



CaféTO

Proposed Program Design for 2023 and Beyond

January 31, 2023

POSITIVE IMPACT

- \$203M economic impact to Toronto
- Transforms public space and achieves city-building goals
- Supports the restaurant industry at a critical moment
- Changes the public's perspective on how the curbside can function



TRANSITION TO PERMANENCY

- Now is the time to fully transition to permanency
- Predictability is key for cashflow, hiring staff, and planning for supplies and other expenses
- Consistency will improve safety, mobility and main street attractiveness
- The client-centric approach will remain
- Extensive feedback has been incorporated into the program adjustments



THREE PILLARS FOR SUCCESS

1. Requiring all café operators to build a removable accessible platform and fencing for their café area
2. Aligning café areas with the frontage of the restaurant, with options for expansion
3. A return to fees



PILLAR #1 – Removable Accessible Platforms

- Ensures equitable program access for all
- Replaces orange pylons with more attractive fencing
- Increases safety around curb lane cafés, especially for cyclists
- Eliminates the need for temporary ramps



PILLAR #2 – Café Alignment

Approach

- Participating restaurants will be eligible for curb lane cafés that align with the frontage of their establishment

Benefits

- Returns other curbside uses like parking, loading and waste collection
- Provides a consistent and predictable understanding for café operators and their neighbours of available café space



PILLAR #2 – Café Alignment

CaféTO Curb Lane Pilot Program for BIAs

BIAs may participate in a 2-year pilot program which will offer expanded café lengths to restaurants in their catchment area. Participation criteria is being determined. BIAs will have the opportunity to submit curb lane designs that will:

- Provide café integration and customization options to main streets
- Test concepts such as ‘block planning’
- Provide the opportunity for some restaurants to expand beyond their store’s frontage



PILLAR #3 – Cost & Fees

Costs:

- **2022** - \$5.6M - includes significant overtime requirement
- **2023** - \$4.4M (est.) - includes appropriate permanent staffing complement, based on projection of 400 curb lane cafés

A Return to Fees:

- Aligns with underlying fee model (Chapter 742), formed through industry consultation
- Is based on a partial cost recovery model, which acknowledges city-building intent of the program
- Returns to equality – restaurants have been accessing city space for free which has not been granted to other businesses
- City has provided over \$20 million support to the industry through café fee waivers and program costs between 2020-2022



PILLAR #3 – Cost & Fees

Proposed Fees:

- Based on Council-approved fees set in 2019 with significant consultation
- Curb Lane Permit Fees 50-70% reduced from 2019
- Are 68% cost recovery of program costs or a gap of \$1.4M
- Removes higher paying 'central fee zone' and sets the same fees for cafés city-wide
- Average sized Sidewalk Café = \$1,449
- Average sized Curb Lane Café = \$3,077

2023 Proposed City-Wide Café Fees

Permit Application Fee	\$865.00
Sidewalk Permit Yearly Fee / m ²	\$ 44.14
Curb Lane Permit Season Fee / m ²	\$132.42

OTHER OPERATIONAL ADJUSTMENTS

Addressing Safety & Mobility

- Some excessively permissive 2020-2022 café locations will now be limited. Locations may include:
 - Accessible parking spaces
 - Passenger/bus/school bus/commercial loading zones
 - Reserved lanes for designated classes of vehicles (e.g. bus lanes)
 - Delivery vehicle parking

Balancing Street Use Needs

- Condensing the curb lane café operating season to May 15- Oct 15 to account for Spring Clean and SOGR roadworks
- All restaurants should only have one curb lane café space



PRESSURE POINTS

Permanent program elements may:

- Impact uptake, in some cases it will 'right-size' individual café areas, others may decline involvement
- Restrict participation for some, depending on existing streetscape location
- Contribute to the perspective that cafés are a cause of traffic congestion

All proposed changes are intended to:

- Provide long-term certainty for operators and their neighbours
- Respect tax payer dollars by lowering operational expenses and moving toward a partial cost-recovery model for the City



SUPPORTING BUSINESSES

- The CaféTO Property Improvement Program provides matching grant to business operators, up to \$7500
- TABIA is creating free, downloadable deck designs that business operators will be able to access and adjust
- The CaféTO BIA grant provides up to \$5,000 in funding to BIAs to support their curb lane designs and patio activations



THANK YOU