

Casa Loma Neighbourhood

Transportation Management and Mitigation Plan (TMMP)



PUBLIC MEETING #2
JULY 2, 2019

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



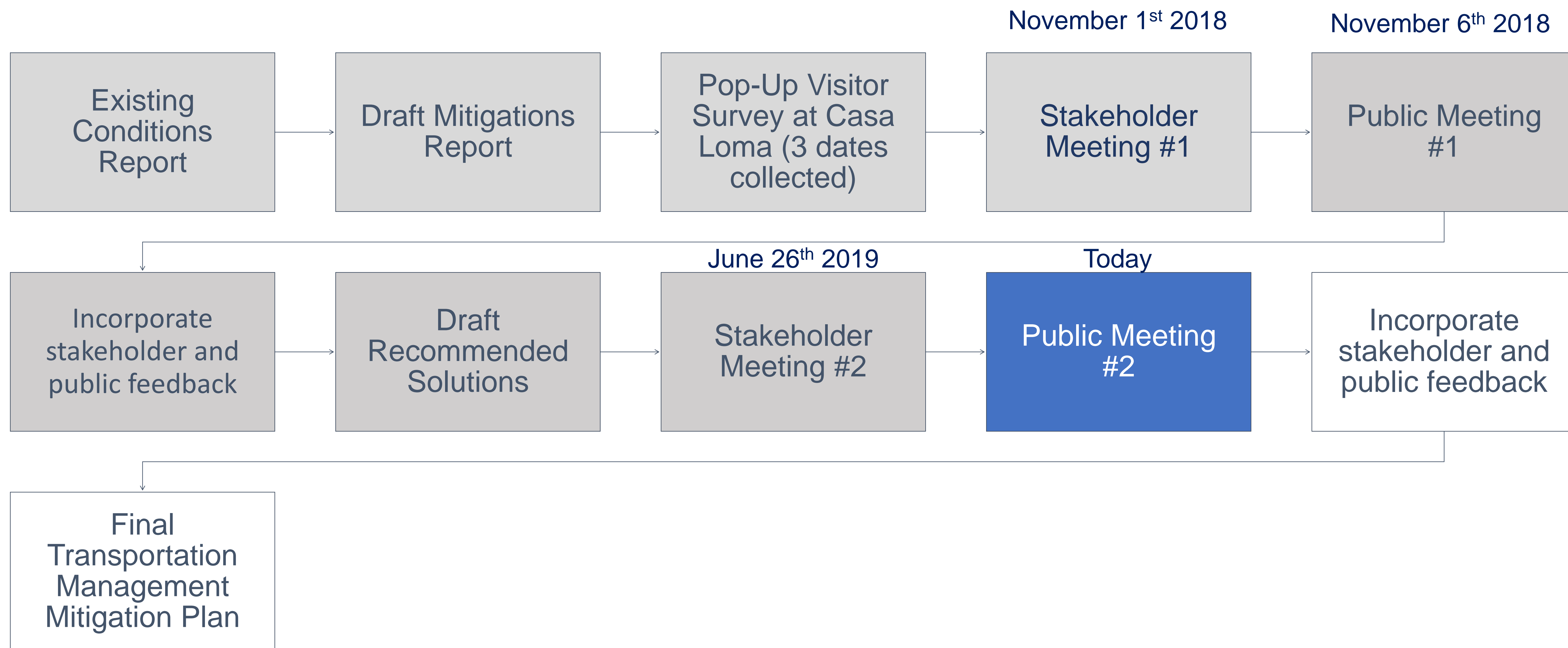
Jill Taylor
Principal
Taylor Hazell Architects Ltd.



Purpose of this Public Meeting

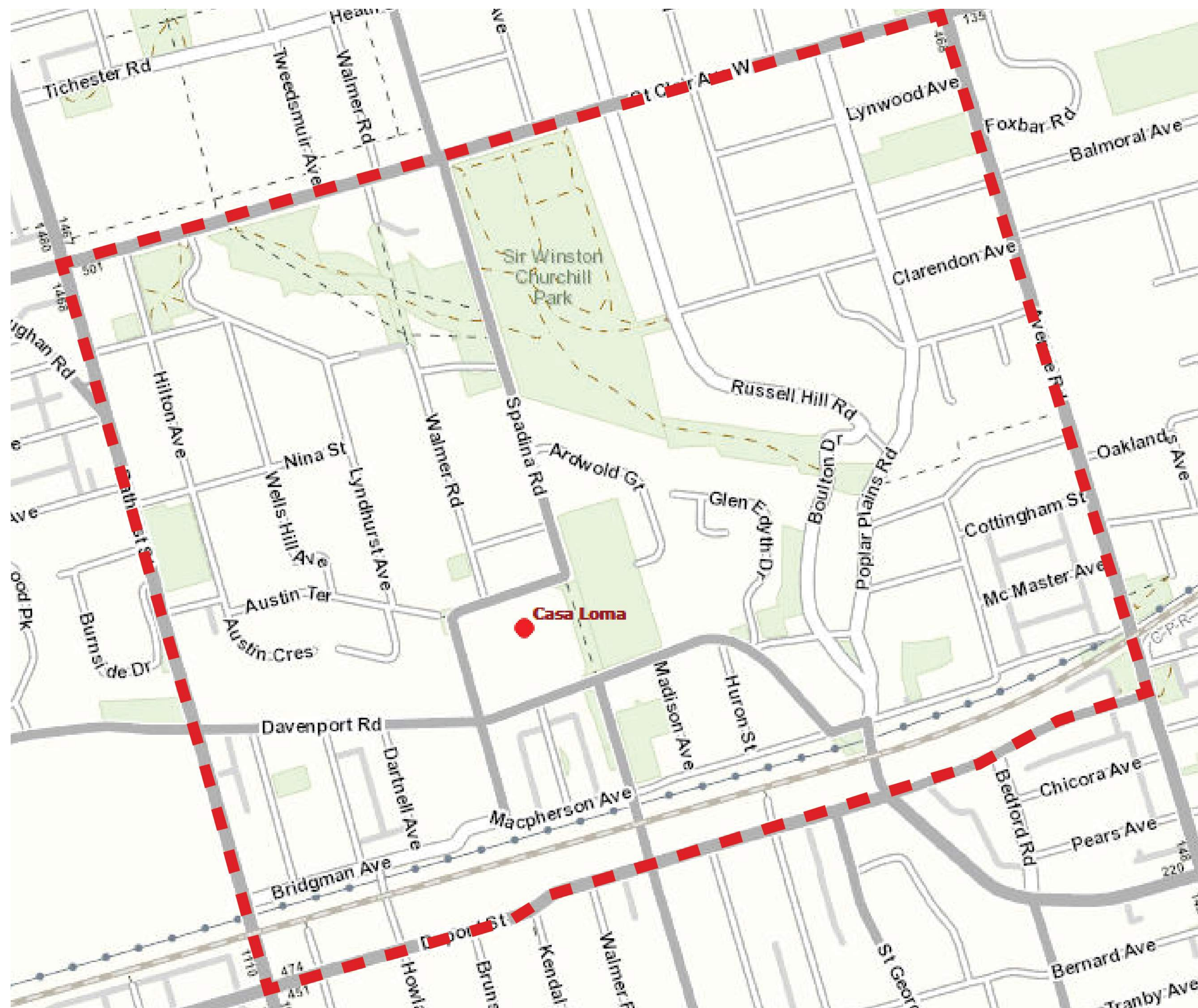
- Present what we heard from the first round of public consultation
- Present how we have incorporated feedback and progressed with the alternative evaluations
- Engage in dialogue and gain your valuable feedback

Overview of Process



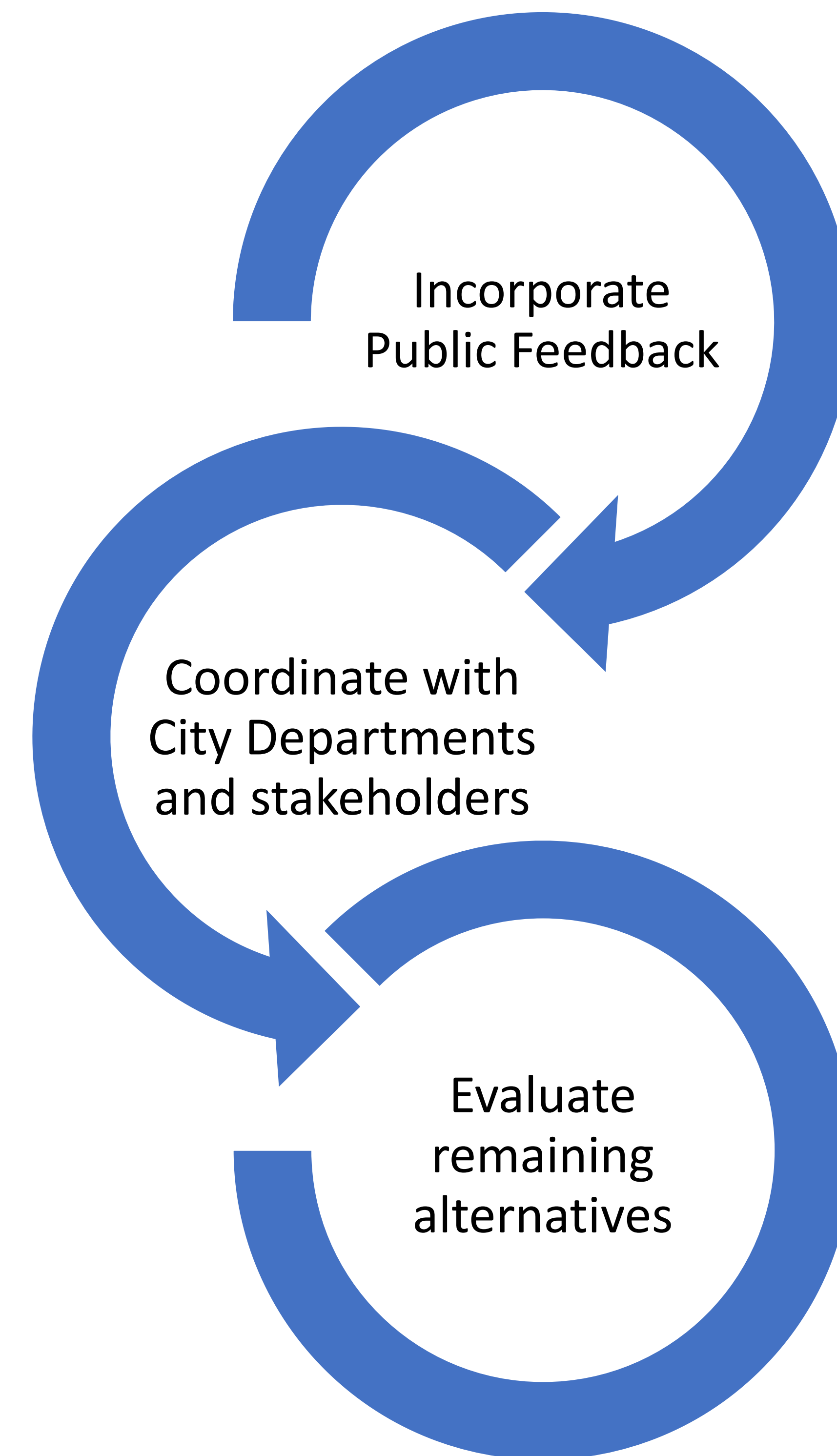
Background Information

- A **transportation mitigation management plan (TMMP)** evaluates neighbourhood transportation conditions and establishes alternatives to be considered to address concerns.
- This TMMP was initiated by the City of Toronto recognizing that the popularity of special events at Casa Loma is generating higher traffic and parking demands.
- The TMMP will identify the existing transportation conditions, highlight the main issues, and propose a package of improvement solutions.
- 28 improvement alternatives were presented at meeting 1 based on the existing conditions assessment.
- Of the 28 improvement alternatives, 8 were initially proposed to be screened out.



What Has Happened Since the Last Public Meeting

- The project team has liaised with various City departments and stakeholder groups on the feasibility of alternatives and feedback received from the public.
- There was a transition period with the change in Councillor to understand the background of actions that have taken place related to Casa Loma improvements.
- The project team has advanced the evaluation of the remaining alternatives that have not been screened out.
- The project team has identified three groups of recommended alternatives based on the nature of the sponsor and the responsibility of the proponent.

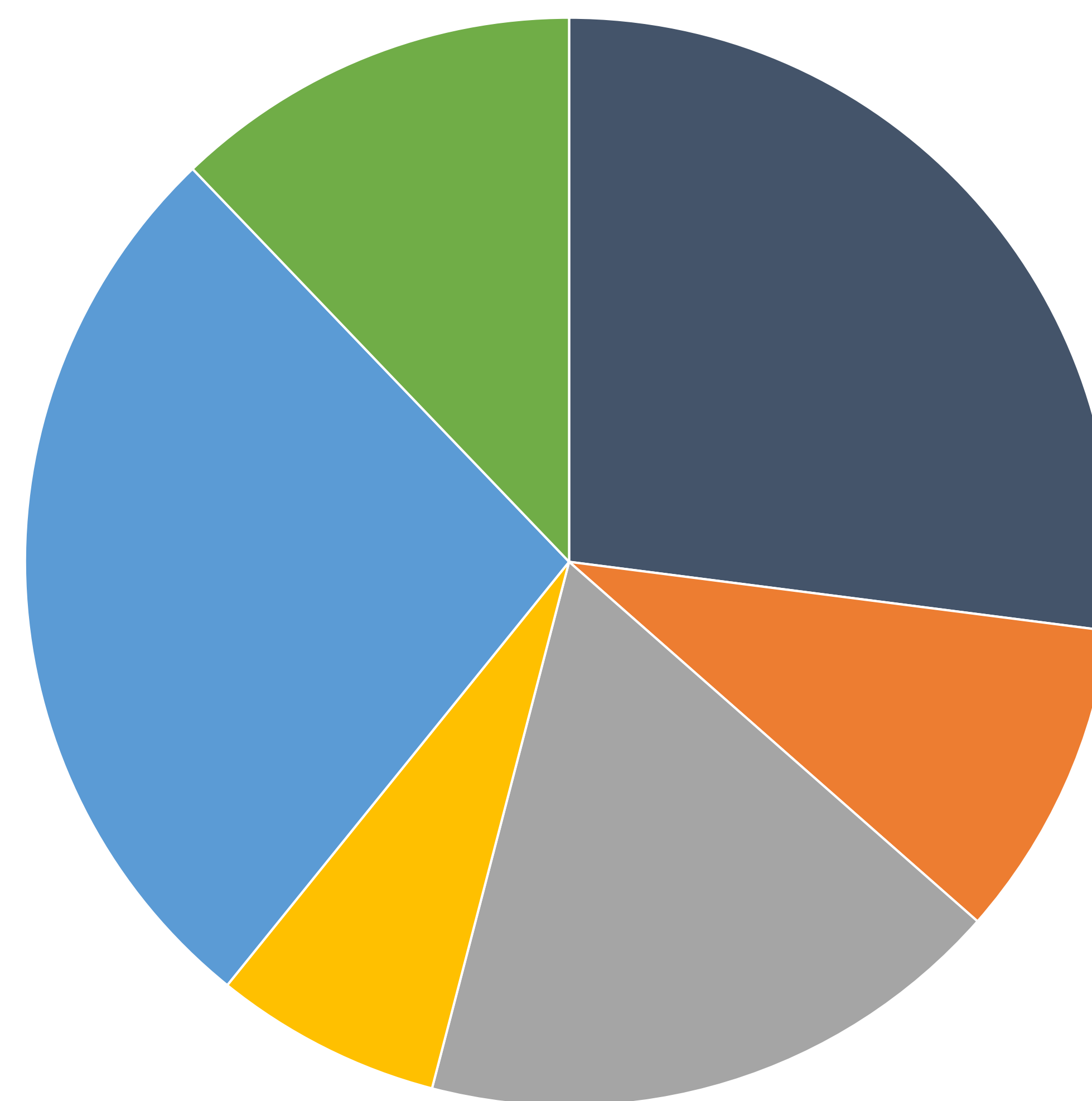


Feedback from First Round of Consultation

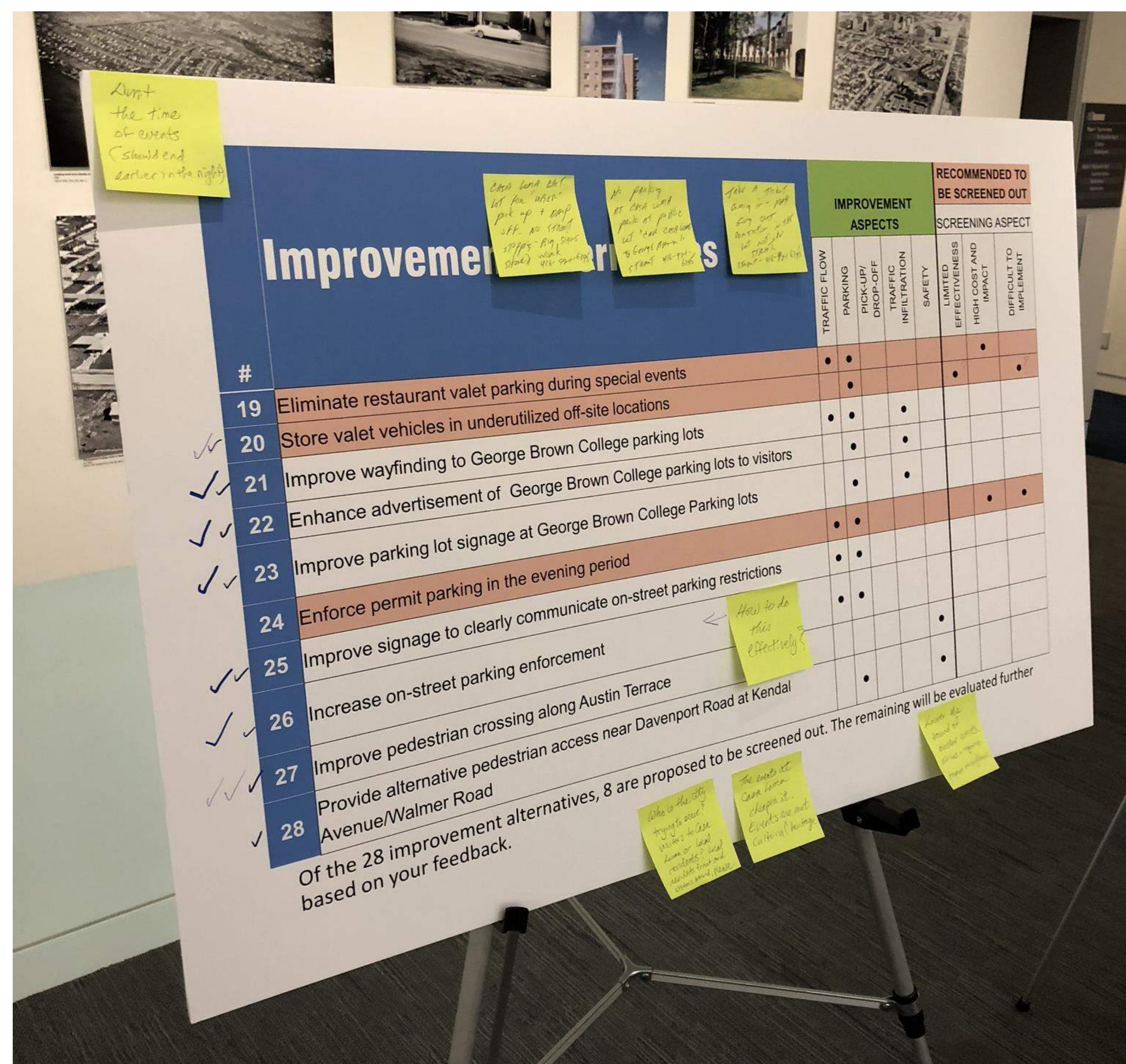
Top three themes received:

- Improving pedestrian safety
- Implementing wayfinding/signage and promotional travel demand management (TDM)
- On-street parking enforcement

Key Themes heard at Public Meeting #1



- Improve pedestrian safety
- Modify Casa Loma Parking Operations
- Increase On-Street Parking Enforcement
- Address Traffic Concerns caused by PUDO
- Wayfinding/Signage/Promotional TDM
- Change event management/promotion techniques



#	Improvement Proposal	TRAFFIC FLOW	PARKING	SAFETY	EFFECTIVENESS	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 to visitors							
22	Enhance advertisement of George Brown College Parking lots							
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.

Key Feedback from Public Meeting 1

1) Concerns that **traffic data collected** for the TMMP are summer conditions, thus lower than non-summer periods.

Response: Summer traffic data used in this analysis are within 2.5% of typical non-summer traffic volumes. These were used because the busiest special events at Casa Loma generally take place during the summer period.

2) **Shuttle bus** was screened out when presented to the public in meeting 1. However, after further requests by the public, the project team has re-evaluated the feasibility.

Response: Based on the limited route options, difficulty to maintain reliable travel time and schedule, and lack of support from stakeholders, this alternative is still screened out.

3) Request for **traffic signal** at Spadina/Macpherson Avenue and other general traffic matters.

Response: Traffic signal spacing does not meet City standards. Traffic volumes do not warrant a signal. Other traffic-related matters not directly related to Casa Loma event traffic were provided to the Traffic Operations department.

4) Allowing **pedestrian/cyclist access** from the gate near Davenport Road/Walmer Road/Kendal Avenue.

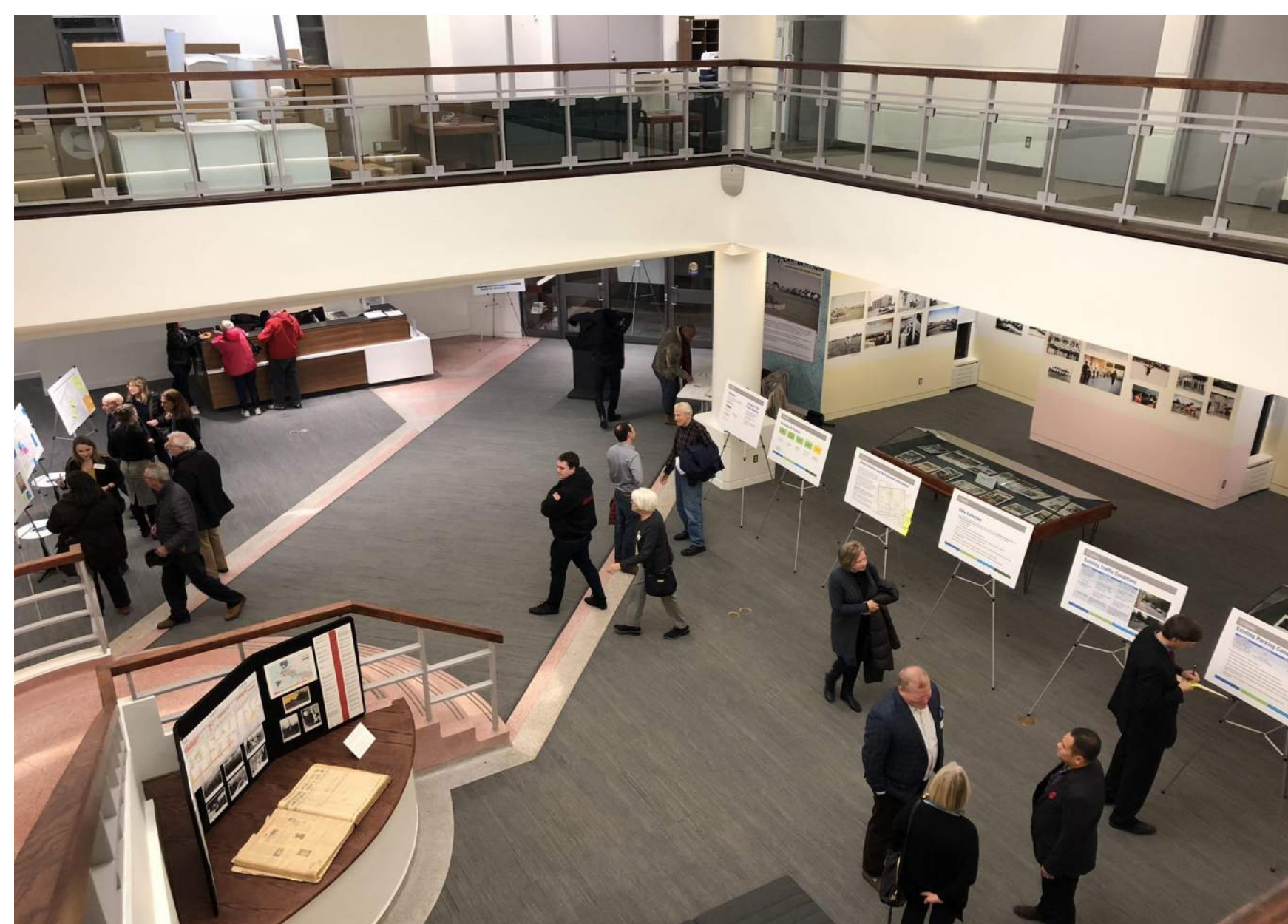
Response: Due to accessibility and safety concerns, this alternative is not feasible. This access is only open for the Halloween Haunt event, which comes with an accessibility disclaimer.

5) Provide additional **bicycle facilities** at Casa Loma.

Response: There is not enough space for a bikeshare station. A general bicycle parking rack is proposed just outside the castle grounds.

Screening Process

- 28 improvement alternatives were established based on the existing conditions assessment and were presented through the first round of public consultation.
- Of the 28 improvement alternatives, 8 were initially proposed to be screened out. With consideration of public feedback and further consultation with the stakeholders and City divisions, 4 more alternatives were screened out.



#	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 (incentives)	●	●						●
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		●				●		

#	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
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	●	●					●	●

#	Improvement Alternatives	Improvement Aspects					Recommended to be Screened Out		
		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 Bridgman parking lot	●	●		●				
22	Enhance advertisement of George Brown College Bridgman lot 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, 12 are proposed to be screened out with consideration of the feedback received from the first round of public consultation. **The remaining 16 alternatives are listed on the following slides, organized based on the primary proponent expected to be involved in the improvement delivery.**

#	Liberty Entertainment Group-related Improvement Alternatives	STAKEHOLDERS CONSULTED				IMPLEMENTATION TIMELINE		
		HERITAGE	TRANSPORTATION	LIBERTY ENTERTAINMENT GROUP	ADDITIONAL PARTIES	SHORT-TERM	MID-TERM	LONG-TERM
1	Improve Casa Loma website and tourist information materials			●		●		
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)			●			●	
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			●			●	
15	Formalize PUDO on-site in coach parking lot and improve signage			●		●		
17	Provide PUDO information to rideshare companies and taxi drivers through outreach program			●	Uber, Lyft Beck	●		



It should be noted that the timing of alternatives 10, 11A and 13 depend on the other castle-related rehabilitation work that require material storage within the Casa Loma parking lot. The project team understands that these areas of improvements are acknowledged. These will be done in coordination with Economic Development and Culture.

#	City-related Improvement Alternatives	STAKEHOLDERS CONSULTED			IMPLEMENTATION TIMELINE		
		HERITAGE	TRANSPORTATION	ADDITIONAL PARTIES	SHORT-TERM	MID-TERM	LONG-TERM
2	Improve signage/wayfinding: transit and pedestrians	●				●	
5	Offer formal bicycle parking at Casa Loma		●	Bike Share Toronto	●		
21	Improve wayfinding to George Brown College Bridgman Parking Lot			George Brown College		●	
22	Enhance advertisement of George Brown College Bridgman Parking Lot to visitors			George Brown College	●		
27	Improve pedestrian crossing and environment along Austin Terrace	●	●				●



#	Toronto Police-related Improvement Alternatives	CITY DEPARTMENTS AND STAKEHOLDERS					IMPLEMENTATION TIMELINE		
		HERITAGE	TRANSPORTATION	TORONTO POLICE	LIBERTY ENTERTAINMENT GROUP	ADDITIONAL DEPARTMENTS	SHORT-TERM	MID-TERM	LONG-TERM
24	Enforce permit parking in the evening period			●			●		
25	Improve signage to clearly communicate on-street parking restrictions			●			●		
26	Increase on-street parking enforcement			●			●		

- Alternative 24 was originally screened out, but after reviewing the public’s feedback, this is no longer screened out.
- The Toronto Police is committed to increasing patrol during events at Casa Loma to reduce parking and traffic impacts
- Parking signage improved around Casa Loma – instead of rotational period, there are now NO Parking signs and restrictions on one side
- From January 1, 2018 to May 17, 2019, number of tickets issued:
 - Walmer Road (including around Casa Loma and George Brown College campus areas) = 1,159 tickets
 - Castle View Avenue = 346 tickets
 - Austin Terrace = 43 tickets

Since the police-related improvement alternatives are already underway, alternatives 24, 25 and 26 are not included for further evaluation.

Updated Evaluation Criteria



Additional criterion considered based on first round of engagement

Four categories of criteria: socio-economic, transportation, design & cultural, and constructability and costs. The transportation category is one of the key indicators in terms of performance, while the other three categories are the considerations of the impact and compatibility with the study area.

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

Evaluation of Alternatives

Factor	Indicator
Transportation and Safety	<p>The top 4 ranking alternatives are listed below:</p> <ul style="list-style-type: none">– Alternative 1: Improve Casa Loma website– Alternative 27: Improve pedestrian crossing along Austin Terrace or add sidewalk on the north side of Austin Terrace– Alternative 9: Modify payment method (pay and display, pay at exit, mobile payment)– Alternative 21: Improve wayfinding signage to George Brown College Bridgman parking lot– The remaining 9 alternatives all score very similarly. This information can be used to prioritize the alternatives.
Socio-Economic	<ul style="list-style-type: none">– Alternative 27 scored lower because of construction measures and impact to landscaping. However, the property required for the sidewalk is already on the City’s right-of-way for Austin Terrace.
Design & Cultural	<ul style="list-style-type: none">– Almost all of the alternatives scored very similarly.– The alternatives that scored lower are the wayfinding & signage-related alternatives and the introduction of improved pedestrian crossing along Austin Terrace because these involve the physical installation of new elements that need to be carefully designed in collaboration with the City’s Heritage Department.
Constructability and Costs	<p>The following 4 alternatives ranked the lowest in terms of ease of construction, cost, impact during construction activities.</p> <ul style="list-style-type: none">– Alternative 27: Improve pedestrian crossing along Austin Terrace or add sidewalk on the north side of Austin Terrace– Alternative 10: Repaint pavement markings to reduce driver confusion– Alternative 11A: Increase parking supply (efficiency)– Alternative 13: Improve lighting in areas for vehicular circulation and parking <p>Alternative 10, 11A and 13 all involve a partial/full closure of the Casa Loma parking lot. Such work must be scheduled to avoid special events, and busier periods to prevent parking spill-over into the neighbourhood.</p>

Conclusion: Based on the evaluation process, all 13 of the Liberty Entertainment and City-related improvement alternatives are recommended. These 13 alternatives have been grouped in the following panel.

Improvement Packages

The Project Team has created 5 Improvement packages that are grouped based on the theme and implementation nature. The order of the packages below reflects how effective they are in terms of transportation and safety benefits (based on the evaluation completed earlier).

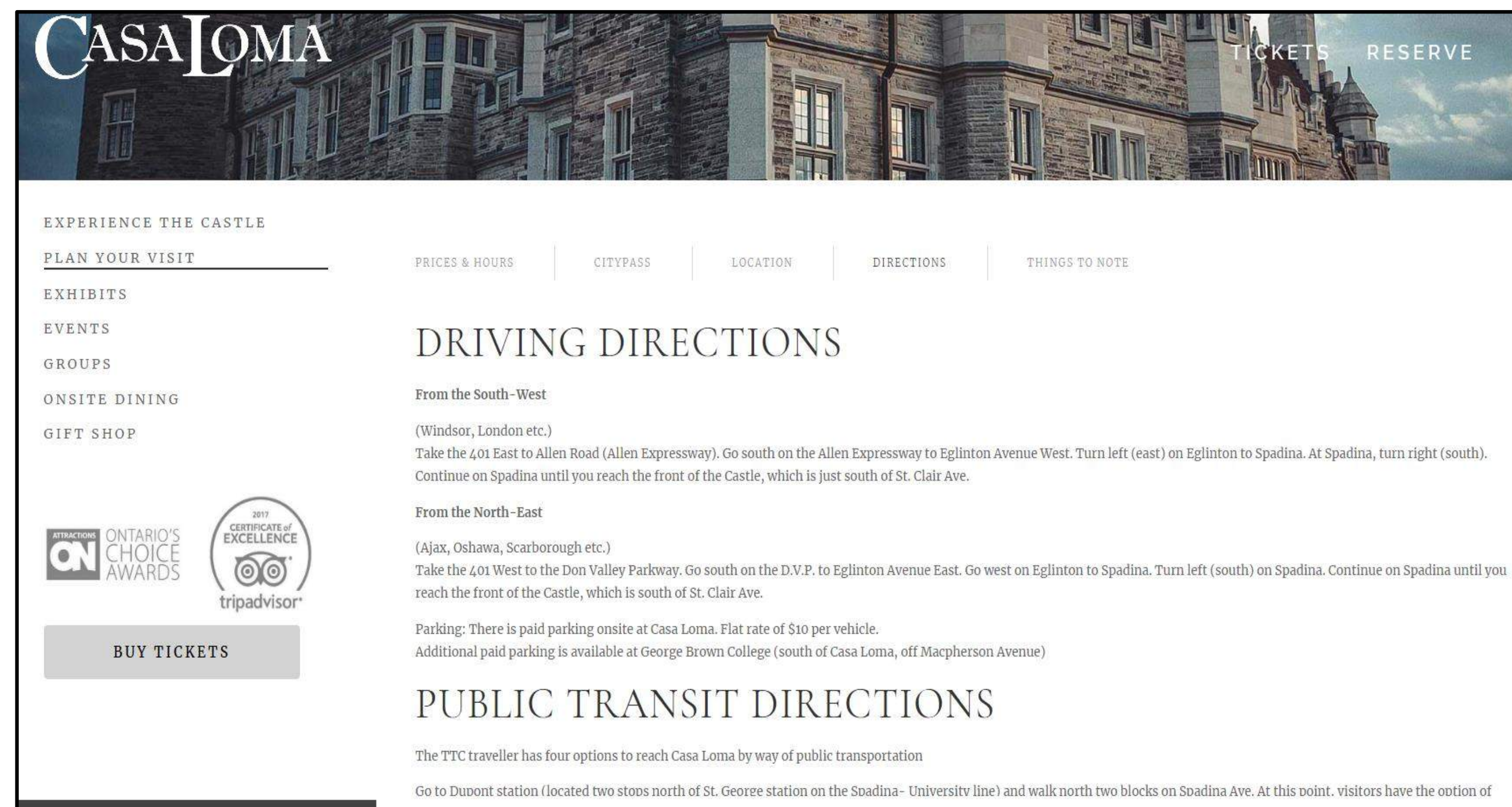
- Improvement Package #1: Casa Loma Website
- Improvement Package #2: Pedestrian Improvements
- Improvement Package #3: Internal Site Improvements
- Improvement Package #4: Wayfinding and Signage Plan
- Improvement Package #5: Bicycle Parking

	#	Improvement Alternatives addressed in the Improvement Packages	#1	#2	#3	#4	#5
LEG related	1	Improve Casa Loma website and tourist information materials	●				
	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)			●		
	13	Improve lighting in areas for vehicular circulation and parking			●		
	12	Formalize visitor parking at the coach bus lot in evening period – when coach parking is not required along with improved wayfinding				●	
	15	Formalize PUDO on-site in coach parking lot and improve signage				●	
	17	Provide PUDO information to rideshare companies and taxi drivers through outreach program	●				
City related	2	Improve signage/wayfinding: transit and pedestrians				●	
	5	Offer formal bicycle parking at Casa Loma					●
	21	Improve wayfinding to George Brown College Bridgman Parking Lot				●	
	22	Enhance advertisement of George Brown College Bridgman Parking Lot to visitors	●				
	27	Improve pedestrian crossing along Austin Terrace		●			

Improvement Package 1: Casa Loma Website

Further improvements to the website on the directions for all modes of transportation is required. This package addresses alternatives 1, 9, 15, 17 and 22. This is an alternative that can be implemented in the short-term.

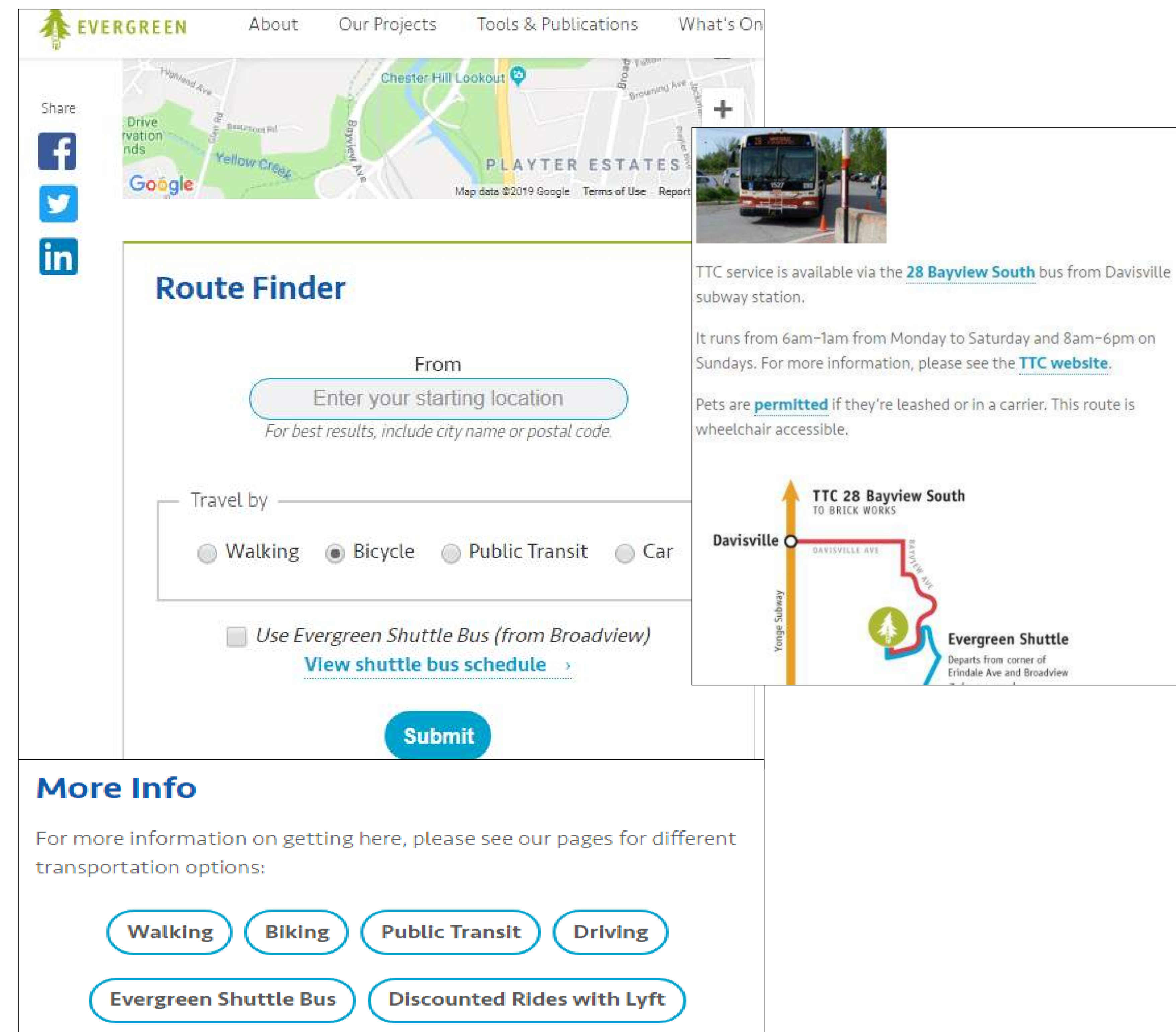
Current Casa Loma Website



The enhanced website should elaborate on:

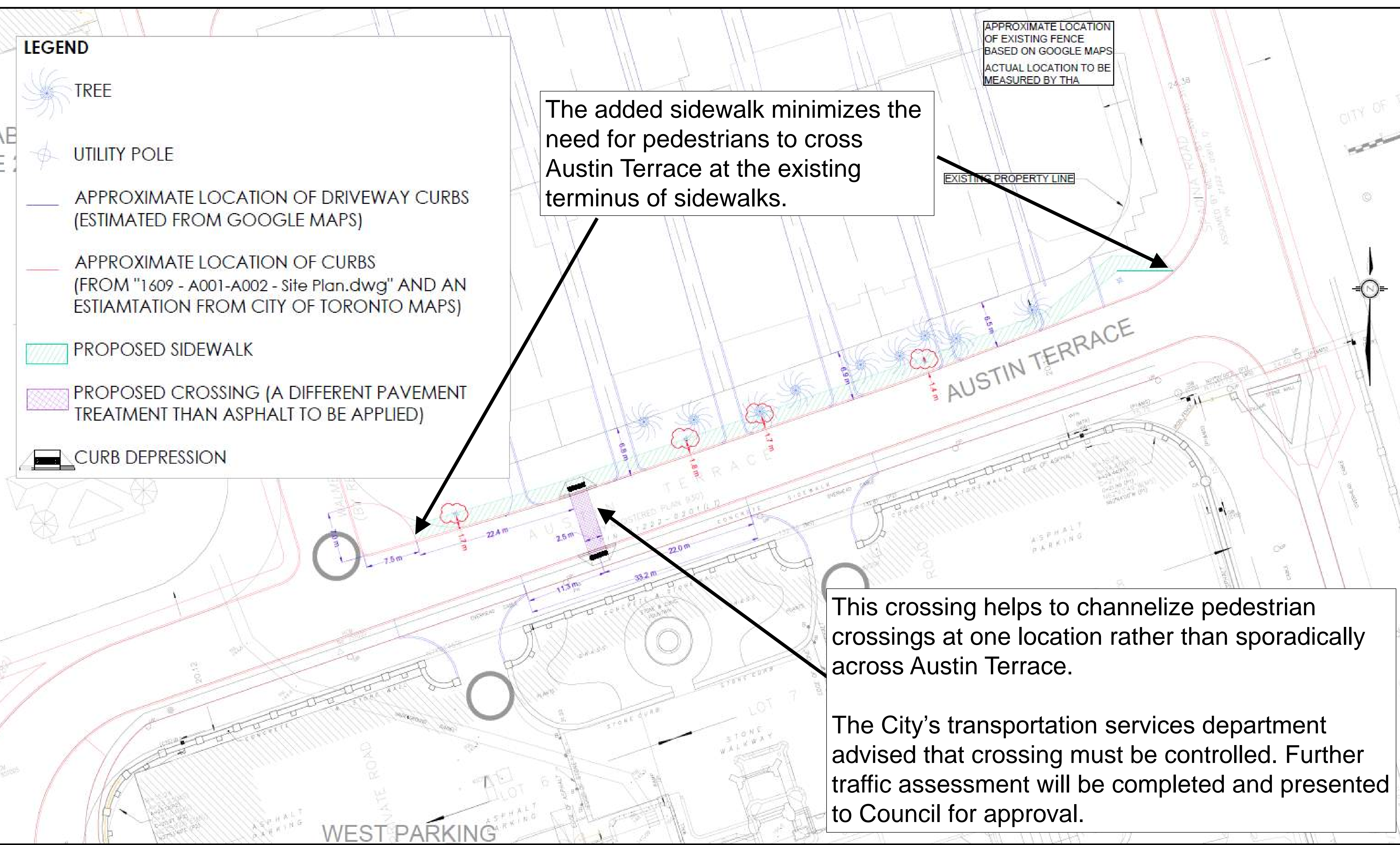
- The east parking lot becomes open for general parking after 5pm (after coach parking is not required);
- Uber, Lyft and taxis are allowed to enter the east parking lot for free to access the formal pick-up/drop-off facility;
- Include the wayfinding plan (when approved);
- Parking payment method; and
- To look out for parking lot full signs and to access the Bridgman parking lot at George Brown College.

Evergreen Brick Works Website



Improvement Package 2: Pedestrian Improvements

This improvement package addresses alternative 27. This package involves the installation of sidewalk of a width between 1.5m and 2.1m along the north side of Austin Terrace (on the City's right-of-way). There may be 3 utility poles and 3 trees impacted by this sidewalk improvement. Driveway access will not be impacted upon completion of sidewalk. Detailed topographic surveys are recommended to determine the sidewalk width that strikes the balance between function and impact.

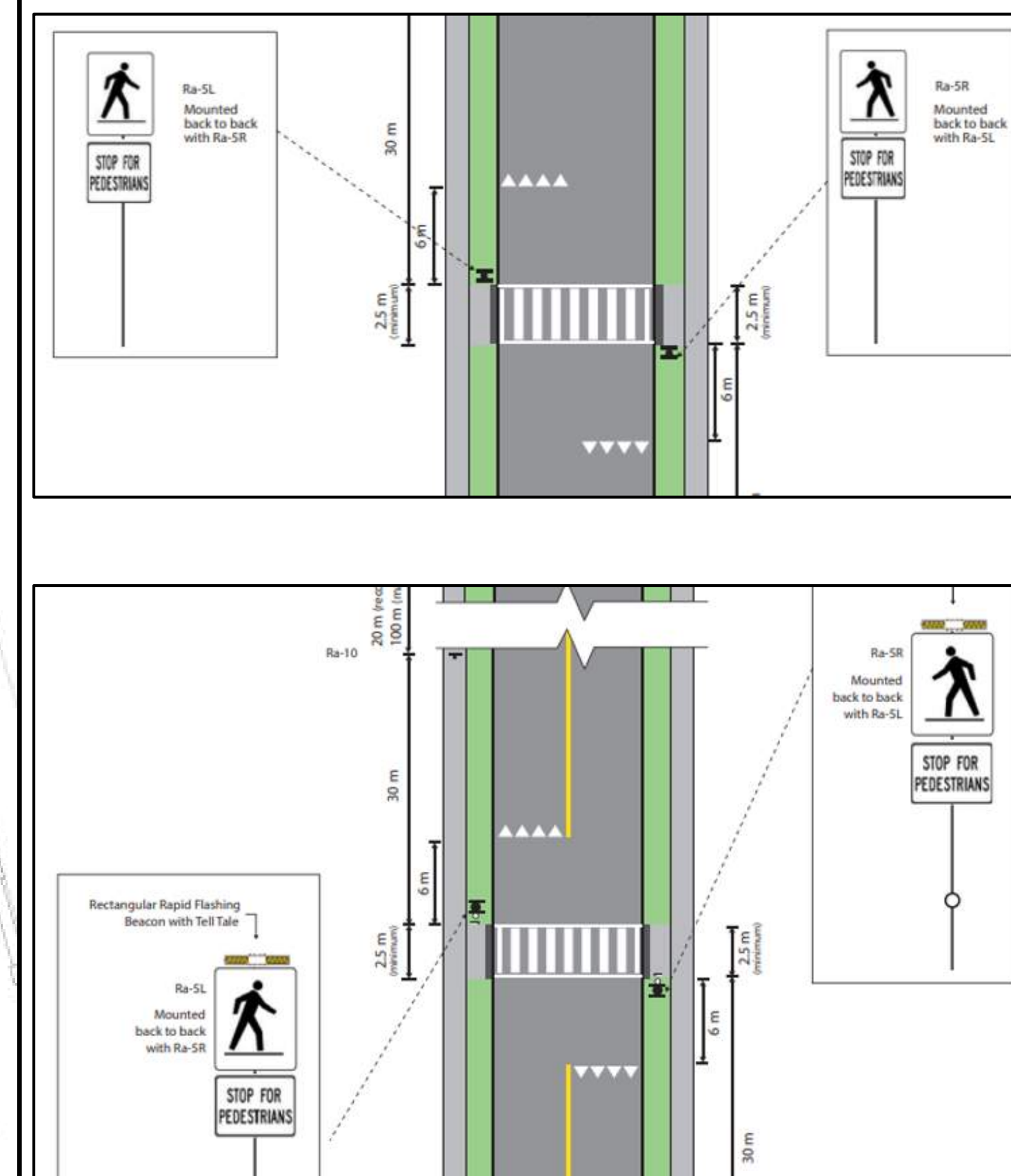


The added sidewalk minimizes the need for pedestrians to cross Austin Terrace at the existing terminus of sidewalks.

This crossing helps to channelize pedestrian crossings at one location rather than sporadically across Austin Terrace.

The City's transportation services department advised that crossing must be controlled. Further traffic assessment will be completed and presented to Council for approval.

Crossing options include different types of PXOs while considering minor arterial classification of Austin Terrace



This is a longer-term alternative for implementation.

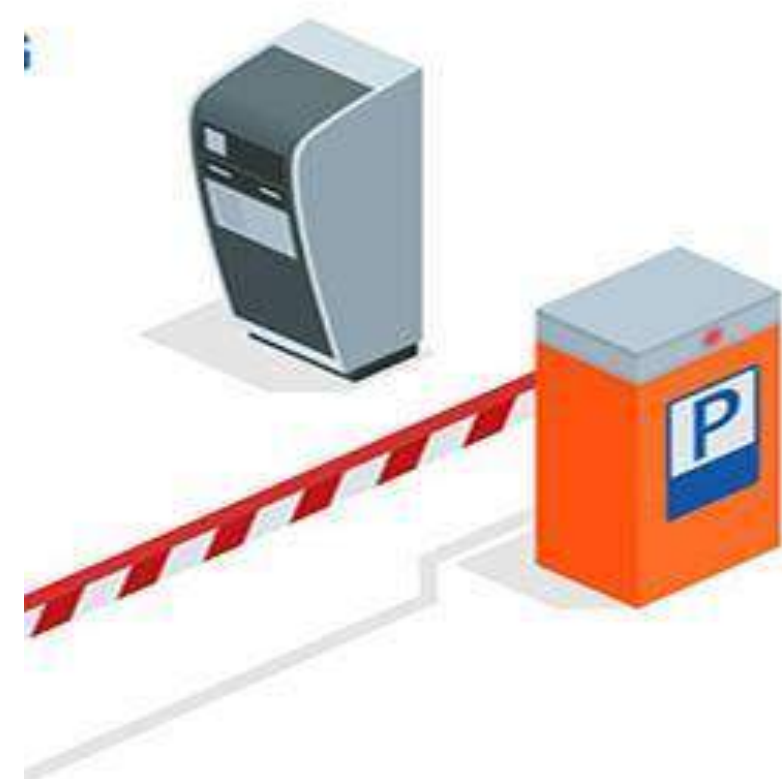
Improvement Package 3: Internal Site Improvements (1/2)

Modifying the parking payment method is a mid-term alternative.

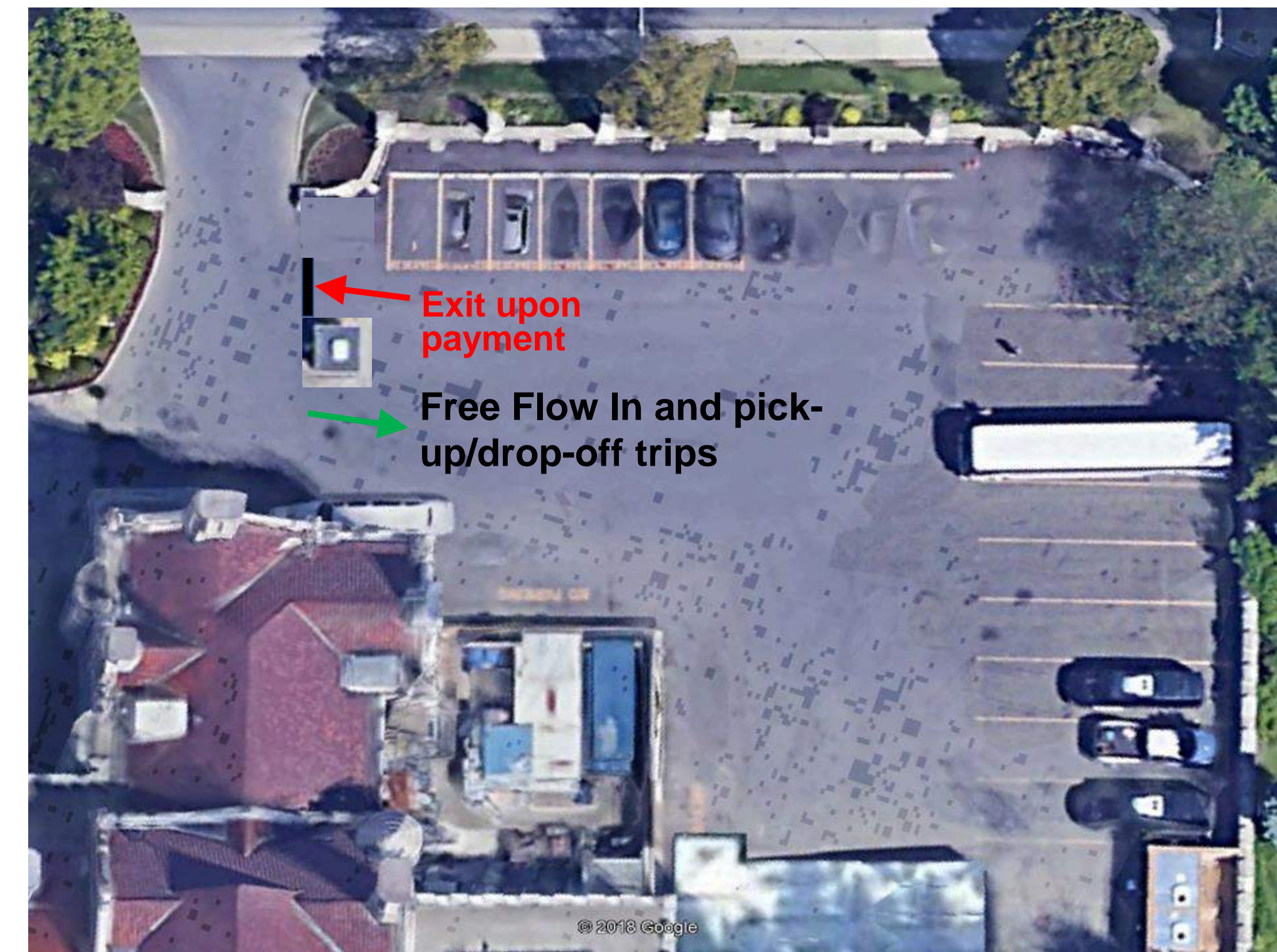
- **Self-serve (pay and display)** → require enforcement /patrol/ ticketing. This requires two payment terminals – one in each parking lot. This results in free flow inbound and outbound. This method is more feasible in the east lot because it needs to facilitate pick-up/drop-off movements and the larger turn of buses.



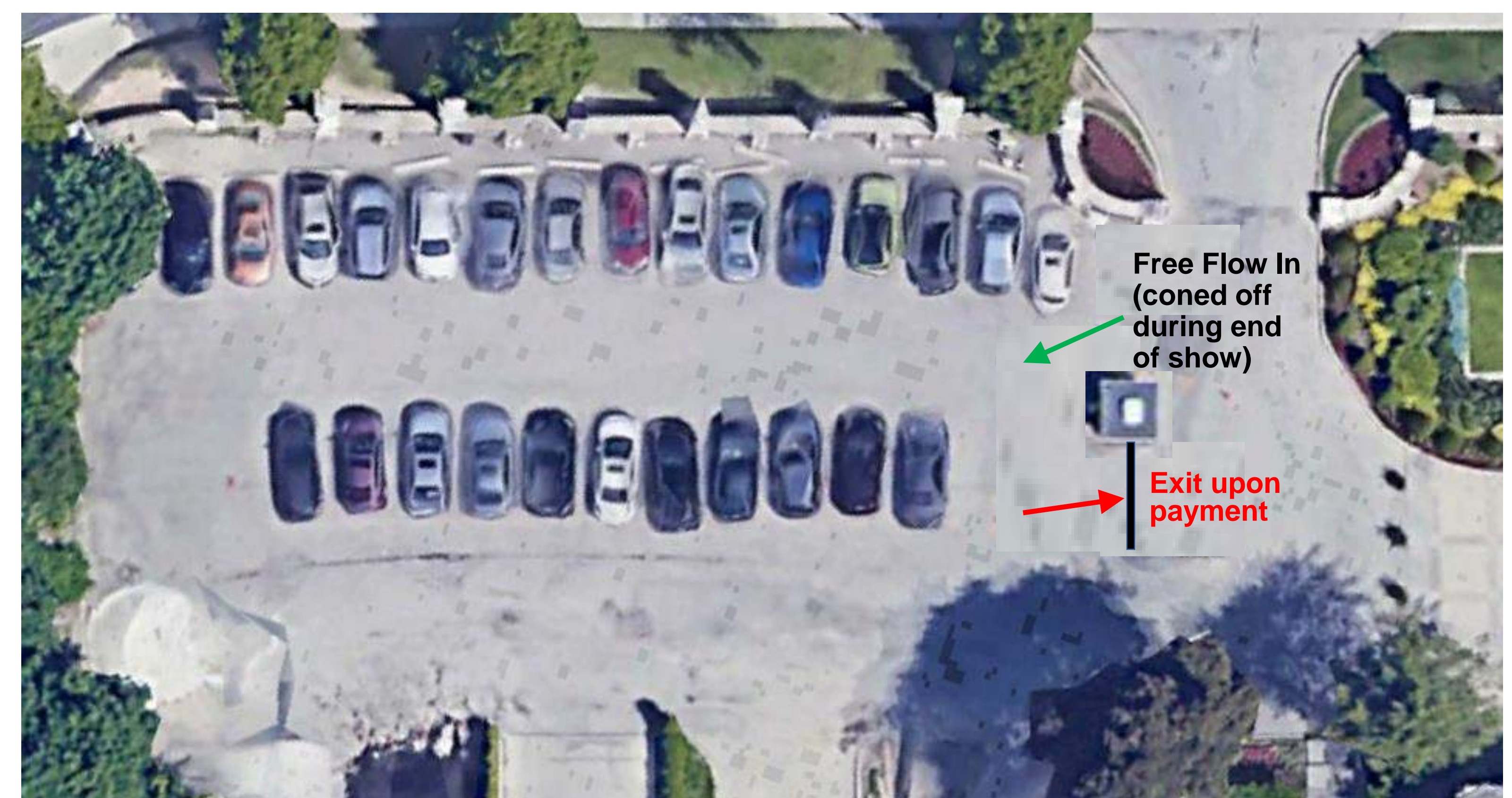
- **Pay upon exit** → helps with free flow in and controlled outbound flow to avoid crush load congestion. This would require a control arm to be installed on the outbound approach. This would require some modifications to the gate location at the west parking lot. This method would be difficult to implement in the east parking lot because there are pick-up/drop-off and the need to accommodate bus turns.



East Parking Lot



West Parking Lot



Improvement Package 3: Internal Site Improvements (2/2)

Modifying the site pavement markings and lighting is a mid-term alternative.

After the maintenance construction are complete and material storage is not required in the Casa Loma parking lot, the following are recommended:

- Completing a survey of the Casa Loma parking lot showing where the parking lot pavement markings, curbs, garage extents are. The AutoCAD base will be important to evaluating whether optimization of the parking lot arrangement is possible.
- Refurbish the pavement markings in the west parking lot since they are very faded. This may be done in coordination with the parking lot optimization.
- Investigate the need for lighting improvement. A photometric study may be required to understand whether there are particular areas in the parking lot and site that are underserved.

West Parking Lot



East Parking Lot



Improvement Package 4: Wayfinding and Signage Plan

This improvement package addresses the following alternatives: 2, 12, 15, 17, 21, and 22. This draft signage and wayfinding plan needs to be reviewed by the City Heritage department before implementation. The fixed signage would be attached primarily to existing poles, while the mobile ones would be implemented as needed by Casa Loma staff. This is a mid-term alternative since it requires various review and approval by the City of Toronto transportation and heritage units.

FIXED SIGNS

350 X 1500 mm
Text Height: 80 mm

↑ CASA LOMA

← CASA LOMA

CASA LOMA →

↑ P ADDITIONAL

← P ADDITIONAL

P ADDITIONAL →

700 X 1500 mm
Text Height:
"Casa Loma": 80 mm
Other Texts: 75 mm

CASA LOMA

← P VISITOR PARKING

CASA LOMA

P VISITOR PARKING →

MOBILE SIGN

1400 X 1500 mm
350 X 1500 mm
Text Height:
"Casa Loma": 80 mm
Other Texts: 75 mm

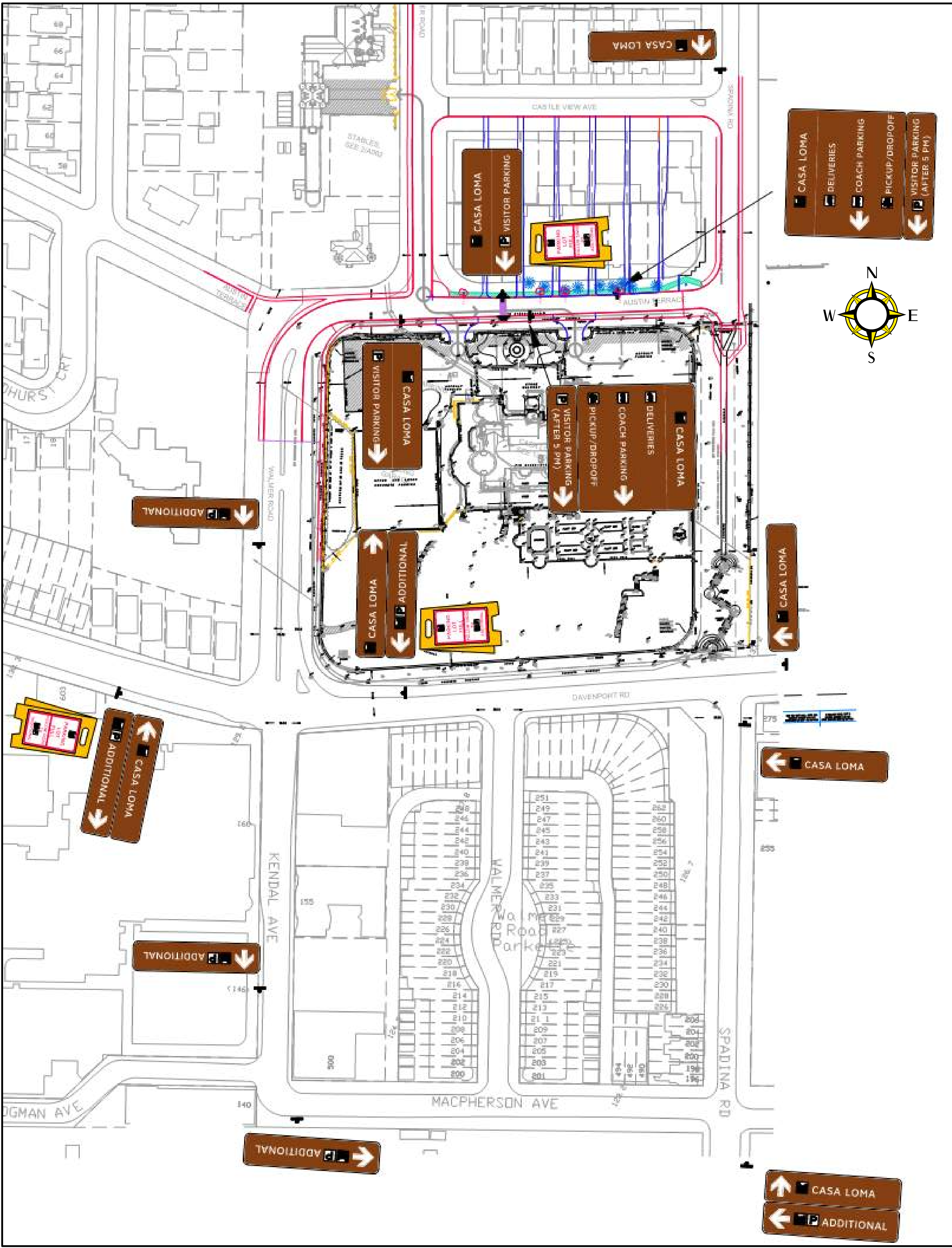
PARKING LOT FULL
FOLLOW SIGNS TO ADDITIONAL

PARKING LOT FULL
FOLLOW SIGNS TO ADDITIONAL

Four 0.188" holes are 0.625" apart from inside edges.

23 1/2"
16 1/8"
10 1/2"
12 1/4"

THIS IS NOT A PARKING SPACE
DO NOT BLOCK DRIVEWAY



Improvement Package 5: Bicycle Parking

Providing convenient and visible bicycle parking near Casa Loma helps to encourage visitors to bike to the site. The location and quantity of bicycle parking should also be advertised on the Casa Loma website on directions. This Improvement package addresses Improvement Alternative #5. This is a short-term alternative.



Summary

- The 28 improvement alternatives were screened down to 16 based on feedback from first round of public consultation.
- 3 of the 16 alternatives are already underway by the Toronto Police.
- The remaining 13 alternatives were evaluated and demonstrated to all be important to addressing the various types of issues.
- The 13 improvement alternatives were grouped into 5 improvement packages based on common themes and intent.

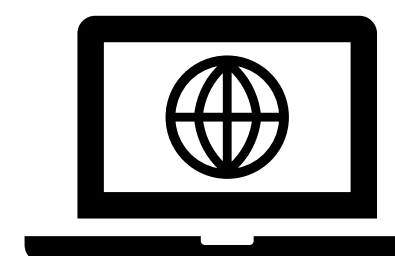
Next Steps



- If you have additional comments, you can email them to: Samantha.leger@wsp.com by **July, 31 2019**



- Feedback will be incorporated into the final TMMP study and presented to Council for considerations.



- Information related to this study will be posted on: www.toronto.ca/casaloma-tmmp

A horizontal bar composed of four colored segments: blue, green, light blue, and dark green.

Thanks for attending!