

# **Casa Loma Neighbourhood**

## **Transportation Management and Mitigation Plan (TMMP)**



**PUBLIC MEETING #1**

**EXISTING CONDITIONS AND IMPROVEMENT ALTERNATIVES**

**NOV 6 2018**

# Welcome

Thank you for attending our Public Meeting for the Casa Loma Transportation Management and Mitigation Plan.

## Project Team



Jo Ann Pynn  
Manager, Capital Assets  
City of Toronto



Jill Taylor  
Principal  
Taylor Hazell Architects Ltd.

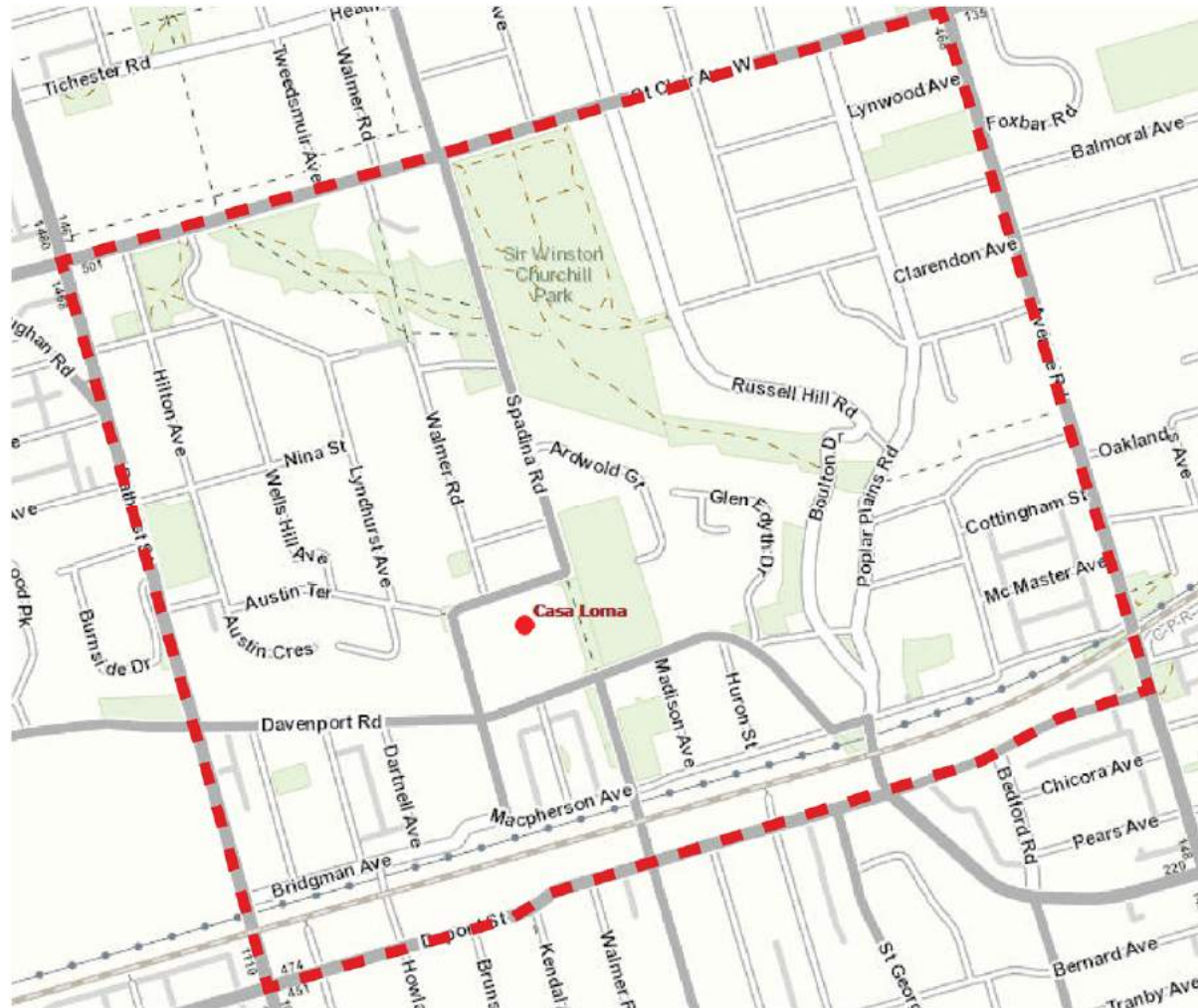


# Purpose of this Public Meeting

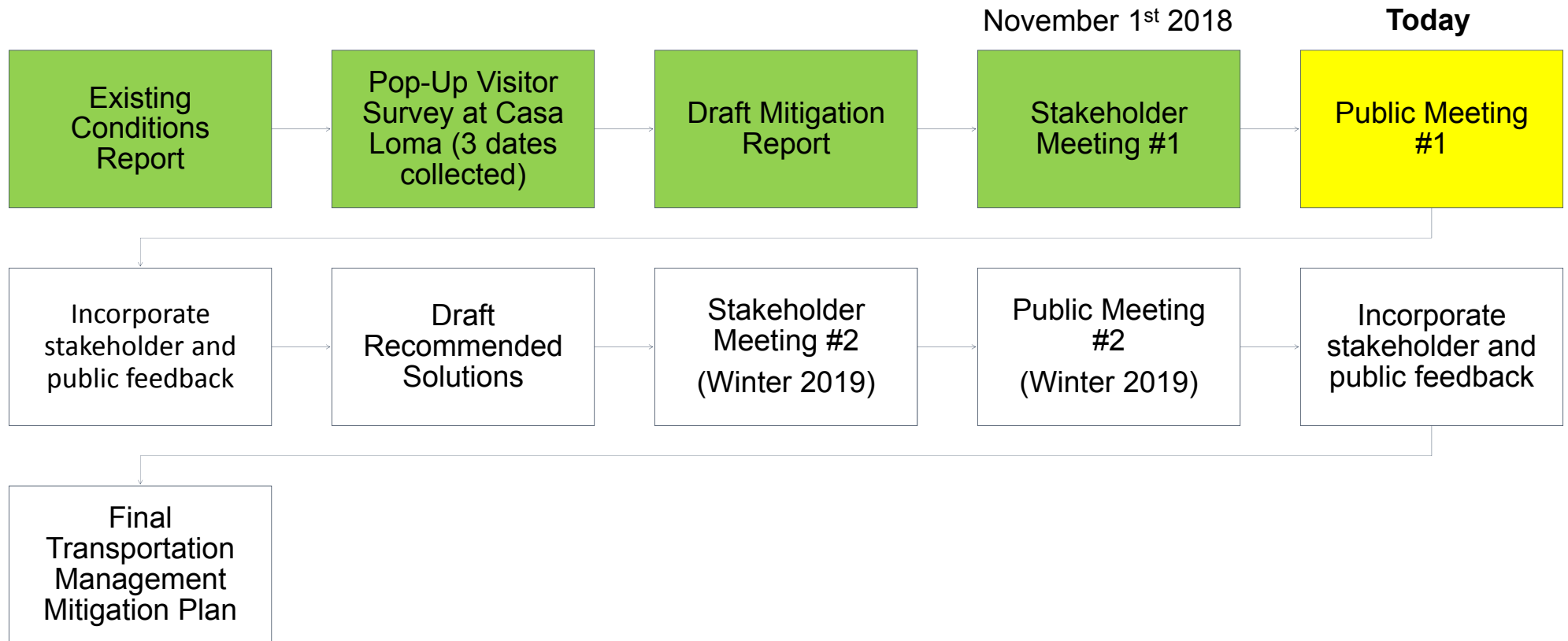
- Present preliminary findings of existing conditions report and draft mitigations report
- Your feedback is valuable as part the TMMP
- Please talk to the project team members if you have questions or feedback

# Study Initiation and Background Information

- In late 2016 and in 2017, City Staff from various divisions met with the local Councillor to discuss impacts from the increased population attending Casa Loma events under the new management of Liberty Entertainment Group.
- In December 2017 direction was given to Transportation Services and Economic Development and Culture, to hire a consultant to carry out a traffic and parking study with the study focus being on the impacts north of Davenport Road: on Walmer Road, Austin Terrace, Castleview Avenue, Russell Hill Drive and Spadina Road.
- A **transportation mitigation management plan (TMMP)** evaluates neighbourhood transportation conditions and establishes alternatives to be considered to address concerns.
- The TMMP will identify the existing transportation conditions, highlight the main issues, and propose a package of improvement solutions.
- The study area and approach was established by the City of Toronto Transportation Services staff.



# Overview of Process



# Existing Conditions Findings

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# Data Collection

- Comprehensive traffic and parking data were collected on **Wednesday August 29<sup>th</sup>** and **Thursday August 30<sup>th</sup>** between the hours of 5:30 p.m. and 11:00 p.m., including:
  - Parking utilization
  - Traffic counts
  - License plate match in the immediate area
- August 29 → special event conditions at Casa Loma (Just for Laughs Comedy)
- August 30 → non-event conditions at Casa Loma
- Traffic counts were completed in August because this is when the busiest events at Casa Loma take place.
- The intent is to understand conditions on both event and non-event days
- WSP staff were also on site on various days to observe conditions in the study area

# Existing Traffic Conditions

Category	Event day	Non-event day
<i>Traffic flow in focus study area along Austin Terrace and Spadina Road</i>	<ul style="list-style-type: none"> <li>Significant queues and delays during arrival period.</li> <li>Arrival traffic coincided with rush hour traffic.</li> </ul>	<ul style="list-style-type: none"> <li>Much lower frequency of long queues and delays.</li> <li>Generally acceptable conditions.</li> </ul>
<i>Traffic flow at secondary intersections in the study area</i>	<ul style="list-style-type: none"> <li>Influence of event traffic generally minor.</li> <li>Do not change the overall operation of the intersections.</li> </ul>	<ul style="list-style-type: none"> <li>Influence of event traffic generally minor.</li> <li>Do not change the overall operation of the intersections.</li> </ul>
<b>Overall Finding</b>	Need to address traffic congestion in focus study area.	Event day measures that may be applicable to non-event days can be considered.



# Existing Parking Conditions

Category	Event day	Non-event day
<i>Parking Utilization in the entire study area (demand/supply)</i>	44%	29%
<i>Peak parking demand during special event</i>	329 spaces (165 on-site 164 off-site)	N/A

Key opportunities for improvement:

- Payment method at Casa Loma visitor lot can be faster.
- Pavement markings in the Casa Loma visitor lot are faded.
- Information and wayfinding to off-site parking can be more effective.
- Off-site, off-street parking facilities are vastly underutilized by visitors.
- Visitors are parking at on-street parking that is within a 5 to 10 minute walk of Casa Loma.
- Parking pricing of on-site, on-street and off-site parking needs to be reviewed.

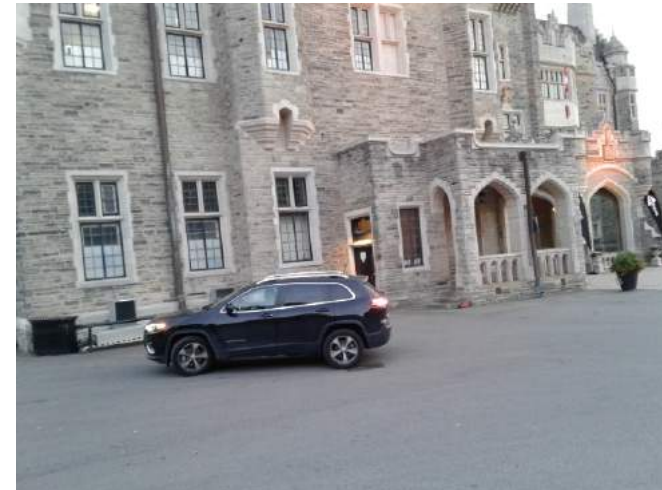




# Existing Pick-up Drop-off Conditions

Key findings from the pick-up drop-off (PUDO) review are noted as follows:

- Formal rideshare and Taxi PUDO operations at Casa Loma are limited.
- Restaurant valet parking conflicted with PUDO operations in the Casa Loma visitor lot.
- PUDO activities at informal locations (i.e, on-street in the middle of the driveway) led to blockage of traffic and queues



# Existing Infiltration Patterns

- Infiltration trips are non-local trips shortcutting through the neighbourhood.
- A license plate survey was completed in the immediate study area north of Casa Loma.
- Anyone observed entering the immediate area, then leaving a few hours later were treated as infiltration trips.
- The estimated infiltration percentages on an event day (37%) compared to a non-event day (36%) are similar.
- There is a net increase of 28 infiltration trips on an event day relative to a non-event day.
- Traffic infiltration is likely a result of traffic, parking and pick-up/drop-off issues.
- By addressing traffic, parking and pick-up/drop-off issues, infiltration will also decrease.



# Existing Pedestrian Environment

- There is sidewalk on the south side of Austin Terrace.
- No formal crossing location across Austin Terrace.
- Wayfinding for pedestrians could be expanded.
- Safety of pedestrians of all ages is paramount.





## Improvement Alternatives For Consideration

- 28 improvement alternatives have been established based on the existing conditions assessment for consideration.
- Two stage process: recommended initial screening followed by detailed evaluation.
- Your feedback will be incorporated.



#	Improvement Alternatives	IMPROVEMENT ASPECTS					RECOMMENDED TO BE SCREENED OUT		
		TRAFFIC FLOW	PARKING	PICK-UP/ DROP-OFF	TRAFFIC INFILTRATION	SAFETY	SCREENING ASPECTS		
							LIMITED EFFECTIVENESS	HIGH COST AND IMPACT	DIFFICULT TO IMPLEMENT
1	Improve Casa Loma website and tourist information materials	●	●	●	●				
2	Improve signage/wayfinding: transit and pedestrians	●				●			
3	Promote transit use	●	●						
4	Offer shuttle bus service during special events	●	●	●			●		●
5	Offer formal bicycle parking at Casa Loma								
6	Optimize signal timings of key intersections during arrival and departure periods of events at Casa Loma	●							
7	Widen Austin Terrace between Walmer Road and Spadina Road from one lane in each direction to two lanes	●		●	●			●	●
8	Parking Pricing Strategy to encourage off-site, off-street parking	●	●		●				
8a	Offer free parking at George Brown College to Casa Loma visitors		●		●				
8b	Charge a competitive rate for on-street parking in the evening period	●	●						●
8c	Charge a high rate for on-site parking at Casa Loma		●						



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							LIMITED EFFECTIVENESS	HIGH COST AND IMPACT	DIFFICULT TO IMPLEMENT
9	Modify payment method (pay and display, pay at exit, mobile payment)	●	●						
10	Repaint pavement markings to reduce driver confusion	●	●			●			
11A	Increase parking supply (efficiency within current parking lot)		●		●				
11B	Increase parking supply (structured parking)		●		●		●	●	●
12	Formalize visitor parking at the coach bus lot in evening period – when coach parking is not required along with improved wayfinding	●	●						
13	Improve lighting in areas for vehicular circulation and parking	●	●			●			
14	Implement parking guidance system to notify drivers that the Casa Loma lots are full, and provide directional signage to off-site parking	●	●		●		●		●
15	Formalize PUDO on-site in coach parking lot and improve directional signage	●	●	●	●				
16	Formalize PUDO on-site in in front of castle and improve directional signage	●	●	●	●				
17	Provide PUDO information to rideshare companies and taxi drivers through outreach program	●		●	●				
18	Relocate restaurant valet operations away from parking access	●	●						

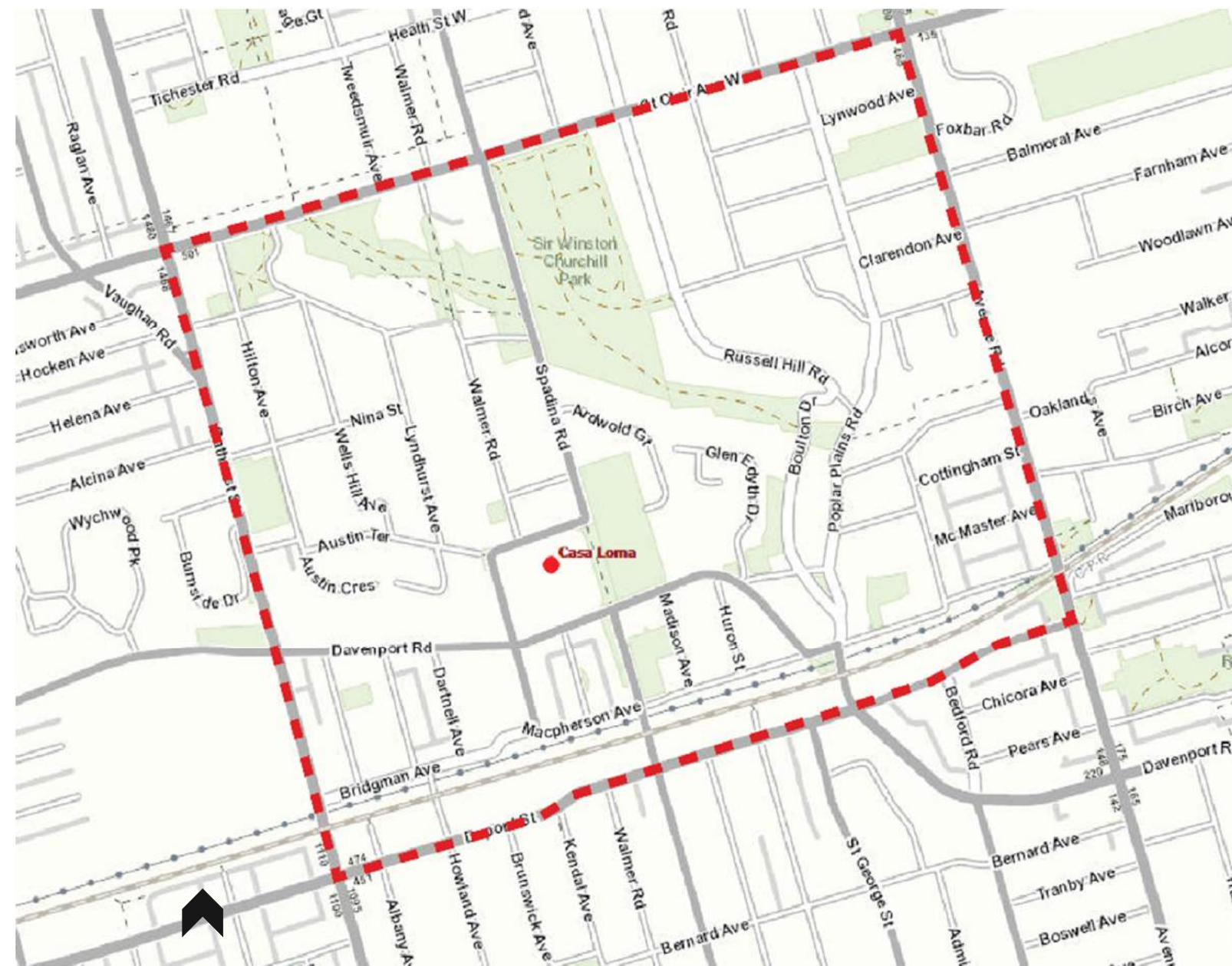
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		TRAFFIC FLOW	PARKING	PICK-UP/ DROP-OFF	TRAFFIC INFILTRATION	SAFETY	LIMITED EFFECTIVENESS	HIGH COST AND IMPACT	DIFFICULT TO IMPLEMENT
19	Eliminate restaurant valet parking during special events	●	●					●	
20	Store valet vehicles in underutilized off-site locations		●				●		●
21	Improve wayfinding to George Brown College parking lots	●	●		●				
22	Enhance advertisement of George Brown College parking lots to visitors		●		●				
23	Improve parking lot signage at George Brown College Parking lots		●		●				
24	Enforce permit parking in the evening period	●	●					●	●
25	Improve signage to clearly communicate on-street parking restrictions	●	●						
26	Increase on-street parking enforcement	●	●						
27	Improve pedestrian crossing along Austin Terrace					●			
28	Provide alternative pedestrian access near Davenport Road at Kendal Avenue/Walmer Road		●			●			

Of the 28 improvement alternatives, 8 are proposed to be screened out. The remaining will be evaluated further based on your feedback.

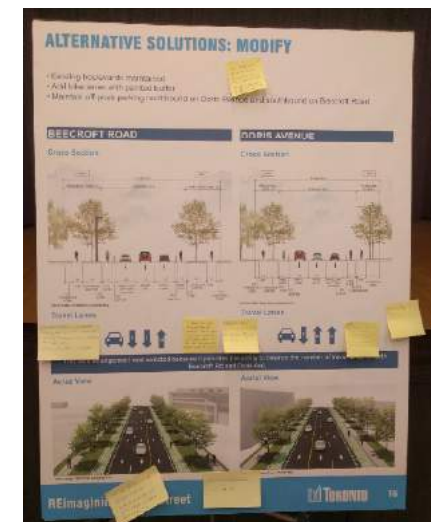
# Evaluation Criteria

Factor	Measures	Indicator
Socio-Economic	Impacts to Private Property	<ul style="list-style-type: none"> <li>– Quantity of property impact</li> <li>– Private access impacts</li> </ul>
	Nuisance Effects	<ul style="list-style-type: none"> <li>– Noise and vibration</li> <li>– Air quality</li> </ul>
Transportation	Design	<ul style="list-style-type: none"> <li>– Adherence to City of Toronto design standards and guidelines for transportation facilities</li> <li>– Accessibility (i.e. compliance with City of Toronto Accessibility Design Guidelines and Ontario Accessibility of Ontarians with Disabilities Act)</li> </ul>
	Transportation Efficiency	<ul style="list-style-type: none"> <li>– Reduction in queuing along Austin Terrace</li> <li>– Reduction in reliance on auto modes</li> </ul>
	Pedestrian Connection and Safety	<ul style="list-style-type: none"> <li>– Clarity of pedestrian network</li> <li>– Attractiveness for pedestrians</li> <li>– Safety</li> </ul>
	Pick-up drop-off	<ul style="list-style-type: none"> <li>– Clarity of solution to ride share vehicles and taxis</li> </ul>
	Parking	<ul style="list-style-type: none"> <li>– Sufficient parking for special events at Casa Loma and designated off-street parking facilities</li> </ul>
	Neighbourhood Traffic	<ul style="list-style-type: none"> <li>– Reduction in infiltration relative to travel times on collector and arterial roads</li> </ul>
Cultural	Heritage	<ul style="list-style-type: none"> <li>– Is solution compatible with the cultural heritage landscapes</li> <li>– Can Casa Loma continue to operate during implementation of improvement</li> </ul>
Constructability and Cost	Technical	<ul style="list-style-type: none"> <li>– Ease of construction</li> </ul>
	Impact on Current Transportation Activities	<ul style="list-style-type: none"> <li>– Ability to maintain transportation in the study area during implementation of solution</li> <li>– Duration of disruptions</li> </ul>
	Cost	<ul style="list-style-type: none"> <li>– Total construction and property cost estimate</li> <li>– Maintenance costs</li> </ul>

# Share your thoughts on Existing Traffic Conditions and improvement alternatives.

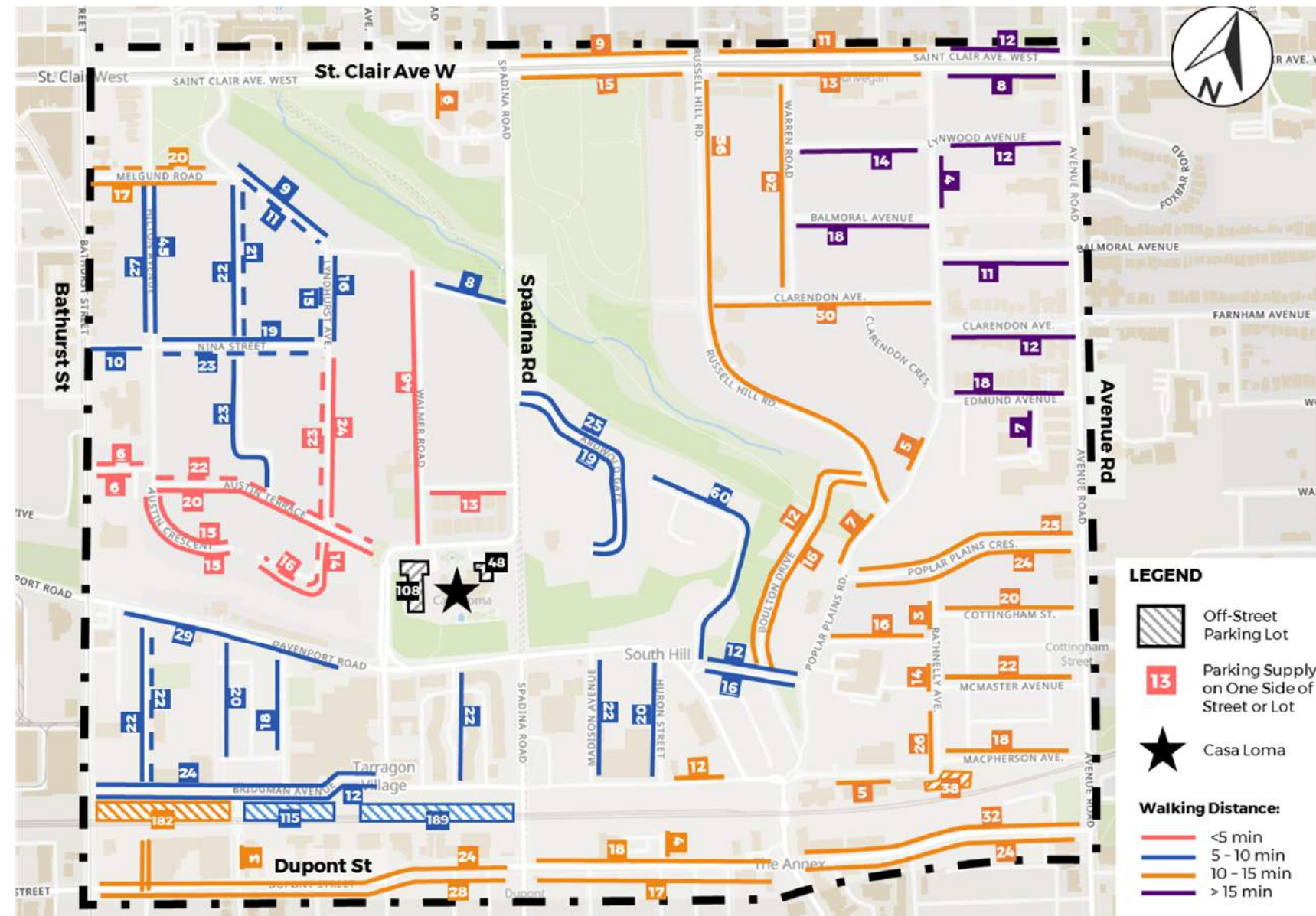


Please write your comments and suggestions on sticky notes and place it on the board where it is most relevant to.





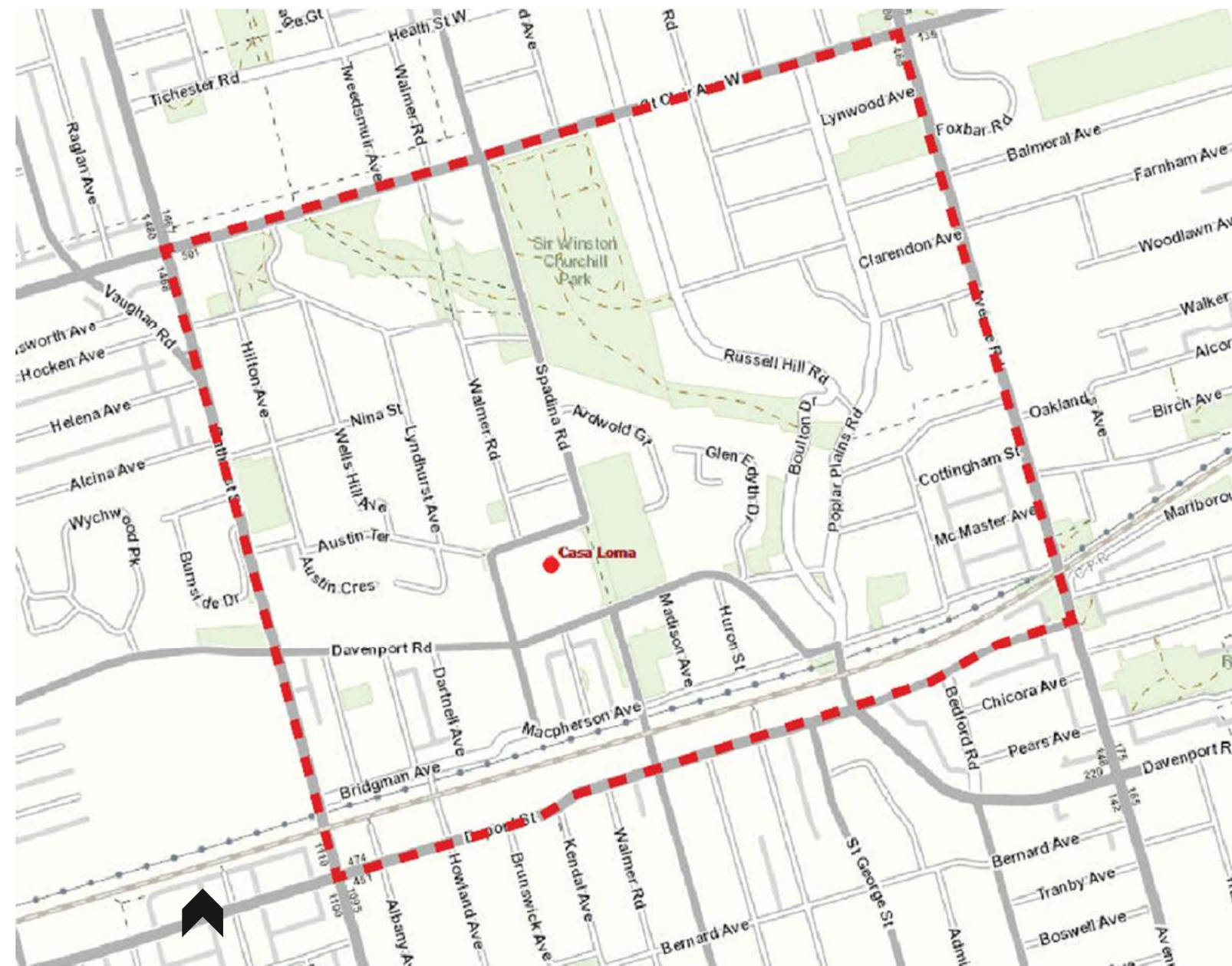
# Share your thoughts on Existing Parking Conditions and improvement alternatives.



Please write your comments and suggestions on sticky notes and place it on the board where it is most relevant to.



**Share your thoughts on Active Transportation, Safety and improvement alternatives.**



Please write your comments and suggestions on sticky notes and place it on the board where it is most relevant to.

## Next Steps



- If you have additional comments, you can email them to: [Samantha.leger@wsp.com](mailto:Samantha.leger@wsp.com) by **November 30, 2018**



- Feedback will be incorporated into the study



- Next round of public consultation will be early 2019 and you will be advised well in advance



- Information related to this study will be posted on: [www.toronto.ca/casaloma-ttmp](http://www.toronto.ca/casaloma-ttmp)

**Thanks for attending!**