

DI13.3

Toronto Sidewalk Café Manual

FEBRUARY 2017 . TRANSPORTATION SERVICES . PUBLIC REALM SECTION

STAKEHOLDER UPDATE



*Project
Overview*

TORONTO OUTDOOR CAFÉ MANUAL

toronto outdoor café manual

THE CAFÉ BYLAW ...

- Regulates all aspects of sidewalk cafés and marketing displays except the pedestrian clearway.

THE STREETS BYLAW ...

- Ensures pedestrian clearways for cafés & marketing are clear, straight and of sufficient width to accommodate pedestrians.

THE MANUAL ...

- Is an implementation tool;
- Describes the requirements for the design of sidewalk cafés;
- Includes plans, illustrations and pictures.



TORONTO OUTDOOR CAFÉ MANUAL

project timeline



Project Scan

TORONTO SIDEWALK CAFÉ MANUAL

project scan

WHAT ARE OTHER CITIES DOING?

- Other cities have developed sidewalk café design guidelines & sidewalk design standards.
- These cities have successfully balanced a vibrant café environment with pedestrian-oriented sidewalks.

CHICAGO



SAN FRANCISCO



NEW YORK



BOSTON



project scan

WHAT ARE OTHER CITIES DOING?

- Many cities have adopted a higher pedestrian clearway standard for busy downtown commercial streets.

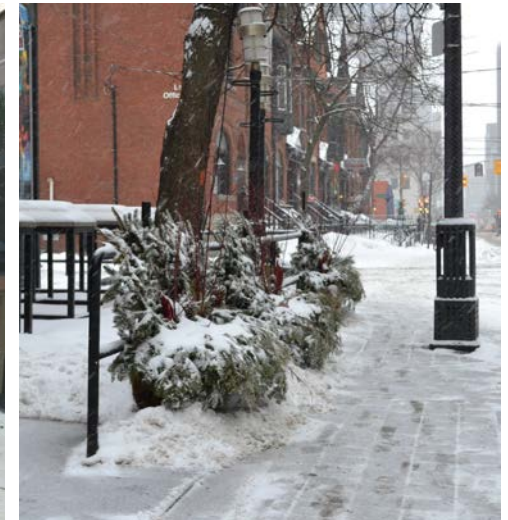
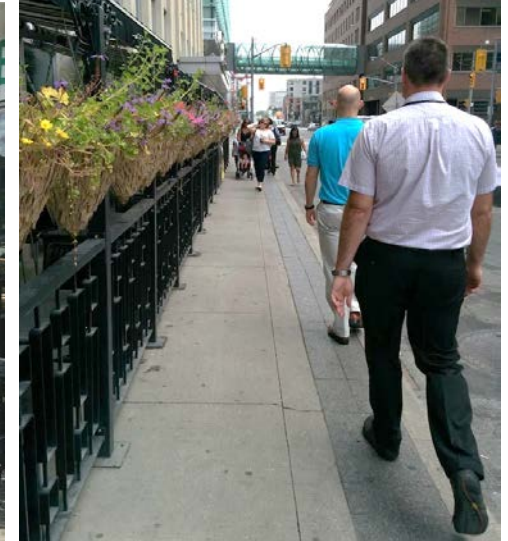
<i>BUSY DOWNTOWN STREETS</i>	
Pedestrian Clearway Width (metres)	Jurisdiction
3.0 m to 6.5 m	Ottawa
4.6 m	San Francisco
3.66 m	Boston
3.66 m	Chicago
3.0 m to 3.5 m	Calgary
2.44 m <	Philadelphia
2.44 m	Portland
2.0 m to 4.0 m	Transportation Association of Canada
2.4m	Vancouver
2.4m	New York
2.1m	Toronto

TORONTO SIDEWALK CAFÉ MANUAL

project scan

SIDEWALK DESIGN ISSUES

- Narrow pedestrian clearways

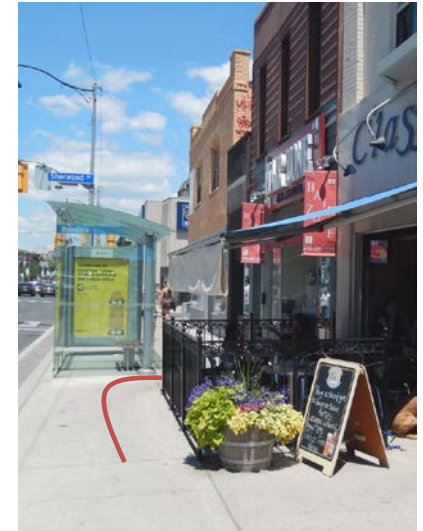


TORONTO SIDEWALK CAFÉ MANUAL

project scan

SIDEWALK DESIGN ISSUES

- Pedestrians forced to weave around sidewalk cafes



TORONTO SIDEWALK CAFÉ MANUAL

project scan

SIDEWALK DESIGN ISSUES

- Busy sidewalks

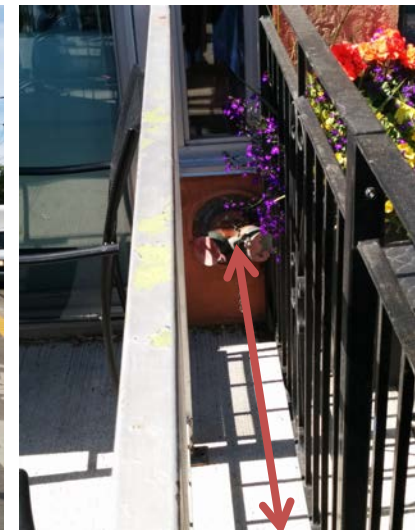


TORONTO SIDEWALK CAFÉ MANUAL

project scan

SIDEWALK DESIGN ISSUES

- Café encroachments
- Marketing encroachments
- A-frame sign encroachments



project scan

TORONTO'S PEDESTRIAN CLEARWAYS

- Most existing policies and bylaws require a minimum 2.1m pedestrian clearway;
- Most existing policies and bylaws require a straight, unimpeded pedestrian clearway;
- Enhanced pedestrian clearways already exist on some of our busy downtown commercial streets.

Chapter 743

Use of Streets & Sidewalks

743-3 Publication dispensing boxes: "No installation shall be placed, installed or maintained within 3.6 metres of the curb on Yonge Street, from Queen Street to Bloor Street".

Chapter 740

Street Vending

313-47 Boulevard cafes: "A total of at least 2.5 metres of paved sidewalk shall remain available for uninhibited pedestrian passage"

Toronto Community Council

July 1998

Boulevard Marketing:

" a minimum clear sidewalk width of 3.05m"

Spadina between Queen and Baldwin

Dundas between Spadina and Beverley

project scan

STAKEHOLDER CONSULTATION

- Multi-phased public, industry and inter-divisional consultations;
- >20 stakeholder events, online survey, DAIAC and DRP;
- Input from >800 individuals.

RESULTS

- Broad support for consistent rules, more design options and changes to application process;
- Most expressed concern with narrow obstructed clearways;
- Industry stakeholders felt strongly that existing café permit areas should remain 'as-is'.

ONLINE SURVEY RESULTS

(>500 Completed Surveys)

“Wide sidewalks and straight clearways for pedestrians to pass unhindered is a significant priority.”

“Well designed and located patios can increase the attractiveness and ambiance of the street, and contribute to a more comfortable walking environment.”

“A diverse and thriving patio culture should be supported by the city, etc. through regulation and policy.”

“Noise emanating from sidewalk cafés can, at times, become an issue.”

“Flexibility to design creative and unique patios tailored to spaces and business needs is critical.”

“Patios contribute to safe and vibrant neighbourhoods.”

*Summary
of the
Manual*

TORONTO SIDEWALK CAFÉ MANUAL

supporting local businesses

ADDITIONAL FLEXIBILITY AND DESIGN OPTIONS

Additional sidewalk café options (curbside, parklet and small frontage café).

Option to use neighboring frontage to expand café (if owner agrees).

Reduction in clearway requirement to 1.8m for local roads.

Reduced fencing requirements (planters, stanchions, portable fencing, no fencing).

Fewer restrictions on choice of café furniture and fencing (need to be sturdy and safe).

Year-round café operation in some instances.

FAIR AND CONSISTENT PROCESSES

Fair and consistent processes that are easy to understand and enforce.

'As-of-right' approval for small frontage cafés.

Streamlined application process.

Streamlined notification process.

TORONTO SIDEWALK CAFÉ MANUAL

supporting residents & pedestrians

SIDEWALKS OF SUFFICIENT WIDTH

Sidewalks must be safe, accessible and comfortable to users of all ages and abilities.

A minimum pedestrian clearway of 2.1m for arterial and collector roads and 1.8m in width for local roads unless the General Manager deems a greater width is required to safely accommodate pedestrians.

Pedestrian clearway requirements set by staff are appealable to the General Manager of Transportation Services (delegated authority).

Clearway requirements apply to sidewalk cafés and marketing (new applications and permit renewals).

STRAIGHT SIDEWALKS

A pedestrian clearway that is straight and generally parallel to the property line, unless the General Manager agrees to an alternative alignment.

CLEAR SIDEWALKS

Café activities and elements must be contained within the permitted café area.

key features

DIVIDED INTO ...

SIDEWALK DESIGN

- Understanding sidewalk zones and design principles.

CAFÉ DESIGN

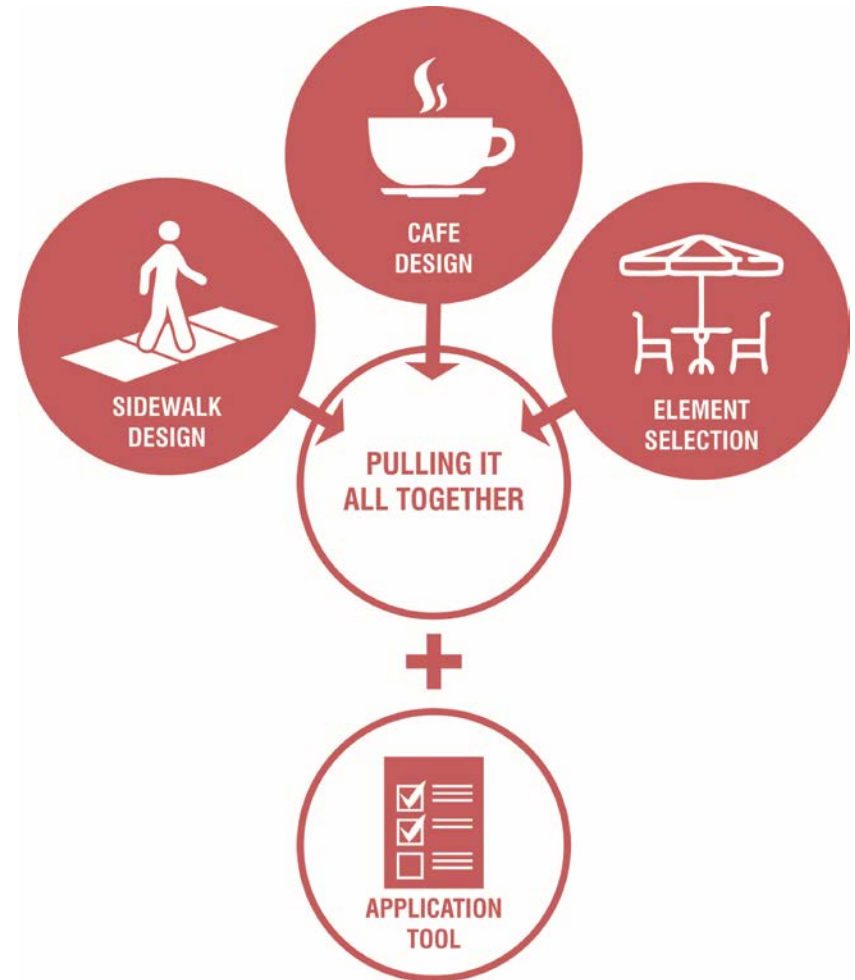
- Understanding café options and site design requirements.

ELEMENT SELECTION

- Selecting the right café elements for your design.

'PULLING IT ALL TOGETHER'

- Applying the three previous sections to various sidewalk types within the city.



TORONTO SIDEWALK CAFÉ MANUAL

key features

CAFÉ TYPES

- Frontage café
- Small frontage café
- Flankage café
- Curbside café
- Parklet café

CAFÉ COMBINATIONS

- Curbside & parklet
- Frontage & curbside
- Frontage & parklet

3.0

3.3 OUTDOOR CAFÉ OPTIONS

The Bylaw and Manual provide for a range of café options. The list below is not exhaustive, nor does it describe every possible situation. There may be instances of additional hybrid outdoor cafés which combine typologies.

CAFÉ TYPES

FRONTAGE CAFÉ
SMALL FRONTAGE CAFÉ
FLANKAGE CAFÉ
CURBSIDE CAFÉ
PARKLET CAFÉ

CAFÉ COMBINATIONS

CURBSIDE & PARKLET CAFÉ
FRONTAGE & CURBSIDE CAFÉ
FRONTAGE & PARKLET CAFÉ

3.0

FRONTAGE CAFÉ



Frontage cafés occupy the section of the sidewalk between the building facade/property line and the pedestrian clearance. The most common of cafés in the city, frontage cafés are most effective when placed on Main Streets with fairly generous sidewalk widths that allow the required pedestrian clearways to be maintained.

Unless otherwise agreed to by the City, frontage cafés must be removed during the winter months to accommodate snow clearing and pedestrian movement.

SMALL FRONTAGE CAFÉ



On streets with severely constrained sidewalks, a small frontage café may be considered. A small frontage café is sited immediately adjacent to the building facade, along the full length of the frontage, and to a maximum of 0.8 metres in width.

Typical configurations include small 'taster' tables and chairs, or a just a few chairs or a bench facing the curb. Elements such as planters should be placed at the ends of the café area to act as guides for the visually impaired. Due to insufficient space, fencing and tables that seat more than two people are not permitted.

Cafés on Adjacent Properties

3.0

FLANKAGE CAFÉ



Many cafés are located on the flankage (secondary frontage) of the existing establishment.

On side-streets with generous sidewalk widths, flankage cafés can provide a significant opportunity for business owners to develop an outdoor café area.

As potential flankage café sites are sometimes found close to residential areas, screening and a 30m separation distance is required to ensure that adequate visual and physical separation is provided between cafés and adjacent residences.

CURBSIDE CAFÉ



Curbside cafés occupy the section of the sidewalk between the pedestrian clearance and curb edge.

Curbside cafés are most effective when placed on main streets with constrained sidewalks, and streets that have wider Furnishing & Planting Zones. By changing from a typical frontage café to a curbside café, more sidewalk space is often freed up for larger cafés and wider pedestrian clearways.

Unless otherwise agreed to by the City, curbside cafés must be removed during the winter months to accommodate snow clearing.

PARKLET CAFÉ



A parklet is a projection into the curb lane or parking lane of a road that is used as additional public or outdoor café space. This space is typically secured by replacing on-street parking stalls with elements such as a platform, seating, landscaping and fencing.

Parklets generally are to remain free and open for any member of the public to use, and can be sponsored by the City, local BIA or community groups.

Parklets with an outdoor café are intended to be used by patrons of the sponsoring establishment that holds a permit to install a café in the parklet.

Parklets are not suitable for streets with with peak-time restricted parking lanes, fire lanes, and within bus stop zones. To accommodate snow clearing, parklets are removed during the winter months.

CURBSIDE & PARKLET CAFÉ COMBINATION



Many sidewalks will provide the café owner with an opportunity to include the furnishing/planting zone into their parklet café.

A combination curbside/parklet café is most effective on main streets with constrained sidewalks.

NTD: Are parklet café permitted on side streets?

35 City of Toronto, Transportation Services

DRUP

Toronto Outdoor Café Manual - 2015

Toronto Outdoor Café Manual - 2015

DRUP

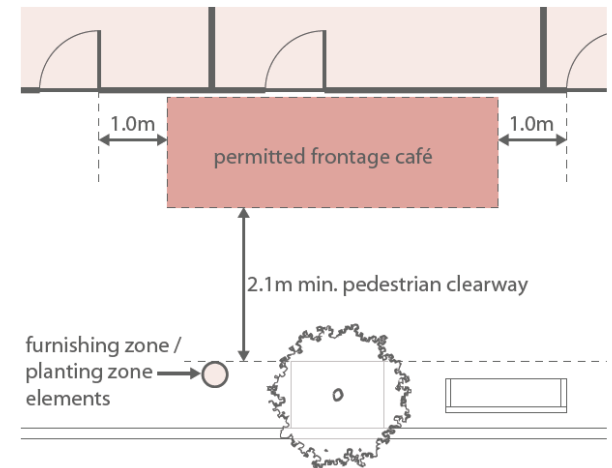
City of Toronto, Transportation Services - 26

key features

SITE DESIGN

- Sets out the site design requirements for the various café types and configurations

FRONTAGE & FLANKAGE CAFES



Required

Speed Limit – Frontage, small frontage and flankage cafés must be sited on streets with a speed limit of 60km/h or less.

Café Length – Frontage and small frontage cafés may be sited along the full width of the commercial street building frontage.

Separation – A minimum 1.0m separation is required between the café perimeter and any entrance to a dwelling unit located within an adjacent building, or within the building containing the establishment.

Other Requirements - Cafés must meet all clearance requirements specified in Section 3.4.

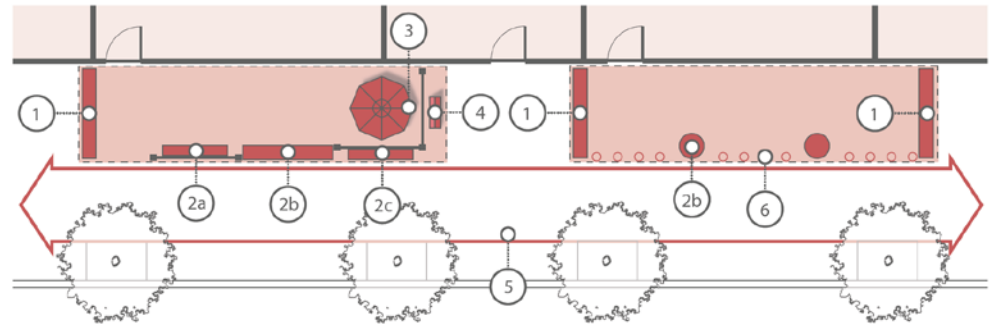
TORONTO SIDEWALK CAFÉ MANUAL

key features

ACCESSIBILITY

- Accessibility requirements appear throughout the document

COMMON ACCESSIBILITY REQUIREMENTS



Required

Barriers - The roadway side of parklet cafés must have appropriate edge treatments such as planters, railings or cabling to protect café patrons from moving traffic.

Pedestrian Clearways - Pedestrian clearways must be straight, clear of obstructions, and of sufficient width to accommodate pedestrian movement.

Encroachments - All patio elements, with the exception of umbrella overhangs, must be contained within the permitted café area. Umbrellas must be a minimum of 2.2m above grade.

Cane Navigation Aids - Planters or fencing must be provided at the leading and trailing edge of the café (perpendicular to the building face).

Pavement Dots - Pavement markings that delineate the permitted café area must be provided.

Fencing - Fencing must be cane-detectable, with a bottom rail 75mm above grade.

Alignment - Planters at or near the edge of the pedestrian clearway must be aligned;

Recommended

Pedestrian Permeability - The side of parklet and curbside cafés facing the pedestrian clearway should be open and permeable to pedestrians.

Example Layouts

The sketches above illustrate these features:

- 1 - Cane navigation aids (planters or fencing)
- 2 - Planters sited within permitted café area
 - 2a - attached to inside of fence
 - 2b - placed on pavement
 - 2c - attached to outside of fence
- 3 - Umbrellas and awnings >2.2m above grade
- 4 - A-frame signs within permitted café area
- 5 - Pedestrian clearway
- 6 - Pavement dots

key features

CAFÉ ELEMENTS

- Fencing and partitions
- Tables and chairs
- Awnings and umbrellas
- Café decks
- Temporary café enclosures
- Planters and planter boxes
- Branding and advertising
- Anchoring techniques
- Lighting
- Street trees

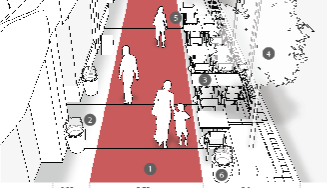


key features

‘PULLING IT ALL TOGETHER’

- Pulls together the sidewalk design, café design and café element sections together
- Shows the reader how the various design elements can be applied to different types of sidewalks
- Organized into ‘wide’, ‘average’ and ‘narrow’ sidewalk configurations

OPTION 2 - CURBSIDE CAFÉ



This option creates a clear, straight and accessible pedestrian clearance zone close to the building. Its alignment is set by the edge of the furnishing and planting zone, which forms a datum line.

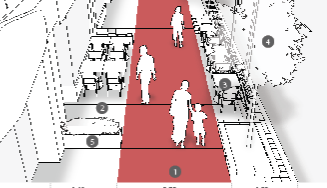
In many instances, this configuration allows both a wider pedestrian clearance and existing café seating capacity to be maintained, as it makes efficient use of the furnishing & planting zone.

This option is useful in high traffic areas where the pedestrian clearance must be maintained.

Opportunities

- 1 A clear, straight 2.5m pedestrian clearance accommodates medium to high pedestrian volumes in this scenario;
- 2 A 'fringe' zone of minimal width accommodates planter and landscape signage;
- 3 The same or greater number of café tables is achieved between tree pits within the furnishing and planting zone;
- 4 Existing street trees are incorporated into the landscaped café area, providing shade on hot summer days;
- 5 The café may be extended across the adjacent frontage, with approval from the landowner.

OPTION 3 - FRONTAGE & CURBSIDE SPLIT CAFÉ



This option creates a straight, accessible pedestrian clearance by using a split frontage & curbside café. The alignment of the pedestrian clearance is set by the raised tree pits which form a datum line.

This option accommodates a single row of tables and chairs between tree pits.

A much larger frontage zone can potentially accommodate a double row of tables and chairs.

Opportunities

- 1 A clear, straight 2.75m pedestrian clearance includes a 0.50m buffer in situations where more open patio edge treatments are used. The 'fringe' & marking zone has been expanded, allowing a double row of tables and chairs;
- 2 A single row of tables can fit between tree pits without interfering with pedestrian movement;
- 3 Existing street trees are incorporated into the landscaped café area, providing shade on hot summer days;
- 4 Planters at the café edge provide cane navigation guides.


5.4 AVERAGE SIDEWALK SCENARIO

Outdoor cafés are commonly found along average-sized sidewalks. In certain cases, existing outdoor cafés have been implemented without considering the importance of a clear and straight pedestrian clearance.

Through creative design solutions, adjustments can potentially be made to the café configuration that achieve a clear and straight pedestrian clearance and maintain existing seating capacity.

Some examples of average sidewalks in the City of Toronto include Avenue Road (between Haidington and Roe), and Danforth Avenue (between Broadview and Pape).

EXISTING CONDITION

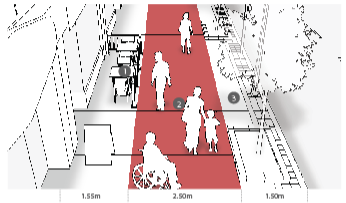


Sidewalk dimension: 5.65m

Typical Issues

- 1 The café protrudes out into where could should be a clear and straight pedestrian clearance;
- 2 Pedestrians are forced uncomfortably close to the curb lane of the roadway;
- 3 Pinch points are created between tree pits and café edges that do not meet the minimum pedestrian clearance requirements and force pedestrians walking in opposite directions to wait for each other to pass.

OPTION 1 - SMALL FRONTAGE CAFÉ (medium pedestrian volumes)



This option creates a clear, straight and accessible pedestrian clearance by pushing the outdoor café towards the building. In this example, its alignment is set by the raised planters which form a datum line.

Due to higher pedestrian volumes in this scenario, a wider pedestrian clearance has been incorporated.

While this particular option may result in a net loss of seating capacity for some cafés, other options (see following page) may allow for equal or increased seating capacity from the existing condition AND a wider pedestrian clearance.

Opportunities

- 1 A café that's pushed back towards the building can still accommodate a row of tables and chairs;
- 2 A clear and straight 2.5m pedestrian clearance can be maintained;
- 3 Pedestrians are no longer forced to walk uncomfortably close to the curb lane of the roadway.

Next Steps

TORONTO SIDEWALK CAFÉ MANUAL

next steps

COUNCIL REPORTING

- PWIC (February 28)
- L&SC (March 6)
- City Council (March 28-30)

PEDESTRIAN PRIORITY MAPPING

- Develop city-wide pedestrian priority mapping and guidance.

TRANSITION STRATEGY

- Refine transition strategy



Thank You!