

Attachments 1 - 6

Attachment 1(a): Additions to Municipal Code, Chapter 441 related to fees for sidewalk cafes, marketing displays and parklets

Chapter 441 Ref. #	Service	Fee description	Category	Fee basis	Fee	Annual Adjustment
MS455	Business Permitting	Application fee: Boulevard Café and Marketing permit	Full cost recovery	Application	\$1,131.80	Yes
MS456	Business Permitting	Annual fee: Sidewalk Café permit: Central zone	Market Based	Square Metre	\$88.31	Yes*
MS457	Business Permitting	Annual fee: Sidewalk Café permit: Outer zone	Market Based	Square Metre	\$44.14	Yes*
MS458	Business Permitting	Annual fee: Marketing Display permit: Central zone	Market Based	Square Metre	\$62.65	Yes*
MS459	Business Permitting	Annual fee: Marketing Display permit: Outer zone	Market Based	Square Metre	\$38.12	Yes*
MS460	Business Permitting	Annual fee: Year-round Enclosed Café permit: Central zone	Market Based	Square Metre	\$133.00	Yes*
MS461	Business Permitting	Annual fee: Year-round Enclosed Café permit: Outer zone	Market Based	Square Metre	\$66.50	Yes*
MS462	Business Permitting	Monthly Fee: Parklet Café Central zone	Market Based	Each	\$931.00	No**

MS463	Business Permitting	Monthly Fee: Parklet Café Outer zone	Market Based	Each	\$596.00	No**
MS464	Business Permitting	Application fee: Boulevard Café and Marketing permit transfer fee	Full cost recovery	Application	\$676.27	Yes

*Annual adjustment will be applied once the permit fees are fully implemented

** Subject to increases in accordance with Toronto Parking Authority

Parks and Forestry

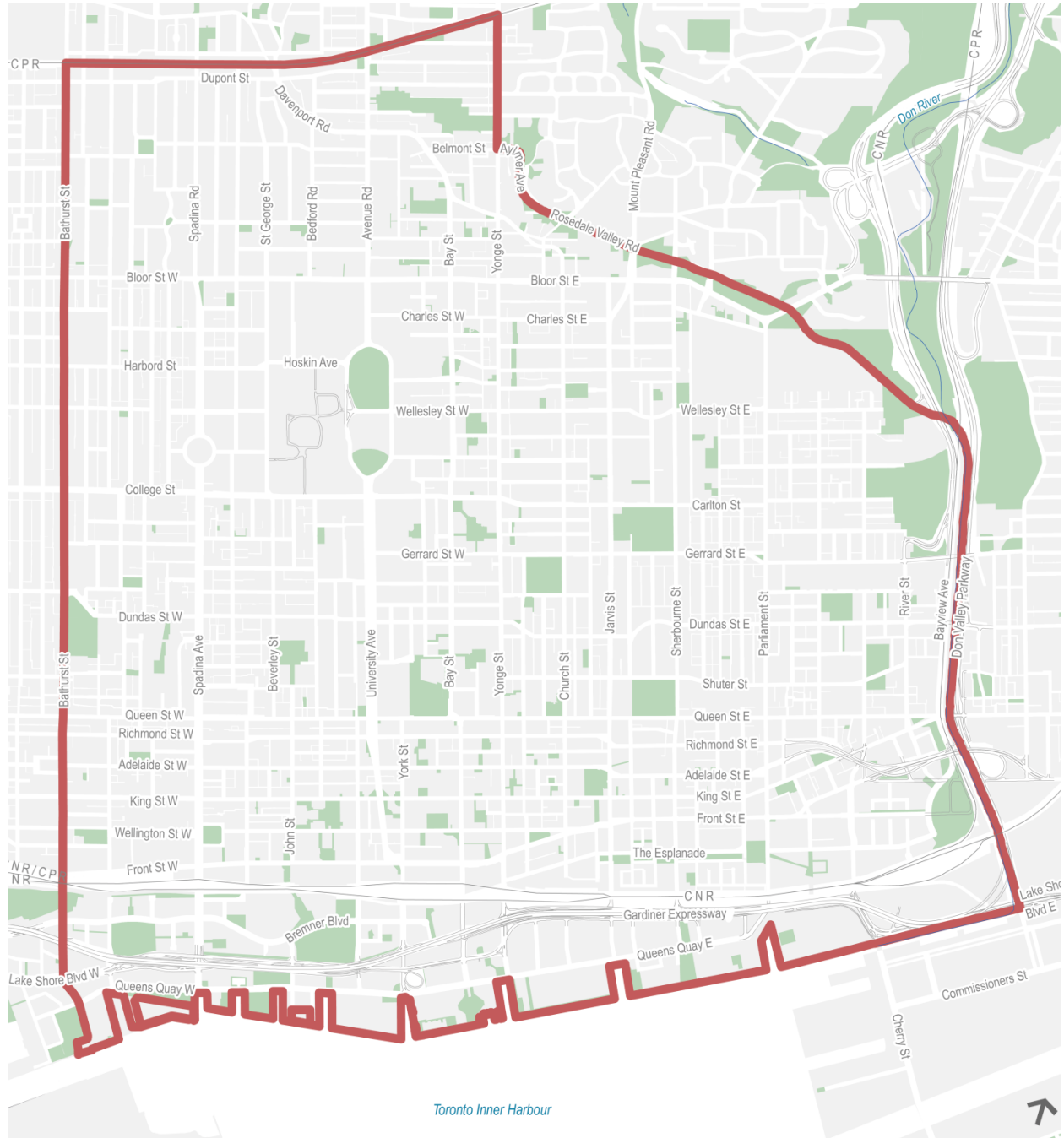
Chapter 441 Ref. #	Service	Fee description	Category	Fee basis	Fee	Annual Adjustment
PRxxx		Installation of one tree fee		Each	\$1,300.00	No

Transportation

Chapter 441 Ref. #	Service	Fee description	Category	Fee basis	Fee	Annual Adjustment
xxx	Permits & Applications	Annual fee: Public parklet All zones	City Policy	Each	\$538.10	Yes

Attachment 1 (b): Sidewalk café and marketing display permit fee zones

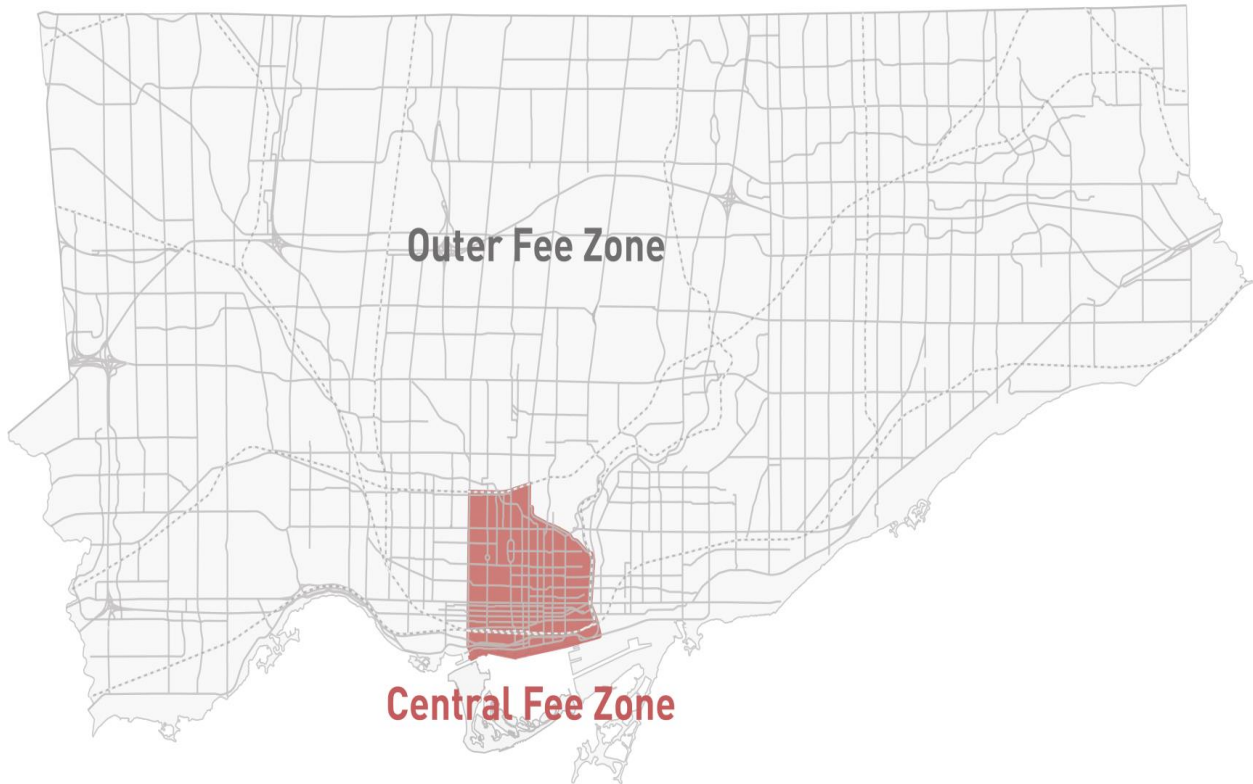
The Central Zone permit fee shall apply to any permit located within the area bounded by the heavy line in Map 1, and on any frontage of the heavy line in Map 1



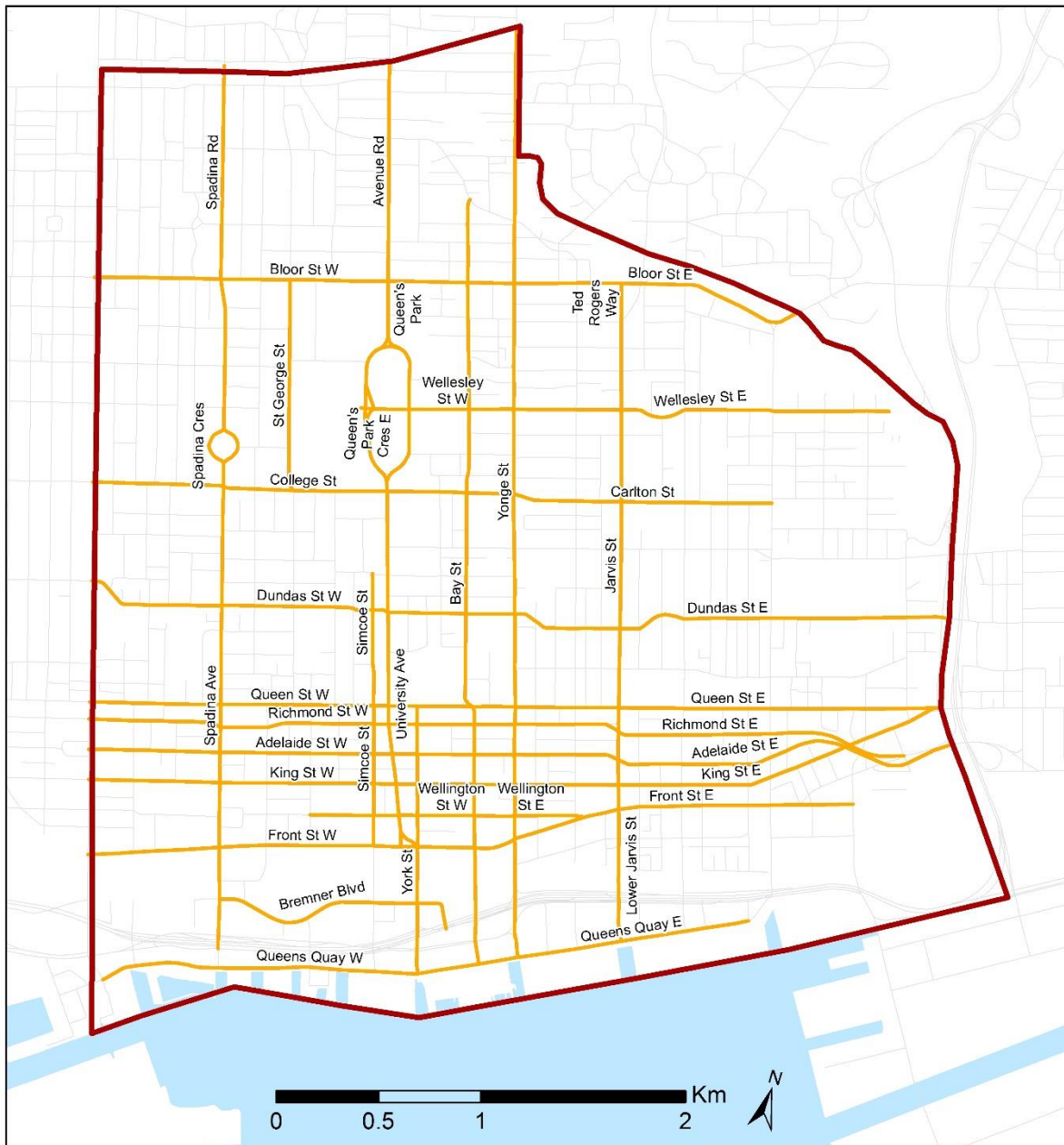
Map 1: Central Fee Zone

The Outer Zone permit fee shall apply to any permit located in the geographic boundary of Toronto, with the exception of locations that are within the Central Zone as depicted and described in Map 2

Map 2: Outer Fee Zone



Attachment 2: Map of Downtown streets where wider pedestrian clearways are required only on sidewalks wider than 5 metres (from building's exterior wall to curb face)



Proposed Downtown Streets Where Wider Pedestrian Clearways Are Required for Sidewalks Wider Than 5 Metres

Legend

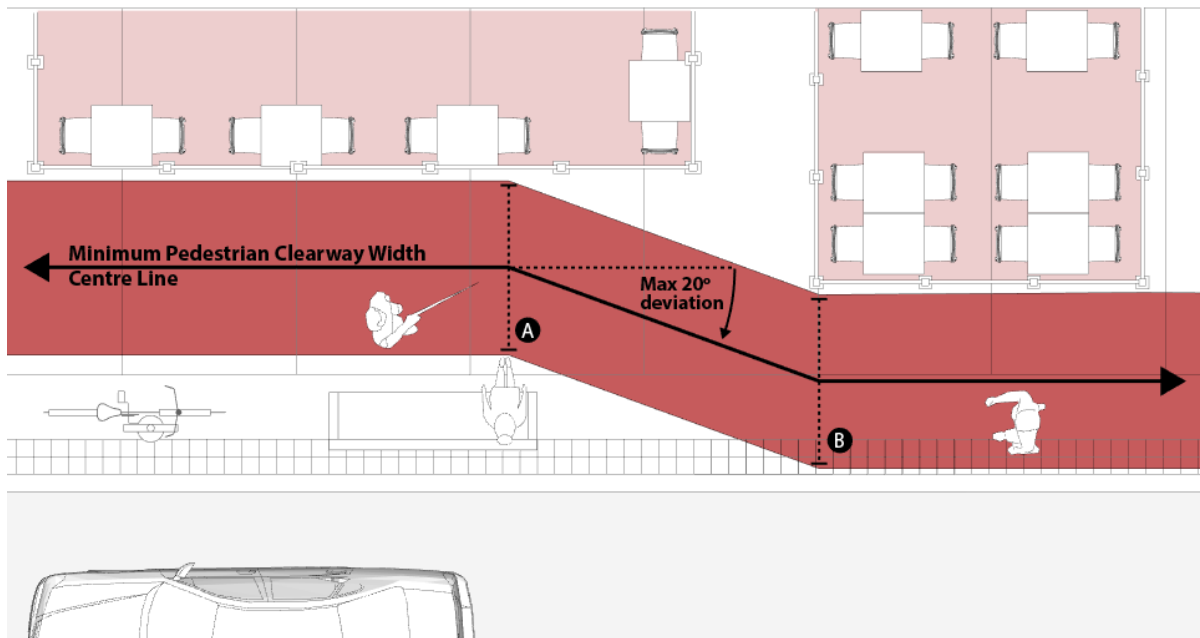
- | | |
|--|---|
| — Proposed Streets | Downtown Plan Boundary |
| — Other Streets/Roadways | Lake Ontario |

Attachment 3: Measuring pedestrian clearway width and changes in direction

As illustrated in Figure 6, the pedestrian clearway must be measured from the outermost edge of the permit area to **(A)** the nearest obstruction or **(B)** the back of curb.

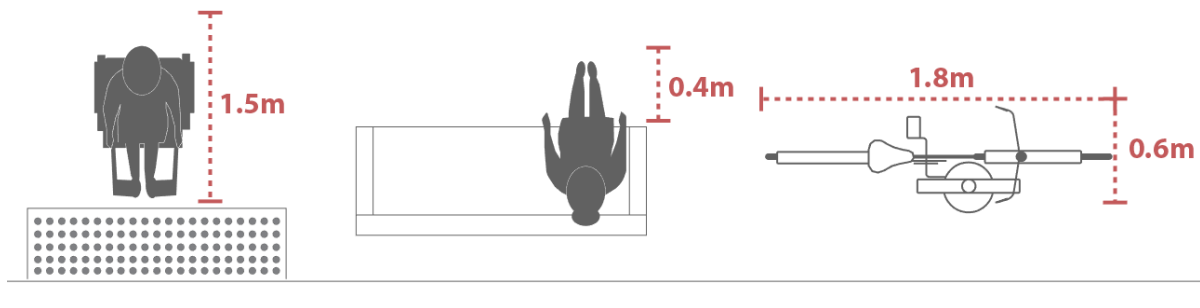
A change in direction shall be measured using the midpoint of the minimum pedestrian clearway width. The pedestrian clearway must not have changes in direction that are more than 20 degrees.

Figure 6: Measuring changes in the pedestrian clearway



When measuring to the nearest obstruction, measurements must account for space required to use certain elements. The following illustrations provide common examples of buffer distances that should be given to accommodate the use of common elements (e.g. a wheelchair manoeuvring on a transit ramp, a seated person on a bench, and the dimensions of a bicycle attached to a bike ring). See Figure 7 below.

Figure 7: Common clearway buffer considerations



Attachment 4(a): Minimum separation distances for all sidewalk cafés and marketing displays from street furniture and utilities

The table below and on the next page lists minimum separation requirements for fixed and portable sidewalk café and marketing elements from street furniture and utilities.

These standards ensure that street furniture and utilities can function for their intended purpose and can be accessed and maintained. They are not the pedestrian clearway requirements, which still must be met for safe, accessible pedestrian movement.

These standards were determined through consultation with stakeholders including Toronto Public Utilities Coordinating Committee (TPUCC), Fire Services, Urban Forestry, Street Furniture and others.

Street Furniture or Utility	Min. Separation Distances (m)	
	Fixed café elements (i.e. café fencing)	Portable café elements
bicycle ring**	2.5	2.5
catch basin**	3.0	3.0
fire hydrant or fire connections (Siamese)*	1.2	1.2
gas assets or gas meters	0.6	0.3
hydro cable chamber (from lid edge)*	2.0	0.3
hydro padmount transformer or switchgear*	3.0	3.0
hydro vault (from edge)*	1.0	1.0
Intersection or pedestrian crossover****	3.0	3.0
maintenance access point	1.0	none
other utility pole	0.6 (local street) 1.0	0.3
street light	0.6 (local street) 1.0	0.3
planter*	1.0	0.3
postering column**	1.5	1.5

Attachment 4(b): Minimum separation distances for all sidewalk cafés and marketing displays from street furniture and utilities

The table below lists minimum separation requirements for fixed and portable sidewalk café and marketing elements from street furniture and utilities. These standards ensure that street furniture and utilities can function for their intended purpose and can be accessed and maintained. They are not the pedestrian clearway requirements, which still must be met for safe, accessible pedestrian movement.

Street Furniture or Utility	Min. Separation Distances (m)	
	Fixed café elements (i.e. café fencing)	Portable café elements
street furniture: bench, garbage/recycling bin, news corral, parking ticket kiosk	1.0	1.0
street tree* ***	1.0	0.3
traffic or parking sign pole (not at an intersection)	0.3 (local street) 1.0	0.3
traffic signal / control box (not at an intersection)	1.0	1.0
transit shelter with ads or InfoPillar with ads**	5.0	5.0
transit stops or transit shelters without ads**	2.5	2.5
wayfinding signs (no ads)**	3.0	3.0

Numbers without any asterisk represent street elements that can typically be contained within the permitted café area if approved by the city.

* a minimum offset is required that is measured as a minimum radius width from the street element or utility

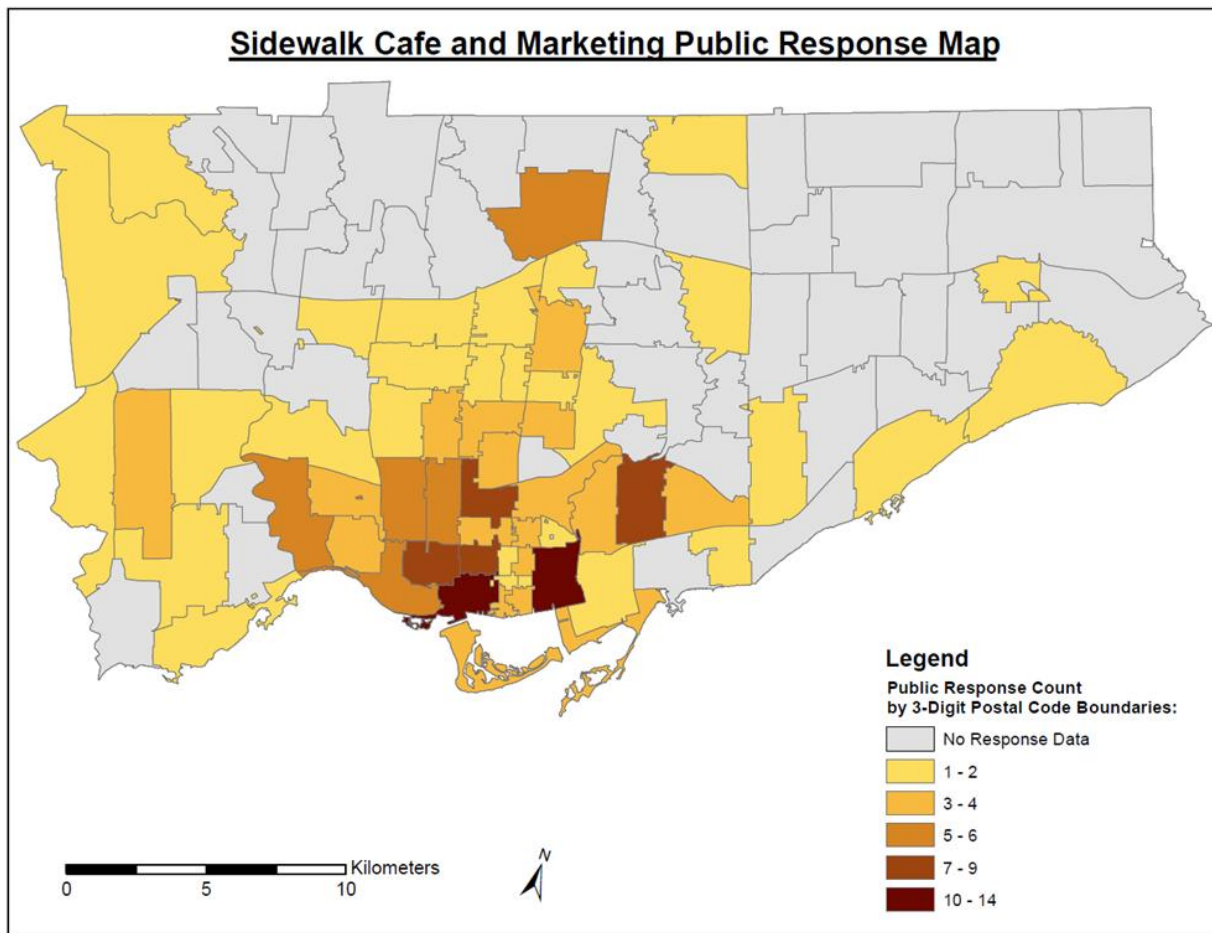
** a minimum linear offset is required that is measured along the curb edge

*** café elements must not be placed on open soil or soft surfaces adjacent to street trees

**** intersections and pedestrian crossovers require adequate space for people of all ages and abilities waiting to cross the street and for safety and visibility. Additional separation distances are required for curbside and parklet cafés for visibility and road safety.

Attachment 5: Geographic reach of summer 2017 consultations

The summer 2017 consultation process engaged people through in-person meetings and an online feedback form from June 13 to July 28. The following figure illustrates participation rates from postal code boundaries throughout the city. Note that participants were not required to share location information, therefore the data is limited to voluntary responses.



(Note: Not all consultation event attendees and feedback form respondents disclosed postal code information)

Attachment 6: Summary of key feedback from summer 2017 consultations

Overall, some consistent trends were evident amongst stakeholders on the following:

- Support for the harmonization initiative, and in particular to implement consistent city-wide standards
- Support for the proposed new café and marketing types
- Support for pedestrian clearway requirements that are based on street type, including wider pedestrian clearways on Downtown streets with wide sidewalks and high pedestrian volumes
- General support for proposed fee zones
- General support for the revised tree fee
- General support for proposals for amplified sound and noise mitigation
- General support for the proposed method for community engagement, including the change to polling

Mixed feedback from residents and accessibility stakeholders on the following:

- *Proposed curbside café type:* generated some concerns that greater conflict will result on sidewalks between pedestrians and servers/café activities;
- *Decision-making for pedestrian clearway requirements:* some stakeholders think staff should make the final decision on applications, while others felt the decision should remain with Community Council; and
- *Year-round enclosed cafés:* some stakeholders are concerned these will become "permanent," result in sidewalk clutter, and negatively impact walking conditions in winter.
- *Proposed method of community engagement, including the change to polling:* while the majority of online respondents had no comments, a small percentage of respondents (about 5% and some written responses) are not in support of the proposal and think the polling method should be retained.

Key concerns and feedback from residents and the accessibility community:

- More enforcement is needed of A-frame signage, sidewalk cafés and marketing displays that are non-compliant and extend into the pedestrian clearway.
- Removing the requirement for fencing will allow cafés and displays to spill beyond their permitted area and make it hard for the blind and visually-impaired to navigate around cafés without walking into tables or patrons
- Accessibility stakeholders felt that the proposed pedestrian clearway minimums were not enough to accommodate people with mobility challenges and downtown pedestrian commuter traffic
- Permit fees are too low for the value of the use of public space
- 15-year period for implementing permit fee increases is too long and does not match inflation or the value of the use of public space
- Implementation plan for the pedestrian clearway standards for existing permit-holders is too long.

- Accessibility stakeholders are concerned that the proposal will not achieve a straight clearway that does not zig-zag/deviate, making it difficult for people with low or no vision to navigate
- The tree fee is too low and does not cover the full cost of planting a tree.
- Significant concerns over patio noise levels and their impact on quality of life including from residents who live in "vertical neighbourhoods" or mixed-use condominiums.

Key feedback from businesses:

- Support for the revised permit fees, which are substantially reduced from the initial proposal
- Some positive feedback for the proposed pedestrian clearway standards based on street type and character, as well as the phased approach to implementation for existing permit-holders.
- Some questions about why the City's standards exceed the Province-wide AODA minimum standard for the pedestrian clearway
- Request to remove the "minimum" requirement from pedestrian clearways so that there is greater flexibility for city staff when reviewing and approving café applications
- Concern over details on how the pedestrian clearway is measured (Eg. From the patio to the front or back of curb) as small differences in measurement methodologies may effect existing permitted sidewalk cafés significantly in some areas of the city
- Generally support for new café and marketing types – including some interest in year-round enclosed cafés
- Clarification needed on the proposed tree planting fee, including on how it is determined and applied
- Clarification needed on the application fee and cost recovery breakdown