	13-storey residential tower

6. General Objectives of Pedestrian Promenade Plan

The primary objective of a Pedestrian Promenade Plan is to provide for and enhance the pedestrian, cyclist and transit 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

- improve the railway underpasses
- install additional and improved bird caging where possible.

In order to determine what changes are necessary to improve the pedestrian realm, staff undertook an inventory of the various operational and pedestrian features within the Lower Sherbourne 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

Staff consulted with the St. Lawrence Neighbourhood Association (SLNA), the St. Lawrence Market Business Improvement Area (BIA) Association, and Waterfront Toronto in the development of the Pedestrian Promenade Plan. Staff have consulted with these groups and they support the improvements identified in this report.

The SLNA provided the following comments:

Speed Limit on Lake Shore Boulevard East at Lower Sherbourne Street

The speed limit on Lower Sherbourne Street is 40 km/h. The speed limit on Lake Shore Boulevard East at Lower Sherbourne Street is 60 km/h. Speed signs are posted on both streets. The SLNA noted that the speed limit on Lakeshore Boulevard and Harbour Street from just east of Lower Jarvis Street to just west of Spadina Avenue is 50 km/h. Excessive vehicular speeds on Lake Shore Boulevard were of concern and increased enforcement of the speed limit was supported. The SLNA requested that the speed limit be lower from 60 km/h to 50 km/h from Richardson Street to the Don Roadway on Lake Shore Boulevard East.

Crosswalks – Lower Sherbourne Street and Lake Shore Boulevard East

The pedestrian crossing at the right turn channel at the northwest corner of Lower Sherbourne Street and Lake Shore Boulevard East is not delineated, lacks a curb cut on the south side of the channel, and is a free flow condition for drivers. The SLNA have requested that the right turn channel be removed and the sidewalks widened. Although there is a non painted pedestrian crossing with curb cuts and vehicular stop at the northeast corner of Lower Sherbourne Street and the Sherbourne off ramp, vehicular volume in this area was viewed to be light. The SLNA also requested that this right turn channel be removed.

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

Street Lighting

There was a perceived lack of adequate lighting along Lower Sherbourne Street. The SLNA suggested additional pedestrian scale street lighting and the introduction of sidewalk lighting in the railway underpass.

As redevelopment occurs on the abutting blocks of land along Lower Sherbourne Street, staff will seek further improvements to street lighting. Street lighting will be in accordance with the St. Lawrence Market Neighbourhood B.I.A.'s decorative street lighting.

Streetscape Improvements

There are several parking lot edges that lack landscaping. Through by-law enforcement staff will improve the appearance of the parking lot at the southeast corner of Lower Sherbourne Street and Front Street East by removing redundant poles in the right of way, and ensuring that tire stop curbs be installed. Through redevelopment applications for 177 Front Street East and 154 Front Street East multiple curbs cut will be eliminated.

Staff will work with staff at Waterfront Toronto, Toronto Hydro, Transportation Services, Urban Forestry, and GO Transit to ensure that the above noted improvements supported by the SLNA 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 identifying other areas for improvement that were identified through staff review of the area.

a. Wayfinding Signing for Pedestrians, Cyclists and Motorists

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

b. Public Art

There is no public art located within this corridor. Community Planning staff are encouraged to secure public art with redevelopment applications in the St. Lawrence Neighbourhood and East Bayfront.

c. Sidewalks

Sidewalks along Lower Sherbourne Street between Front Street East and Lake Shore Boulevard East are generally 1.5 metres wide, constructed of concrete, continuous on both sides and generally in poor condition with many sections patched in asphalt. Asphalt sidewalks exist on the east side from south approximately 50 metres south of Front Street East to The Esplanade. With the opening of Sherbourne Commons, a wider sidewalk was provided on the east side of Lower Sherbourne Street between Lake Shore Boulevard East and Queens Quay East.

Sidewalk widths for promenade plan areas are typically a minimum of 4.0 metres. Sidewalks with a minimum width of 6 metres are needed to install tree trenches and/or raised planting beds. This standard is now required by the Tall Building Design Guidelines.

In conjunction with the review of site plan applications, staff will review the feasibility of improving and/or widening the existing sidewalks.

d. Pedestrian Crossings at Signalized Intersections

Pedestrian crosswalk widths within the signalized intersections in the study area are generally 3.0 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 Sherbourne Street and Lake Shore Boulevard East, where a pedestrian crossing with curb cuts is not provided for at the right turn channel at the northwest corner. This crossing is not accessible to people with disabilities and does not meet the requirements of the *Ontarians with Disabilities Act*.

Transportation Services staff have advised that it is feasible to eliminate the right turn channels at the northwest and northeast corners of Lower Sherbourne Street and 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.

Attachments 3 Lower Sherbourne Street Pedestrian Promenade Plan and 4 Drawing No. T973-3, dated February 2010 illustrate the proposed operational changes including the installation of zebra striping for all legs of the intersections.

e. Graffiti

Graffiti is generally not a serious problem in the area. Graffiti exists around the railway underpass structure.

f. Street Furniture

In 2007, City Council approved a new coordinated street furniture program. This section of Lower Sherbourne Street would be an ideal candidate to introduce street furniture given the pedestrian friendly nature of St. Lawrence and King Parliament, and the completion of Sherbourne Park in summer 2010. The Public Realm section – Street Furniture, will assess the feasibility of designation the area as a priority for the roll out of coordinated street furniture in 2014.

g. Street Lighting

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

Within the railway underpass, there are streetlights out and the lighting that does function, does not seem to provide sufficient lighting at night.

Toronto Hydro is requested to repair all street lighting that is not functioning and to undertake a street lighting audit.

h. Bicycle Racks and Lock Up Rings

Few bicycle racks and lock up rings exist along Lower Sherbourne Street. These racks and rings are located close to the existing signalized intersections at The Esplanade and Front Street East. Installing these features mid-block is generally not feasible as the sidewalks are too narrow in some locations. The Public Realm section – Street Furniture staff have been asked to review the area for additional bike parking.

i. Bicycle Safety

Sherbourne Street is a key cycling route with the #39 route existing between Rosedale and the waterfront. In 2012, cycle tracks were installed as part of planned capital works from King Street East to Gerrard Street East and as standalone cycling infrastructure project from Gerrard Street East to Bloor Street East. City Council, at its meeting on October 2, 3, and 4, 2012 approved related by-laws for the cycle tracks installation.

Cycle tracks installation on Lower Sherbourne Street from Queens Quay East to Front Street East is scheduled for 2014 as part of the planned capital works for Lower Sherbourne Street. Due to the development works at 251 King Street East site, installation of cycle tracks from Front Street East to King Street East was deferred to 2014 to be coordinated with the Lower Sherbourne cycle tracks installation in 2014. Transportation Services staff will submit a separate report to the Public Works and Infrastructure Committee (PWIC) in 2014 on the road alterations and related by-laws for the cycle tracks installation.

Transportation Services staff are investigating the feasibility for a bike path on the north side of Lake Shore Boulevard between Bay Street and Parliament Street. There is a

constructed bike path without pavement markings or signage on the north side of Lake Shore Boulevard West between Bay Street and Yonge Street. There is a constructed bike path on the north side of Lake Shore Boulevard East between Parliament Street and Northern Dancer Boulevard (east of Kingston Road).

The potential connection of a bike path on the north side of Lake Shore Boulevard East with the Lower Sherbourne cycle tracks is shown on Attachment 3.

j. Speed Signs

The 40 km/h speed limit signing on Lower Sherbourne Street between Front Street East and Queens Quay East is frequent and therefore satisfactory.

k. Billboards

There are many billboards on railway and private parking lot property including the southeast corner of Front Street East and Lower Sherbourne Street. Many billboards will be removed through the redevelopment of property.

l. Street Trees

There are several dead street trees on Lower Sherbourne Street, between the railway and Front Street East. Most of the street trees that are alive are in poor condition due to small non irrigated street tree pits. The section of the street south of the railway has no street trees. Grove planting of street trees is recommended at the northwest and northeast corners of Lower Sherbourne Street and Lake Shore Boulevard East in conjunction with the removal of the right turn channels.

m. Landscaping Opportunities

The development of the west side of Lower Sherbourne Street south of Lake Shore Boulevard East opposite of Sherbourne Common will result in the realignment of Lower Sherbourne Street south of Lake Shore Boulevard East. Irrigated street trees and additional landscaping will occur with this project.

Landscaping north of the railway is possible in two areas in conjunction with the proposed cycle track.

n. Litter/Recycling Receptacles

An Astral garbage bin is located in the section between Front Street East and the railway. Additional bins are recommended for the section between the railway and Queens Quay East.

o. Canadian National Railway/GO Driveways

Driveways to the Canadian National Railway/GO Transit railway yards are located at the northwest and northeast corners of Lower Sherbourne Street and Lake Shore Boulevard East. The portions of the driveways on City property are gravel and result in debris on the sidewalks. New driveway crossings and curb cuts at the widened sidewalks will improve safety and access to the railway lands.

The railway underpass and façade is scheduled to be improved in 2014.

p. Bird Caging

There is no bird caging under the Gardiner Expressway around the Lower Sherbourne Street and Lake Shore Boulevard East intersection. Engineering and Construction 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 Sherbourne 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 Sherbourne 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 responsible for their implementation. Most of the changes can be initiated and/or completed in 2014 and will generally be paid for using Transportation Services Capital Budget and Section 37 community benefit funds. Through site plan approval of projects abutting Lower Sherbourne Street such as 177 Front Street East and 215 Lake Shore Boulevard East, other improvements such as wider sidewalks, continuous weather protection and animated streetscapes will be achieved.

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

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ATTACHMENTS

Attachment 1: Area Policies and Plans

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

Attachment 3: Lower Sherbourne Street Pedestrian Promenade Plan

Attachment 4: Concept for the Lower Sherbourne Street/Lake Shore Boulevard East Roadway, Sidewalk and 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.
King Parliament Secondary Plan	Reference on Map 15-2 to the section of Lower Sherbourne Street between Queen Street and Scadding Avenue as “Significant Street and Open Space”, the document also refers to improving pedestrian and cycling conditions.
King Parliament Community Improvement Plan	No specific reference to Lower Sherbourne Street, the document refers to improving pedestrian and cycling conditions.
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 Sherbourne 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 Sherbourne Street.

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

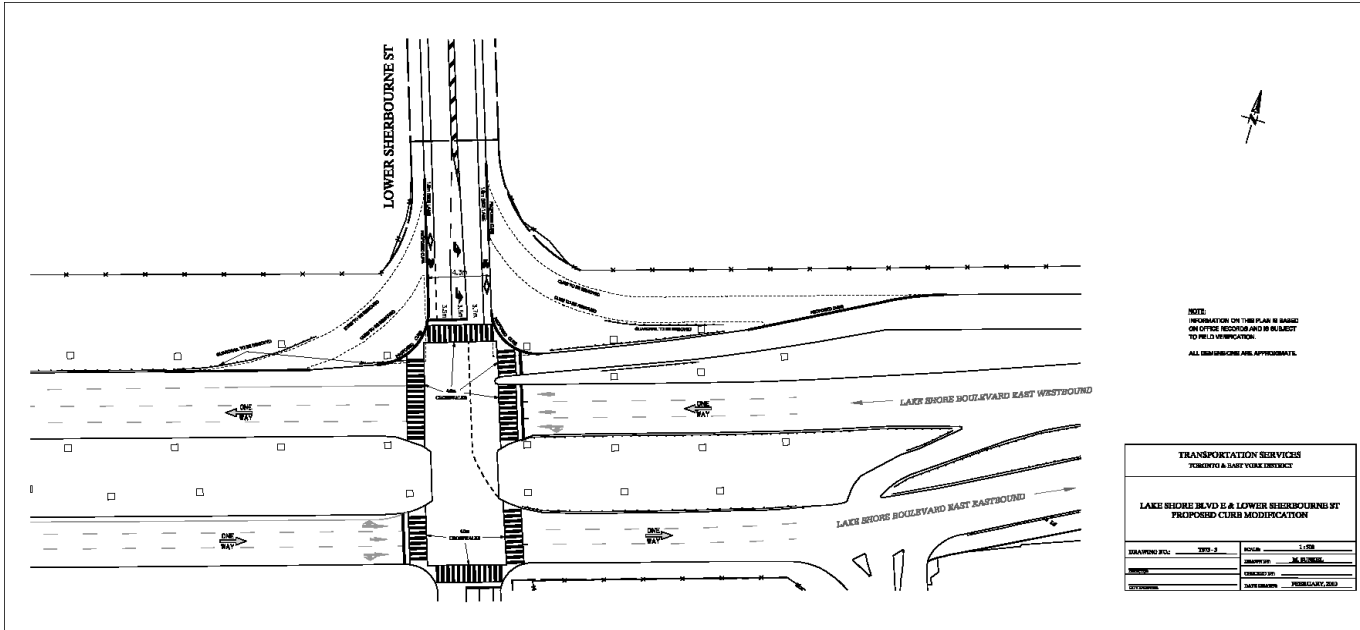
Streetscape Amenities	Number	Comments
Benches	2	Abutting Crombie Park
Mailboxes	1	Southeast corner of Lower Sherbourne Street and Front Street East
Newspaper boxes	3	Southwest corner of Front Street East and Lower Sherbourne Street
Pedestrian crosswalk lights		All signalized intersections.
TTC stops	One Route	Number 75 Sherbourne – Stops located at Front Street East, The Esplanade and Lake Shore Boulevard East
TTC Shelters	1	West side – South of Lake Shore Boulevard East
On-street Parking	3	11 parking spaces on the west side of Lower Jarvis Street between Front Street East and The Esplanade, and 11 parking spaces on the east side from The Esplanade to the railway underpass
Wayfinding signage	None	
Heritage signage	None	
Cultural corridor	No	
Abutting heritage buildings	None	
Discovery route	No	
Bike Racks	None	
Bike Post and Lock Up Rings	Yes	4 - east side of Lower Sherbourne Street south of The Esplanade to railway. 3 - west side of Lower Sherbourne Street south of Front Street East to The Esplanade
Pedestrian scale lighting	None	
Street Lights	12	Acorn street lights
Street trees	4 4	West side - Front Street East to the railway East side - Front Street East to the railway
Billboard Signs	5	3 east side between Front Street East and The Esplanade 2 on railway property
Sidewalks	All	Both sides - Sidewalk widths vary from 1.5 metres wide in the railway underpass to 1.5 to 3.0 metres wide elsewhere
Colonnades	Yes	Both buildings on the west side from Front

		Street East to The Esplanade
Pedestrian Bollards	Yes	West side end of Scadding Avenue
Street Lighting – Under railway underpass	Northbound direction Southbound direction	4 lights over roadway (3 lights on and 1 light out), no sidewalk lighting 4 lights (3 lights on and 1 light out), no sidewalk lighting
Bird proof spikes on pillar lights	Northbound direction Southbound direction	None
Astral Garbage Bins	1	East side between Front Street East and The Esplanade

Attachment 3: Lower Sherbourne Street Pedestrian Promenade Plan

11X17 attachment to this report

Attachment 4: Concept for the Lower Sherbourne Street/Lake Shore Boulevard East Roadway, Sidewalk and Crosswalk Modifications



Attachment 5: Action Items for Plan Implementation

Action Items

Engineering and Construction Services

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

Transportation Services

2. Remove the right turn channels and widen sidewalks at the northwest and northeast corners of Lower Sherbourne Street and Lake Shore Boulevard East and add 4 metre wide zebra striped crosswalks.
3. Improve safety at the driveways to the railway yards by providing driveways and curb cuts in appropriate locations.
4. Improve pedestrian, cyclist and motorist oriented wayfinding signage along Lower Sherbourne Street.
5. Public Realm Section – Street Furniture staff to give consideration for designating Lower Sherbourne Street as a priority for the roll out of coordinated street furniture in 2014.
6. Public Realm Section – Street Furniture staff to install additional bicycle post and lock-up rings.
7. Install litter/recycling receptacles at the four corners of Front Street East and Lower Sherbourne Street.

Community Planning

8. Request Canadian National Railway/GO Transit staff to improve their gravel driveway access and fencing on the northwest and northeast corners of Lake Shore Boulevard East and Lower Sherbourne Street.
9. Encourage Canadian National Railway/GO to remove the existing billboards in order to improve the pedestrian realm within Lower Sherbourne Street.
10. Require continuous weather protection with a minimum depth of three metres for all new building walls abutting Lower Sherbourne Street.

Urban Forestry

11. Improve the planting conditions of existing trees on Lower Sherbourne Street.

12. Install street trees in accordance with Attachment 4 – Lower Sherbourne Street Pedestrian Promenade Plan.

Toronto Hydro

13. Repair all street lighting including under the railway underpass.
14. Conduct a street lighting audit.