



Transportation Services in partnership with Municipal Licensing and Standards

PROPOSED FRAMEWORK FOR SIDEWALK CAFÉS & ADDITIONAL CONSULTATION

PUBLIC WORKS & INFRASTRUCTURE COMMITTEE

April 12, 2017



OVERVIEW



SIDEWALK CAFÉS IN TORONTO

- With Toronto's growth and demographic trends, our streets and sidewalks are experiencing increased demands
- In addition to supporting "placemaking", Toronto's sidewalks must support mobility for people of all ages and abilities, and other uses such as street furniture and utilities





THE NEED FOR A FRAMEWORK, MANUAL & BY-LAW

- Sidewalk café and marketing display by-laws have not been harmonized or updated since amalgamation
- Existing sidewalk café design guidelines go back to 1989
- Six different by-laws in force for café and marketing uses on the City's sidewalks
- Creates inconsistencies, confusion, frustration and inefficiencies, and limits options for businesses



PROGRAM OBJECTIVES

SAFETY & ACCESSIBILITY

PROVIDE SAFE, ACCESSIBLE, AND
COMFORTABLE SIDEWALKS FOR
ALL USERS, REGARDLESS OF AGE
AND ABILITY



PROGRAM OBJECTIVES

VIBRANCY & ECONOMIC DEVELOPMENT

BRING ACTIVITY AND ENERGY
TO THE STREET AND CREATE
WELCOMING SPACES FOR
RESIDENTS AND VISITORS

SUPPORT LOCAL BUSINESSES AND
ECONOMIC COMPETITIVENESS BY
PROVIDING DESIGN FLEXIBILITY



PROGRAM OBJECTIVES

DESIGN EXCELLENCE

ENCOURAGE HIGH QUALITY WELL
DESIGNED CAFÉS THAT ENHANCE
THE PUBLIC REALM AND CAFÉ
EXPERIENCE



WHAT WE HEARD

CONSULTATION & ENGAGEMENT



14 STAKEHOLDER MEETINGS



12 PUBLIC CONSULTATIONS



500 RESPONSES TO OUR ONLINE SURVEY



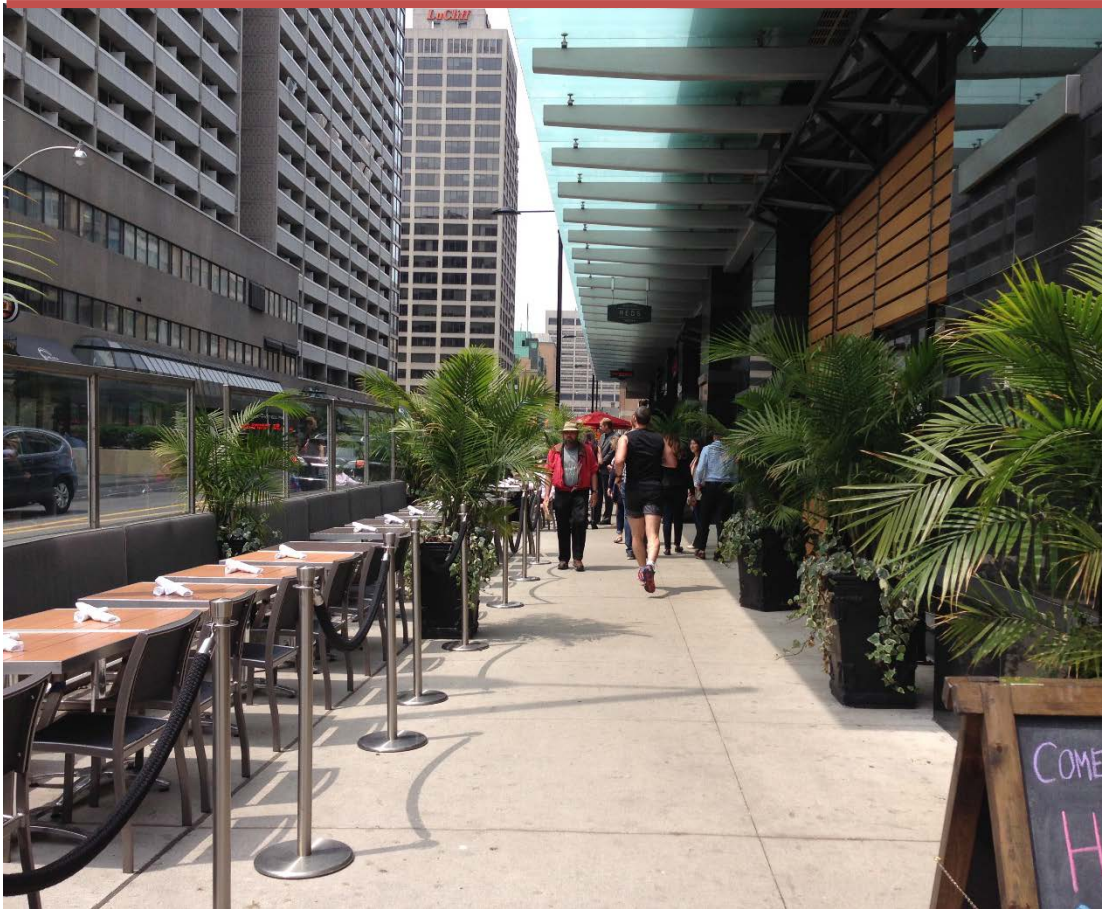
850 PEOPLE PROVIDED FEEDBACK



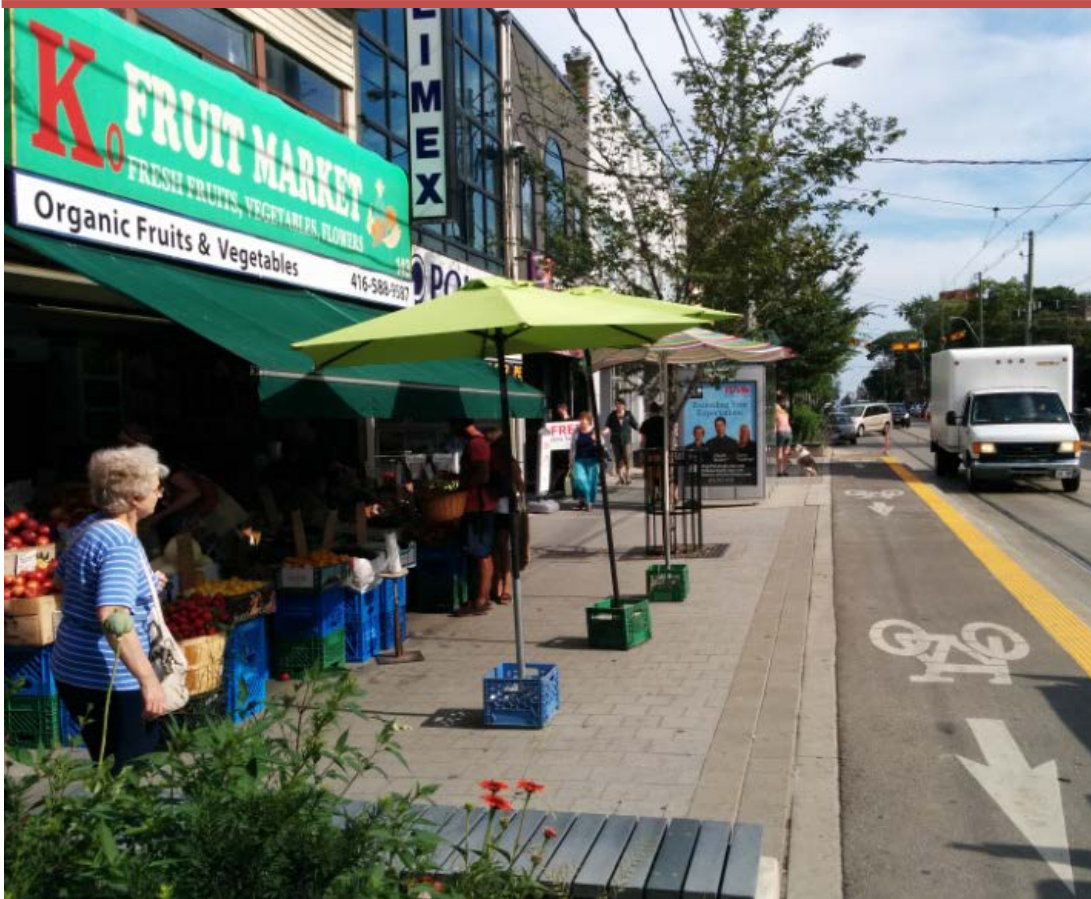
WHAT WE HEARD: NEED WIDER SIDEWALKS



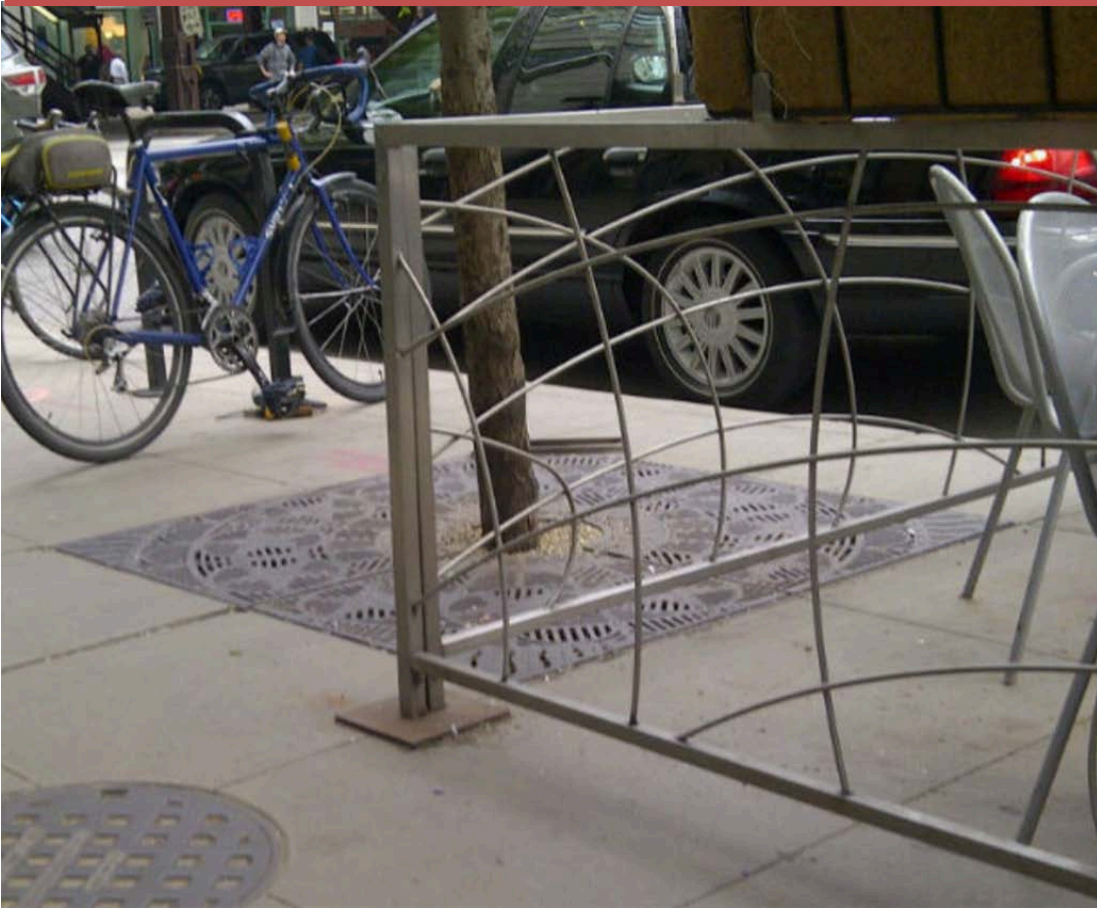
WHAT WE HEARD: WANT MORE DESIGN OPTIONS



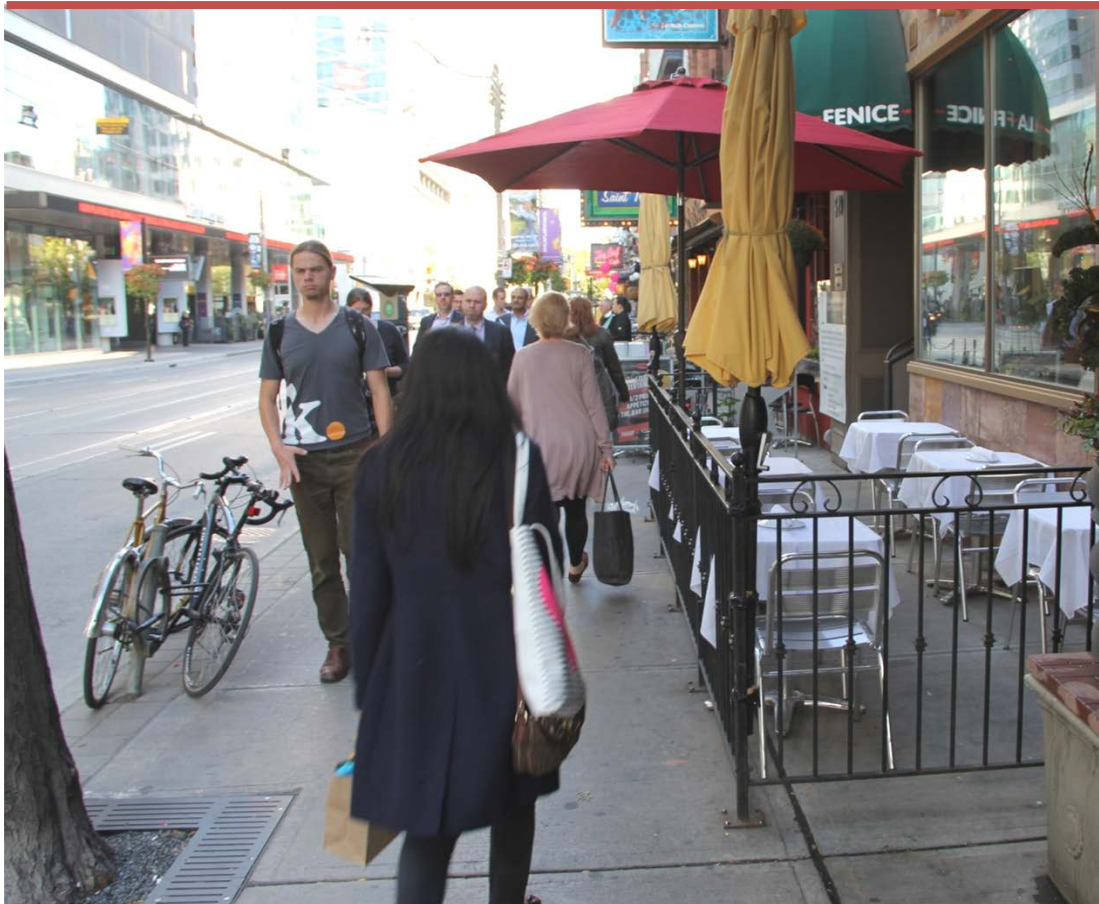
WHAT WE HEARD: TOO MANY OBSTACLES & ZIG ZAGS



WHAT WE HEARD: WANT MORE DESIGN FLEXIBILITY



WHAT WE HEARD: SIDEWALKS ARE TOO CROWDED



WHAT WE HEARD: UNSAFE - FORCED TO WALK ON STREET



WHAT WE HEARD: TORONTONIANS LOVE PATIOS



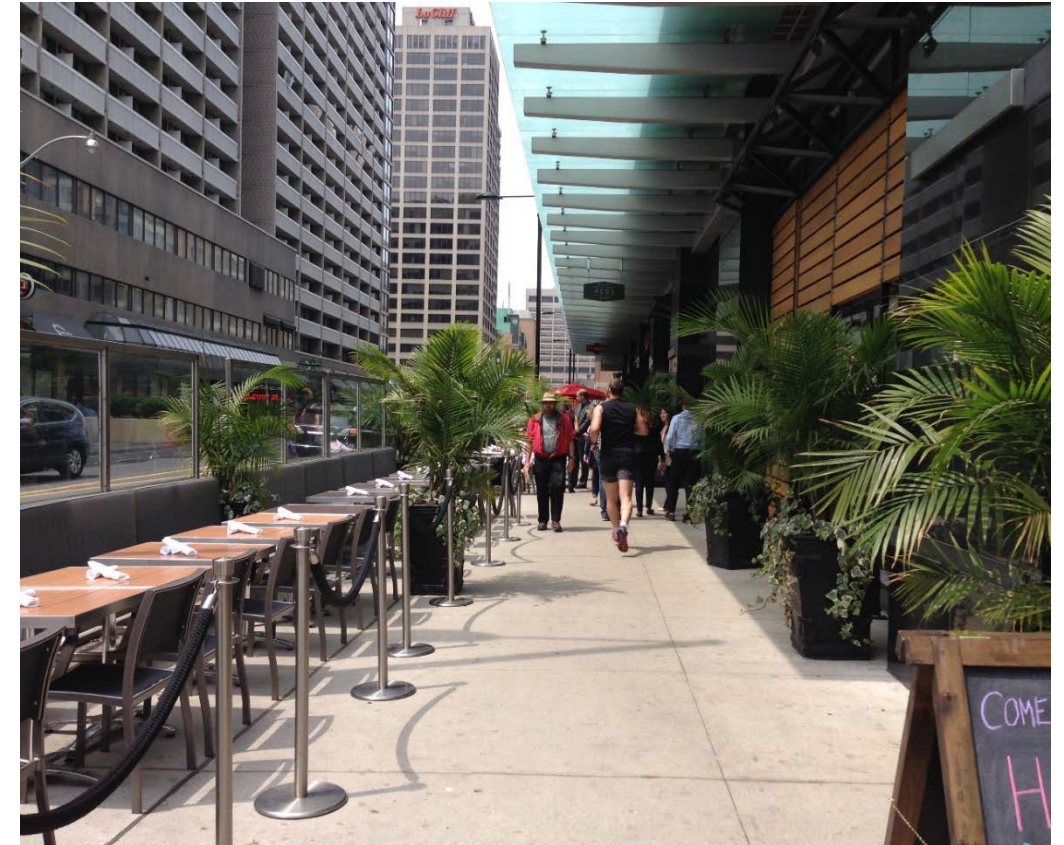
WHAT WE HEARD: BUSINESSES WORRIED ABOUT CHANGES



NEW RULES = MORE OPTIONS

CHANGES TO LIQUOR LICENSE ACT (2011)

- Many other cities permit café patios curbside
- Wait staff can cross the sidewalk with alcohol to serve the customers in an adjacent café area
- Provides greater choice and flexibility within the sidewalk for licenced restaurants and cafés



ACCESSIBILITY REQUIREMENTS

- 2003 Toronto's Accessibility Design Guidelines
- 2005 Accessibility for Ontarians with Disabilities Act (AODA)
- 2013 Accessible Built Environment Standard
- 2013 Toronto Seniors Strategy
- New design options will help achieve accessibility requirements set out by the City and the Province



KEY PRINCIPLES

1



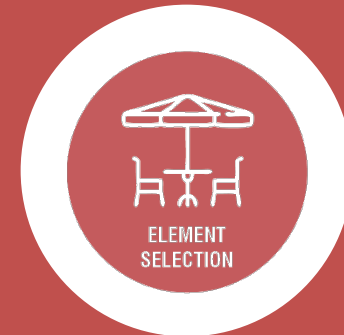
SUPPORTING
RESIDENTS AND
PEDESTRIANS

2



SUPPORTING LOCAL
BUSINESSES

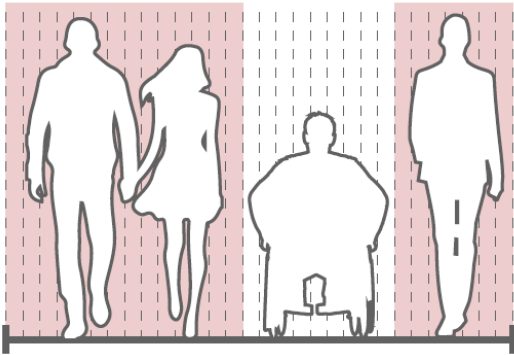
3



SUPPORTING AN EFFECTIVE
TRANSITION



1. SUPPORTING RESIDENTS & PEDESTRIANS



SIDEWALKS OF
SUFFICIENT WIDTH



CLEAR SIDEWALKS



STRAIGHT SIDEWALKS



SAFE & ACCESSIBLE
SIDEWALKS



2. SUPPORTING LOCAL BUSINESSES



CONTEXT SENSITIVE



EASIER OPTIONS



INCREASED OPTIONS



GREATER FLEXIBILITY



3. SUPPORTING AN EFFECTIVE TRANSITION

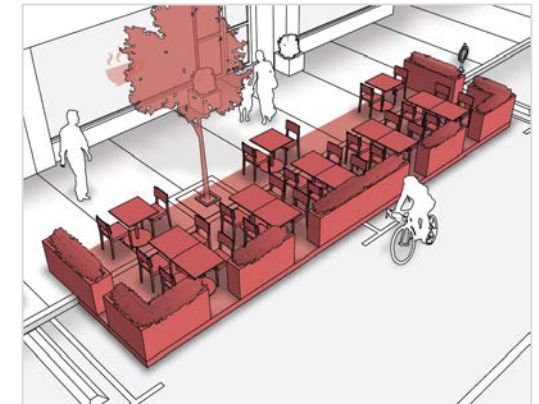
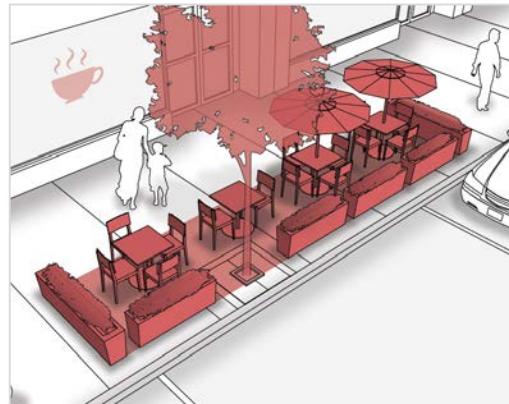
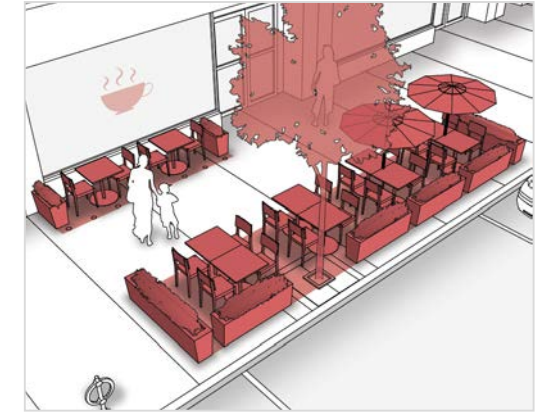
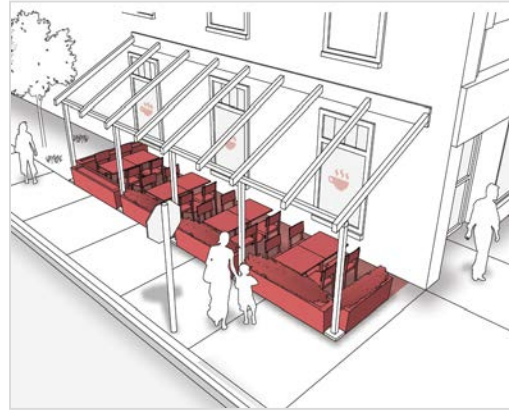
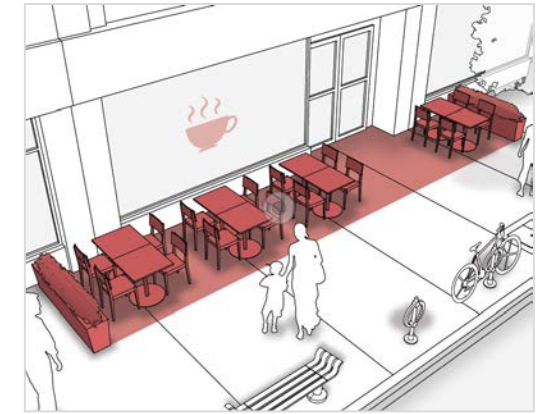
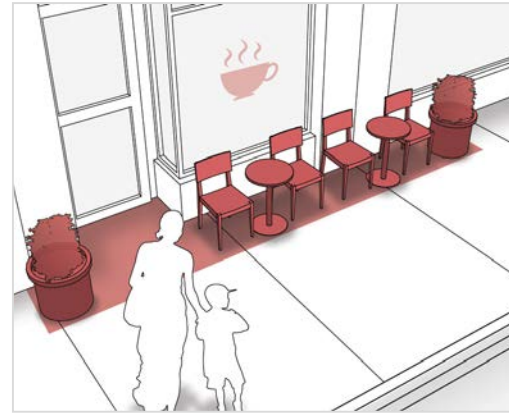
- A phased approach for existing permitted cafés: An initial 3-year period to apply new design options for existing cafés. If not feasible, “red-circling” the location and allowing non-compliance for a set time period or until one of the following occurs: a change in ownership, reconstruction or new development
- Resources to support redesign for challenging areas
- Potential changes to some street furniture elements (e.g. bike rings, publication boxes, and resized furniture)



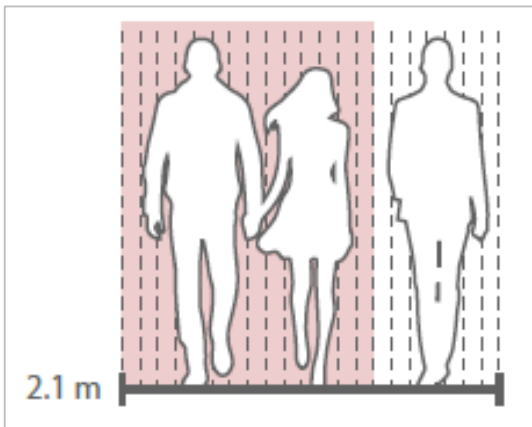
NEW PROPOSED FRAMEWORK

NEW PROPOSED FRAMEWORK BENEFITS

- Will increase flexibility for café operators and expand the current suite of café design options
- Will set clear guidance on sidewalk standards
- Will offer phased transition, including a “red-circling” variant of “grandparenting” and design support to existing permit-holders



ESTABLISHED CITY STANDARDS & RATIONALE



The proposed framework reflects numerous city policies and standards that have established context-sensitive standards, including the 2.1m minimum:

- Municipal Code Chapters 313, 693, 740, 743
- Vibrant Streets Guidelines (2007, 2012)
- Tall Building Design Guidelines (2013)
- Toronto Green Standards (2014)
- Townhouse & Low Rise Apartment Guidelines (updated 2017)

WHAT ARE OTHER CITIES DOING IN DOWNTOWNS?

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



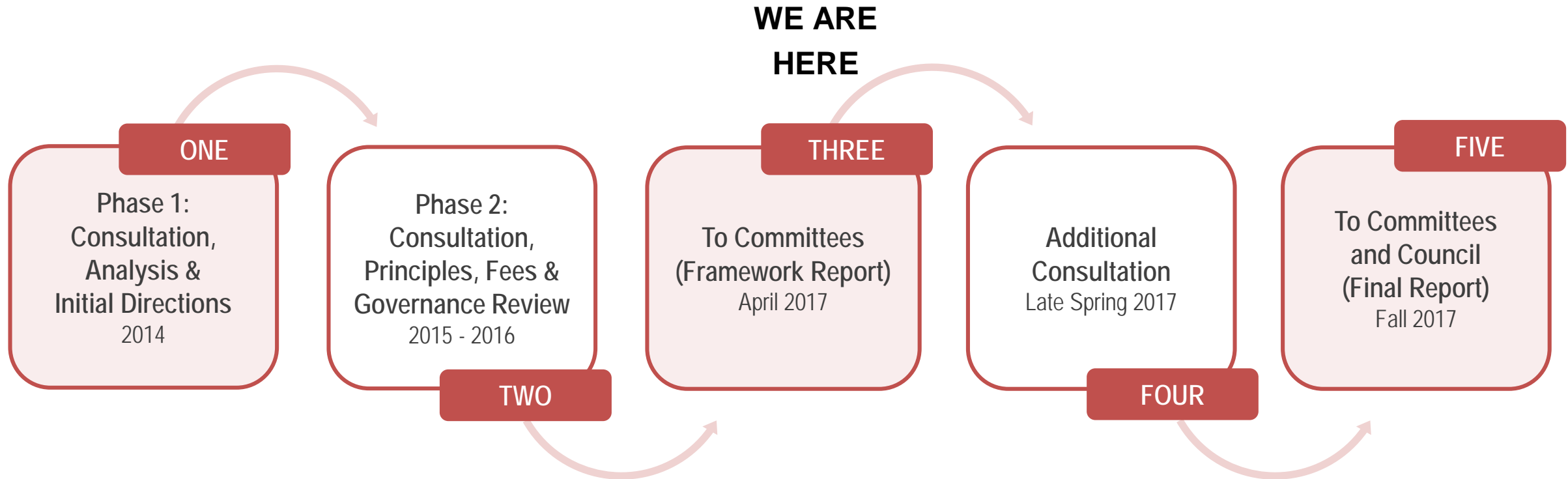
DOWNTOWN AREAS Pedestrian Clearway Width (metres)	DOWNTOWN AREAS Jurisdiction
3.0 m to 6.5 m	Ottawa
4.6 m	San Francisco
3.66 m	Boston
3.66 m	Chicago
3.0 m to 3.5 m	Calgary
2.44 m <	Philadelphia
2.44 m	Portland
2.0 m to 4.0 m	Transportation Association of Canada
2.4m	Vancouver
2.4m	New York
2.4m to 3.7m	NACTO
2.1m	Toronto

ANTICIPATED IMPACTS

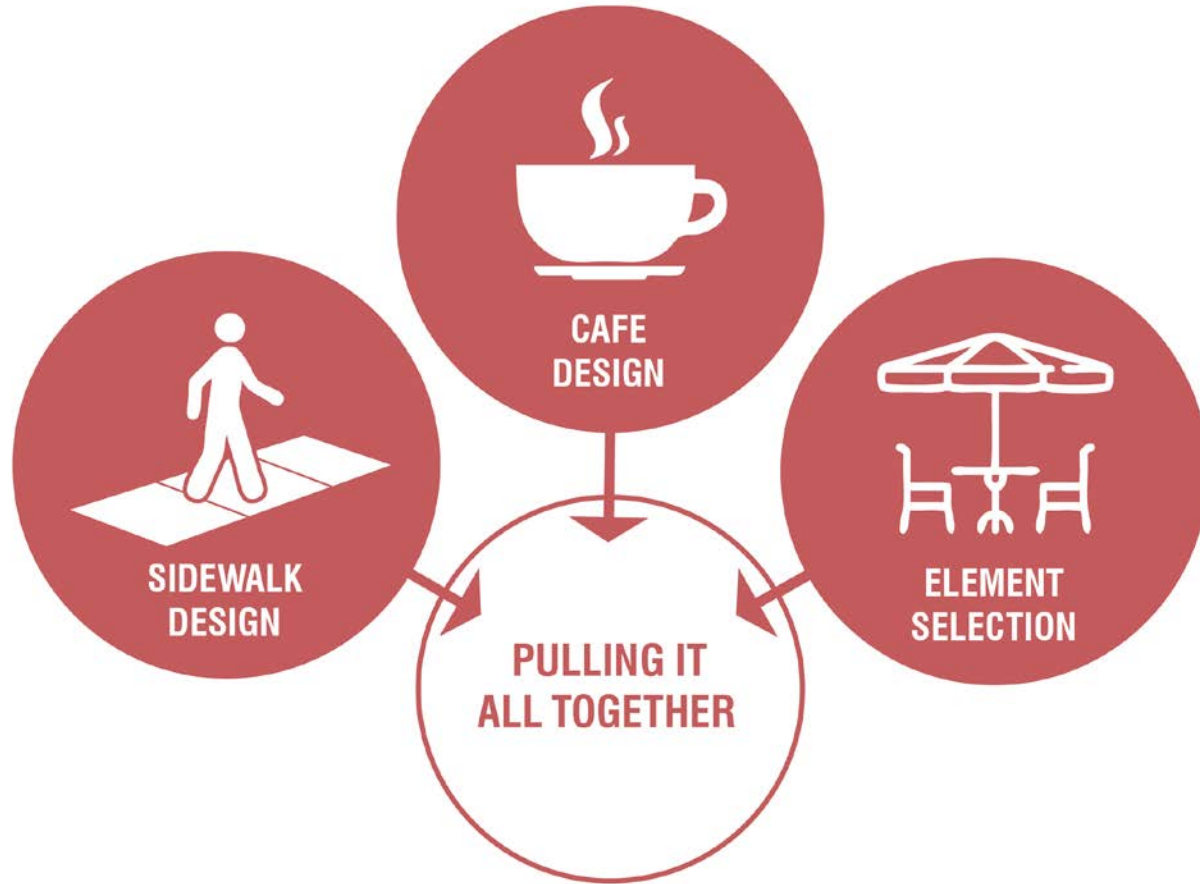


- In 2015 Transportation Services did a site survey of about 570 café locations to assess compliance with the pedestrian clearway standards
 - Around 50% of existing cafés are already compliant
 - With 700 permitted cafés in Toronto, this means that around 350 cafés will need flexibility and new design options
- No current permitted cafés should lose any tables, given the expanded design options and the phased transition allowing the “red-circling” variant of grandfathering for existing permit-holders

PROJECT TIMELINE



PROPOSED SIDEWALK CAFÉ DESIGN MANUAL



NEXT STEPS

SPRING 2017 CONSULTATIONS



SUPPORTING RESIDENTS AND
PEDESTRIANS



SUPPORTING LOCAL
BUSINESSES

Conduct additional round of consultations in spring 2017 in partnership with Municipal Licensing and Standards

Report back in late 2017 with results of consultation and proposed harmonized Sidewalk Café Design Manual and related by-law



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