



(SLNA) 230 The Esplanade Toronto ON M5E 1T4 slna@slna.ca www.slna.ca

EX 14.1. CaféTO - Increasing Outdoor Dining Space for Toronto Restaurants and Bars.

The St. Lawrence Neighbourhood Association (SLNA) is an Association of residents in the St Lawrence area of the City of Toronto and is incorporated as a non-profit Corporation. The SLNA has served the St. Lawrence neighbourhood and its 30,000 - 35,000 residents since 1982.

As noted in 2018 and 2019 at our presentations during the (lengthy) revisions to the Toronto Municipal Code Chapter on sidewalk cafés, public parklets, and marketing displays, the SLNA supports public space on sidewalks and elsewhere being used as boulevard cafés and marketing areas; both give life to our streets. However, a balance needs to be maintained between the needs of merchants and restauranteurs and the needs of residents, pedestrians and others using our streets.

We certainly support the general recommendations in the Staff Report of June 8, 2020 that is designed to support local businesses in what is clearly an existential situation but would make the following comments:

- a. The 'special guidelines' must ensure that there is adequate and uncluttered sidewalk space for pedestrians and those with disabilities. If an existing permit holder wishes to expand their licenced café area this may only be possible through the creation of a curb lane parklet café and the possible closure of an existing (particularly a non-conforming and 'grandfathered") boulevard café.
- b. "Simplifying café placement guidelines" must not mean that cafes are created or expanded so that they cause major problems for pedestrians

and those with mobility issues nor create additional noise problems for neighbouring residents.

- c. The Staff Report (page 7) notes that Staff will “develop a guidebook that streamlines the critical installation, accessibility and health and safety requirements noted in Chapter 742, Sidewalk Cafés, Parklets and Marketing Displays as well as additional provisions and prohibitions specific to the 2020 café season. This is a good idea (though perhaps the Chapter should be amended if it is unclear), but this must not weaken the protections noted in the current by-law; these try (usually successfully) to balance the needs of many ‘constituencies’ – licencees, pedestrians, neighbours and those who have mobility problems.
- d. Though we agree that Business Improvement Areas are (and should be) critical partners in the CaféTO plan, we note that there is no mention of resident or neighbourhood associations nor of the Toronto Accessibility Advisory Committee who were knowledgeable, vocal and supportive participants in the recent update to the current by-law. We strongly suggest that these groups also need to be ‘at the table’.

DAVID S. CRAWFORD
Streetscape Co-ordinator

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