



# Attachment 2: Kensington Market Safe Streets

Design changes based  
on feedback from  
Consultation #3

*Illustration by Colin White, used with permission*

# Design Presented at Public Consultation Phase #3

**Pedestrian-Only** and **Shared Street** zones on Baldwin St and Augusta Ave

**Sidewalk widening** on Augusta Ave, Nassau St, St. Andrew St

**Universally accessible rolled curb** on all streets

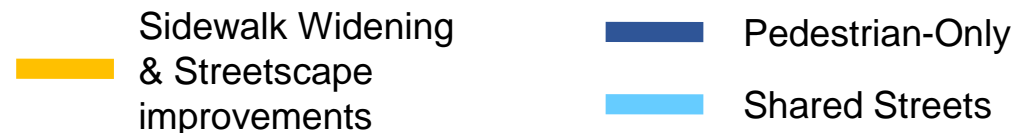
**Safety Improvements** at all intersections

- **Curb radius reductions** and tactile walking surface indicators
- **Curb extensions** wherever possible

**Mid-block pinch points** along all streets

**Paving colours to designate street function** on all streets

- Grey paving to indicate pedestrian priority
- Red paving to indicate vehicle movement space

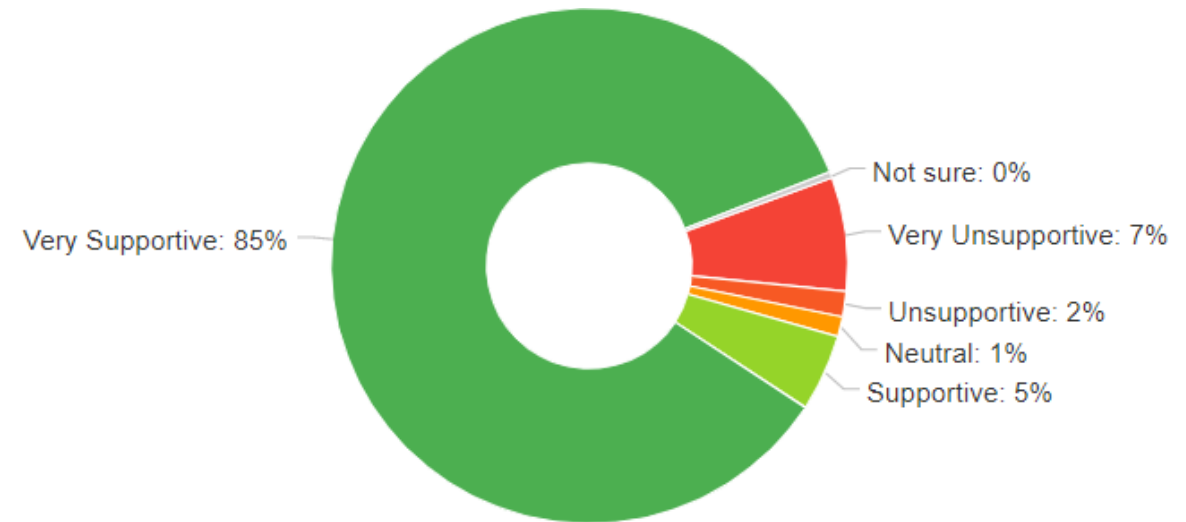


# Response to Pedestrianisation

- The proposal for pedestrian-only and shared streets was extremely supported among those who visit Kensington Market (*94% supportive from Phase 3 survey respondents who are visitors, 90% of all respondents*) and some local residents and businesses.
- Some who participated shared that they feel that the entire Kensington Market area should only allow pedestrian access and business loading.

**Survey Question:** How supportive are you of the proposed design for the Pedestrian-only Zones?

## All Respondents



N 1615

# Response to Pedestrianisation

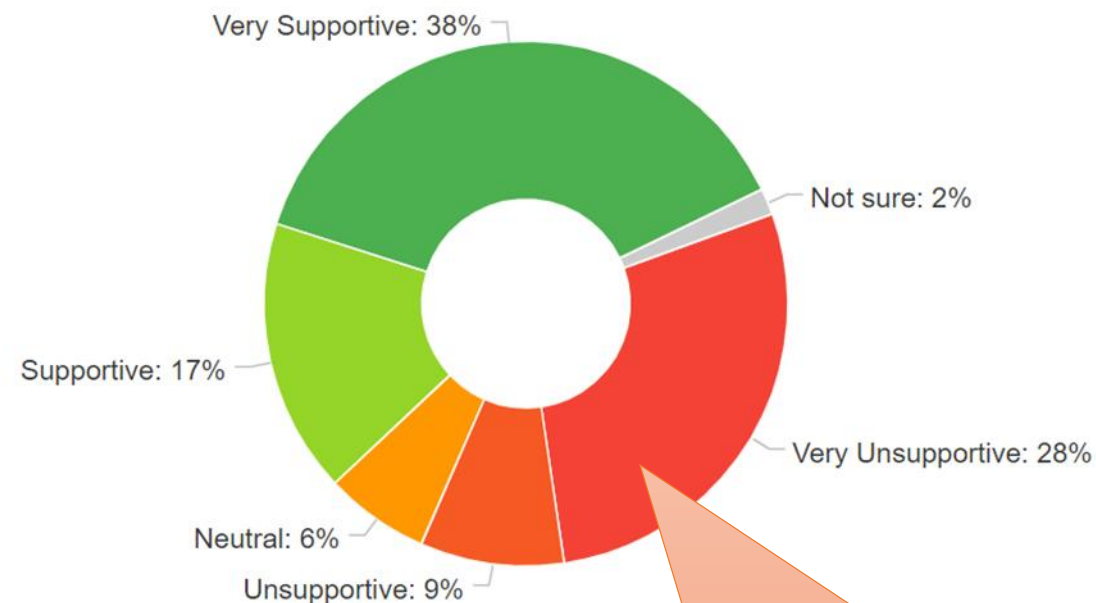
Many local residents, business owners and stakeholders shared their concerns that pedestrianisation and aesthetic upgrades like pavers would have unintended consequences on Kensington Market.

These uncertainties include:

- making it nonviable for grocers and other non-restaurant, bar and café shops to operate
- accelerating gentrification,
- causing disruptive noise and litter, traffic and other issues in the neighbourhood.

**Survey Question:** How supportive are you of the proposed design for the Pedestrian-only Zones?

## People who live / work / own within the affected streets



N 124

Including many of the long term market business operators and community organizers

# Recommended Design Direction

Based on feedback heard through the public consultation, the recommended design combines components presented during all three rounds of public consultation.

Transportation Services is recommending a design that will prioritize pedestrians while accommodating slow speed vehicle access for local residents and enhancing loading opportunities for businesses.

Transportation Services also proposes to pursue a pedestrianisation pilot project post construction. This would allow more time to consult with local businesses and residents, other City Divisions and the public to determine the best balance for Kensington Market that puts pedestrians first, while keeping the Market accessible for businesses and local residents.

# Recommended Design Overview

**Streets will prioritize pedestrians while accommodating slow speed vehicle access for local residents, loading and delivery.**

**Speed limit to be reduced on all streets within project limits.**

**Pilot of pedestrianised zones following construction** – limits and design to be determined through consultation starting in 2024.

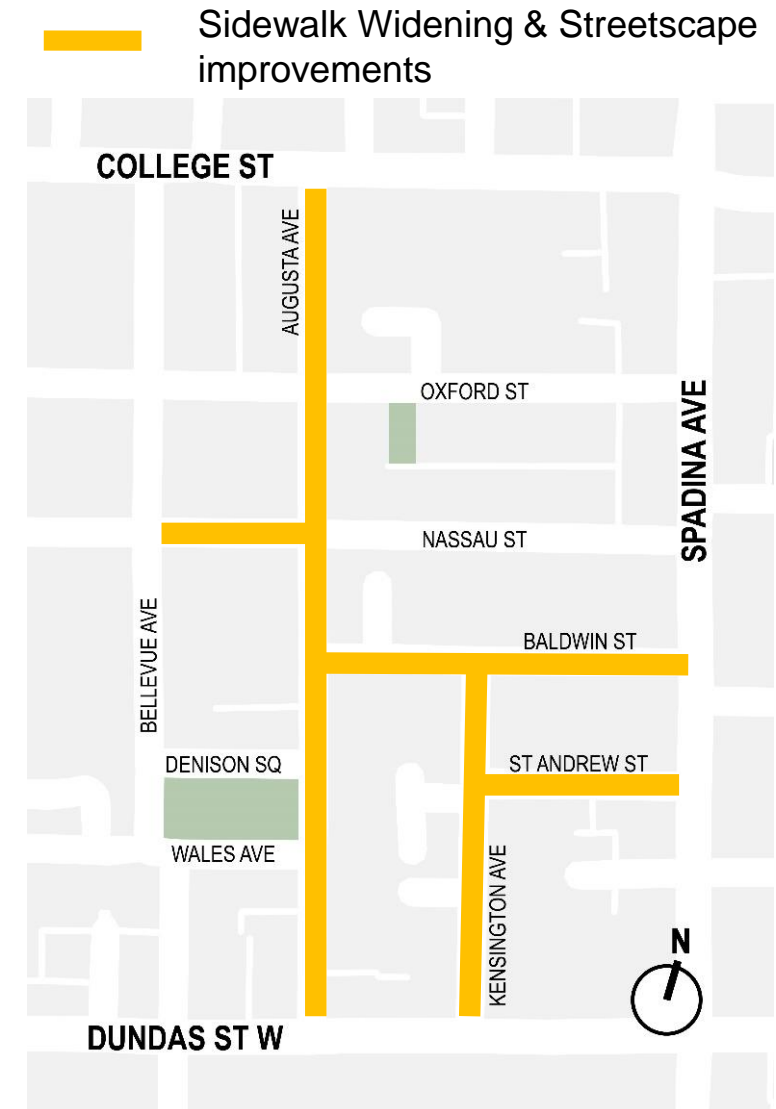
**Sidewalk widening** on Augusta Ave, Nassau St, St. Andrew St.

**Universally accessible rolled curb** on all streets with bollards or post & rings added in areas of concern to deter vehicles from mounting sidewalks.

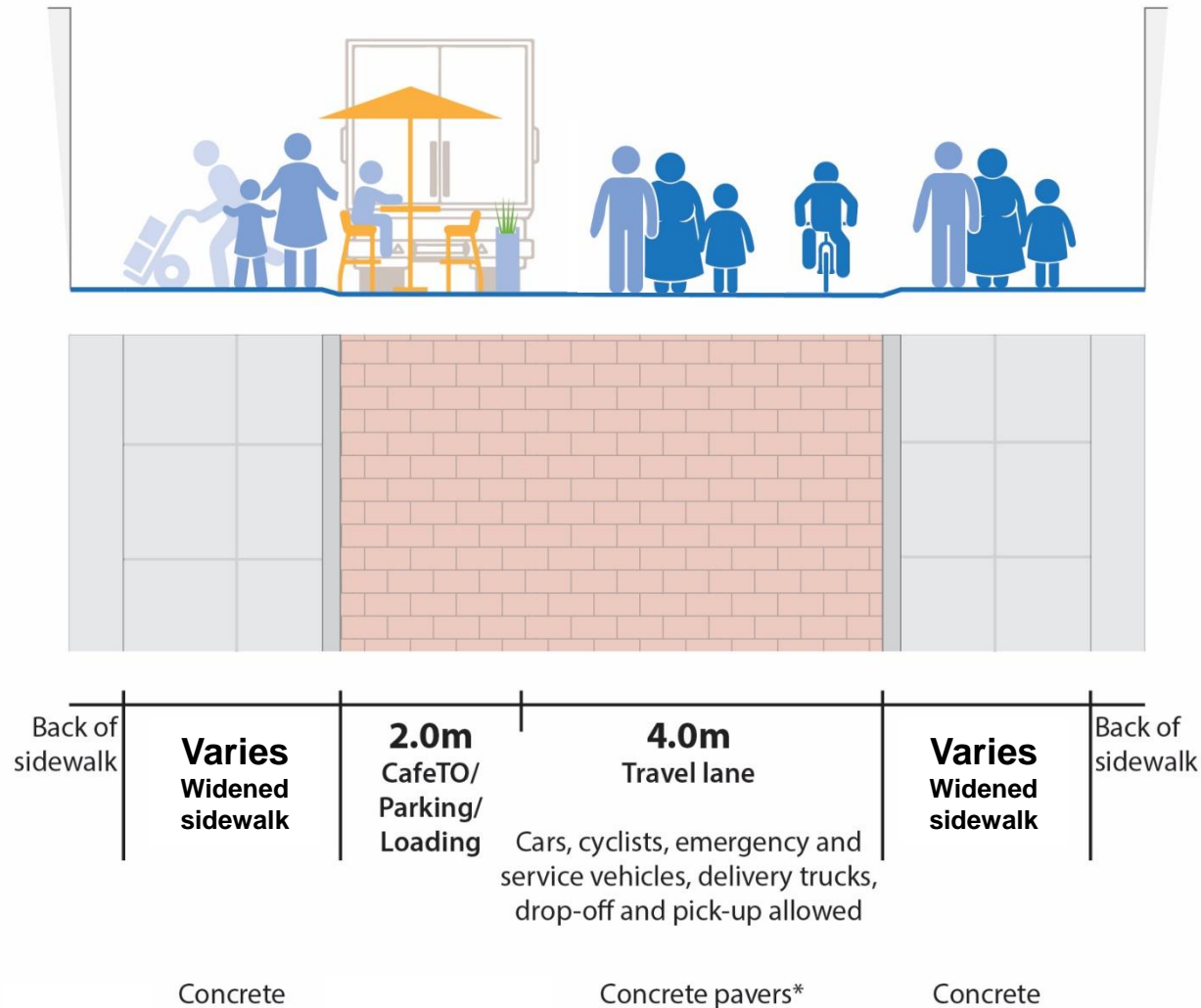
**Safety Improvements** at all intersections:

- **Curb radius reductions** and tactile walking surface indicators,
- **Curb extensions** and **mid-block pinch points** wherever possible.

**Streets paved with concrete unit pavers** (permeable where possible) to signify the pedestrian priority area.



# Street Section For All Streets



\* Permeable concrete pavers wherever feasible - to be determined based on geo-technical report

# Rendering of Street Design



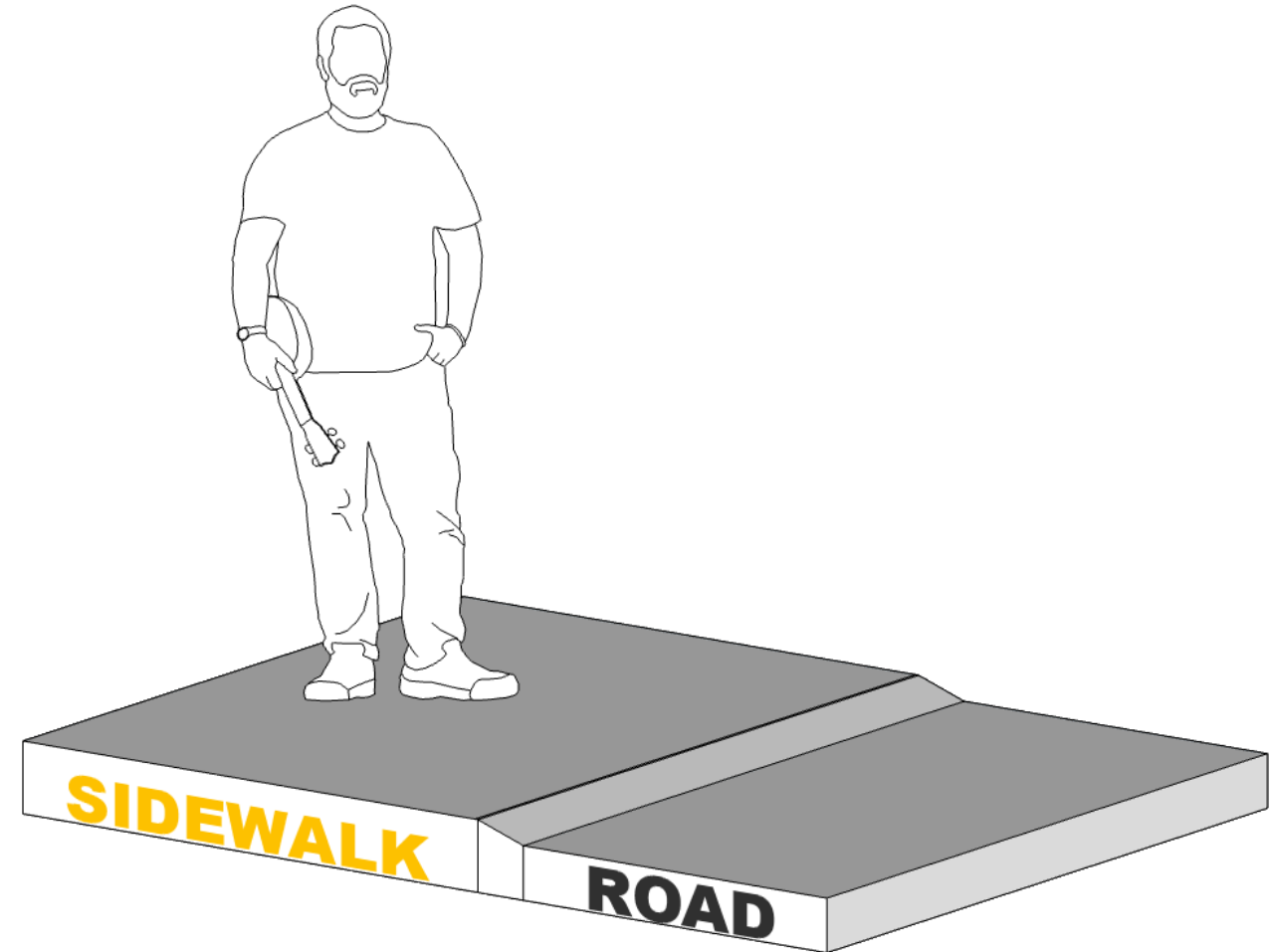
**View looking south on Kensington Ave. from St. Andrew St.**

*NOTE: Rendering only. Colours and material types will be finalized through detail design.*



# Rolled Curb

- A 2 inch (50mm) high rolled curb would be used along all streets.
- New curbs mean that all sidewalks can be accessed everywhere while still being cane detectable for people with low or no vision.
- The curb provides the required separation from the road without having to add bollards or tactile pavement along the sidewalks.
- Rolled curbs will make it easier for people to deliver using dollies or carts.



# Paid Parking

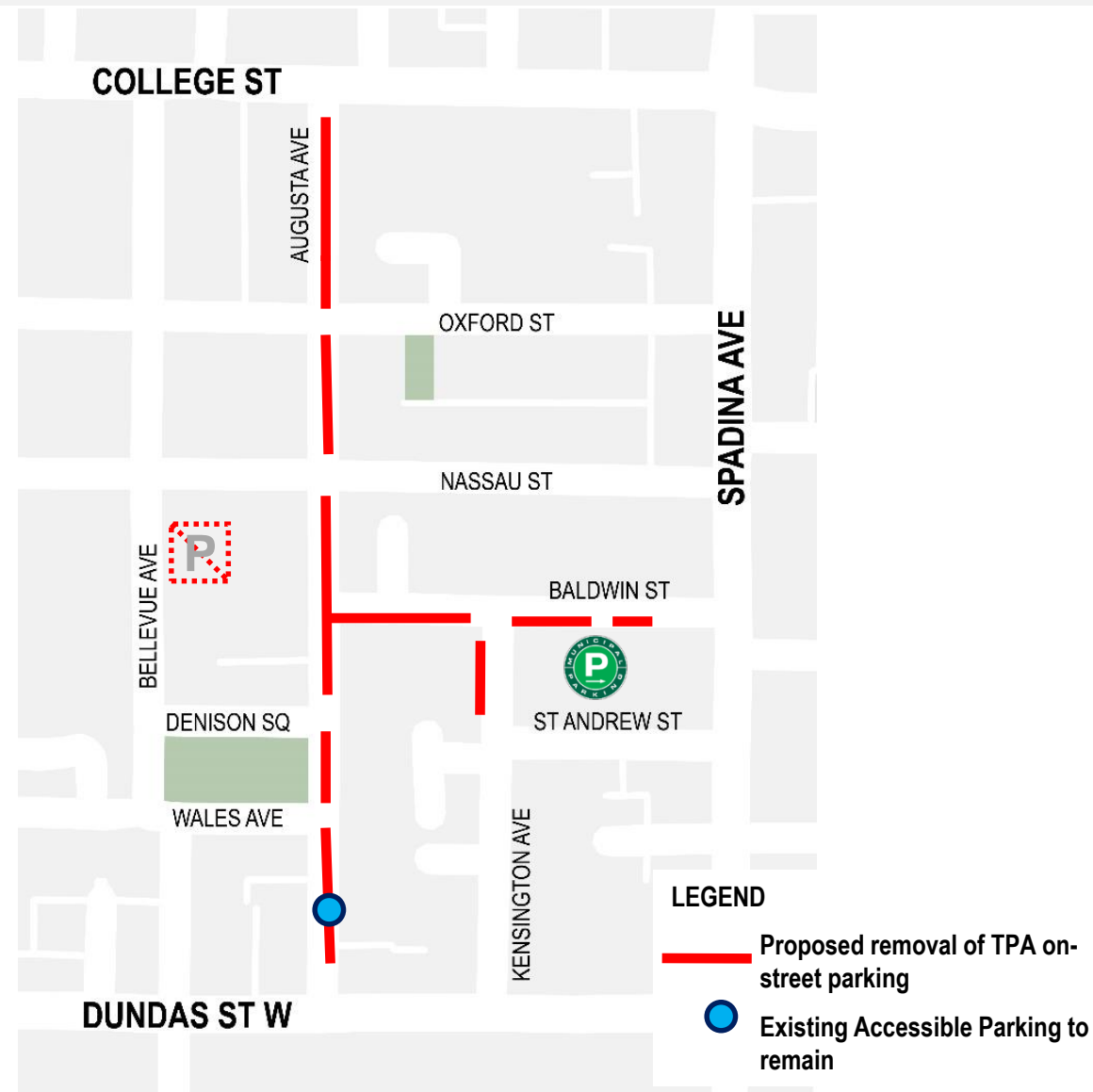
Toronto Parking Authority will continue to operate paid public parking at the Green P Kensington Garage (St. Andrew St. Parking Deck) which has **417 spaces available**.

(Green P was at 55% capacity in peak 2022).

To support pedestrian priority and local businesses, all on-street paid parking spaces in the project area will be converted to sidewalks, loading, and 'No Parking' areas for temporary loading, deliveries and pick-up/ drop-off.



Bellevue Ave on-street parking lot will be redeveloped into affordable housing by the City in a separate project.

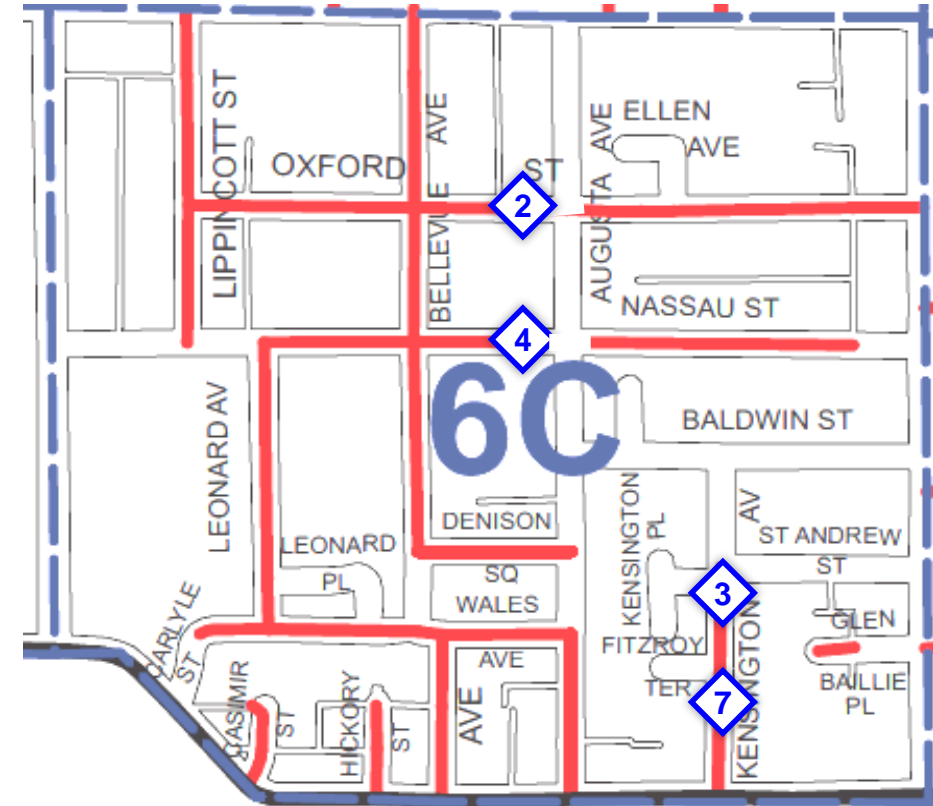
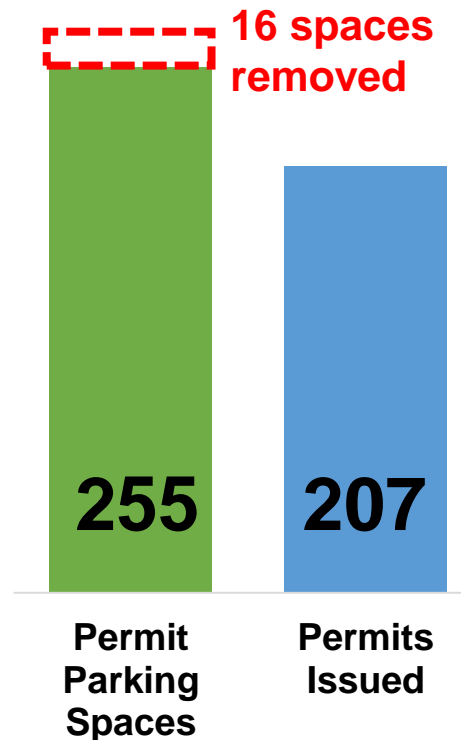


# Permit Parking

- 16 spaces removed will provide the necessary space for traffic calming, loading and drop-off zones, while providing ample parking for permit holders.
  - In order to preserve accessibility of permit parking for permit holders, the report proposes two modifications to the bylaws for the following permit areas:
    - Nassau St between Bellevue Ave and Augusta Ave,
    - Kensington Ave between St. Andrew St and Dundas St W
    - Augusta Ave between Wales Ave and Dundas St W
- 1) **Extending the existing restricted parking period (1hour maximum) from 7pm to midnight.**
  - 2) **Adding a permit parking only time window from 5pm-7pm.**

## LEGEND

-  Permit parking spots
-  Area 6C boundary
-  Planned spots removal

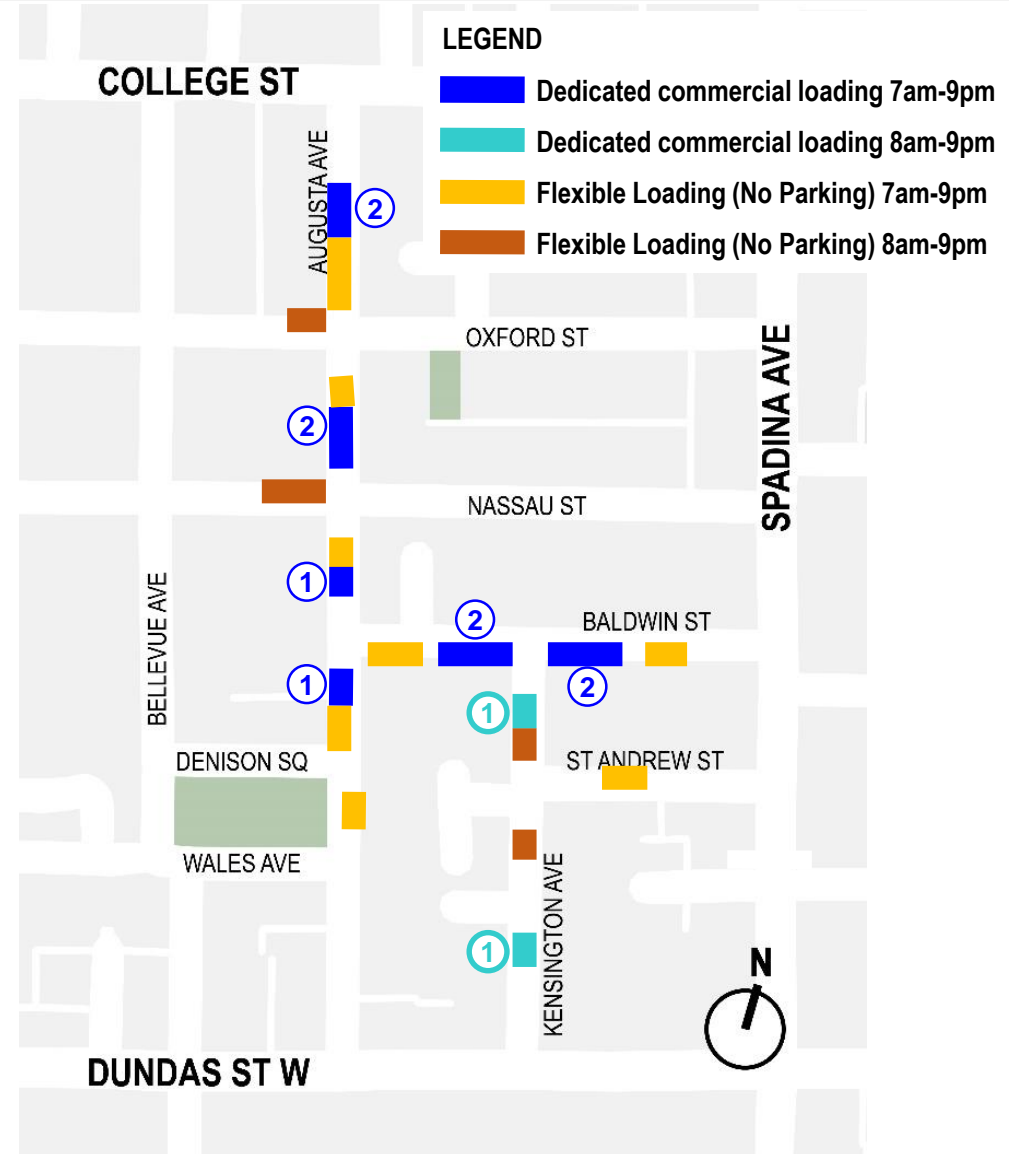


Map of permit parking area 6C. The red shows the streets licenced for permit parking in the neighbourhood.

# Loading, Pick-up/ Drop-off

- **Dedicated Commercial Loading Areas:**
  - 12 spaces (11m - 15m each).
- **Flexible Loading and Pick-up/Drop-off:**
  - 18 spaces for large delivery trucks or 42 spaces for passenger vehicles.
  - By-lawed as **“No Parking”** which **would allow temporary loading, deliveries and pick-up/ drop-off**. Trucks can have an "on delivery" sign and have some discretion to stop in no parking zones. Vehicles displaying an **Accessible Parking Permit** will be able to park in these areas.

**All parking / loading space allocations will be reviewed once in service and can be modified as required.**



# Pedestrianisation Pilot

**While pedestrians will have priority throughout the neighbourhood, there is strong public support to add zones reserved almost entirely for pedestrians. How and when requires further consultation.**

The city proposes a process to form and work closely with a local stakeholder committee to consult on, implement and evaluate a temporary pedestrianised zone(s) within Kensington Market.

- Staff would prepare a terms of reference for a local stakeholder committee that would be an advisory body for the project.
- Scope, timing, duration, materials and locations to be determined during consultation.
- Pedestrianised zone(s) will include time-restricted loading.
- Consultation Plan will be provided and further consultation with stakeholders and public to commence Q1-Q2 2024.
- Pilot will be implemented and evaluated following construction completion of project. Exact timing to be determined during consultation and design period.



Example of signs and planters that could be utilized to define the pedestrianised zone(s)