

Kensington Safe Streets

Virtual Public Meeting

October 28, 2021 – 6:00pm to 8:00pm

Illustration by Colin White Studio, used with permission



We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Huron-Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



This meeting is being recorded

Overview | Purpose of Public Meeting



- Provide an update on planned watermain replacement and roadway repairs and upgrades in Kensington Market
- Present streetscape improvement opportunities partnered with the planned work for 2023
- Gather feedback on ideas to move towards a concept design
- Review timelines and schedule for design





Project Team

- Maili Sedore, Cycling and Pedestrian Projects
- Becky Katz, Cycling and Pedestrian Projects
- Abhishek Behera, Neighbourhood Projects
- Nora Hallett, Vision Zero Projects
- Antonella Nicaso, Economic Development & Culture
- Ryan Lo, Public Consultation Unit
- Nathalie Forde, Public Consultation Unit

Councillor Mike Layton City of Toronto, Ward 11 University-Rosedale



Agenda



6:00 PM	Introductions
6:10 PM	Meeting and Project Overview
6:15 PM	Design Principles and Opportunities
6:25 PM	Next Steps
6:30 PM	Question & Answer Period
7:30 PM	Meeting Adjourns

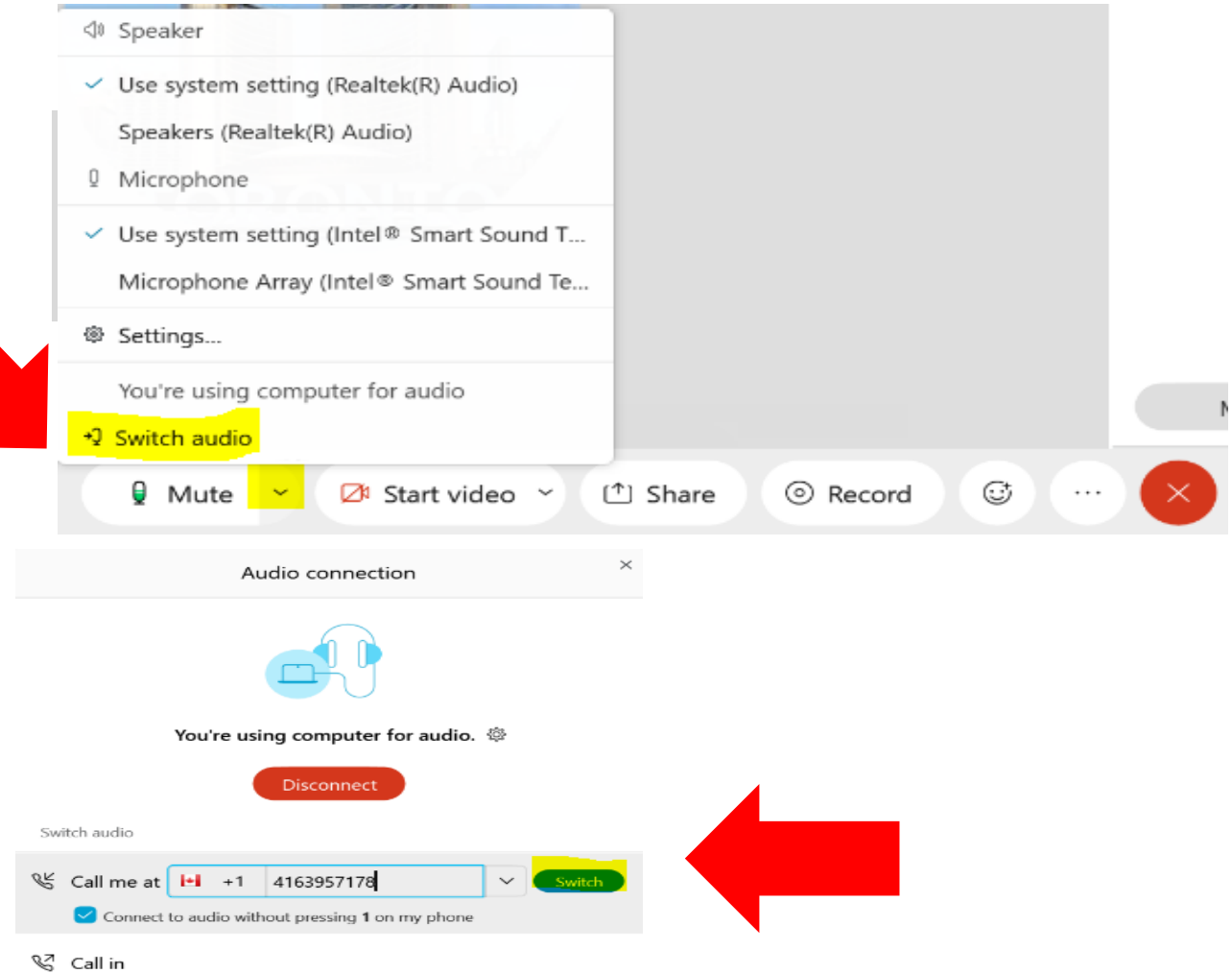
- **Be patient:** Virtual meetings don't always run as smoothly as planned.
- **Be brief:** Limit yourself to one question or comment when called on to speak.
- **Be respectful:** The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated and you will be removed from the meeting.



We want to hear from you – all questions are good questions!

Webex can call you!

1. Click **the arrow** beside your mute button
2. Click **“Switch audio”**
3. Use **“Call me”** function
 - Enter your phone #
 - Webex will call your phone
 - No long distance charges



Call Into the Meeting

Dial: **416-915-6530**

When prompted for a meeting number,
enter: **2454 563 4199**

Participating by Computer

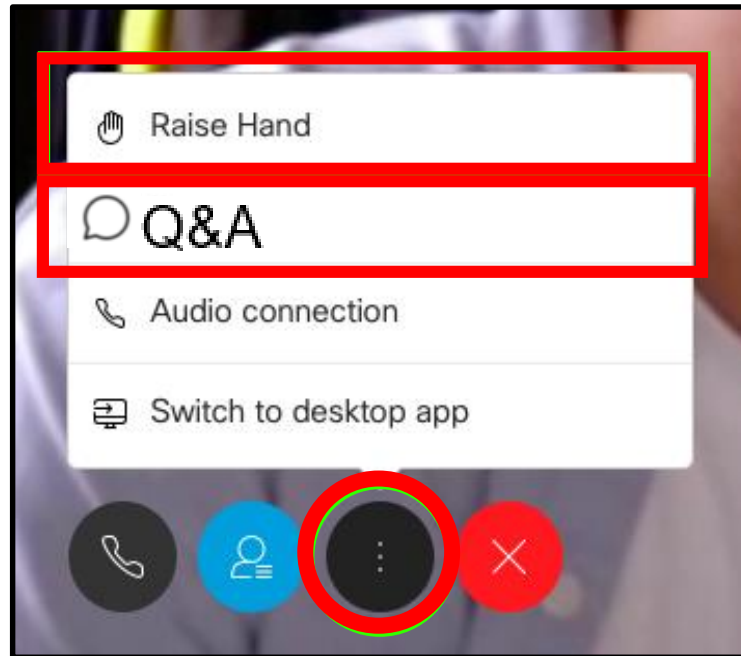


Raise your
hand virtually
or type your
question



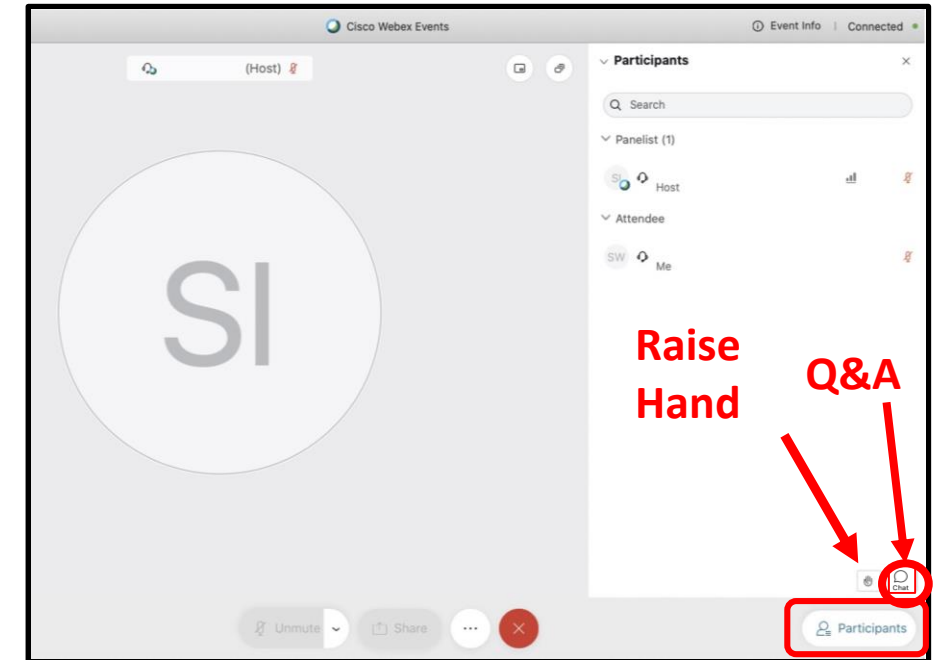
Via the Internet browser

Click the “...” button at the bottom of the video window and select “Raise Hand” or “Q&A”.



Via the Webex App

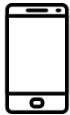
Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.



Participating by Smartphone or Tablet

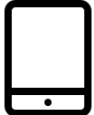
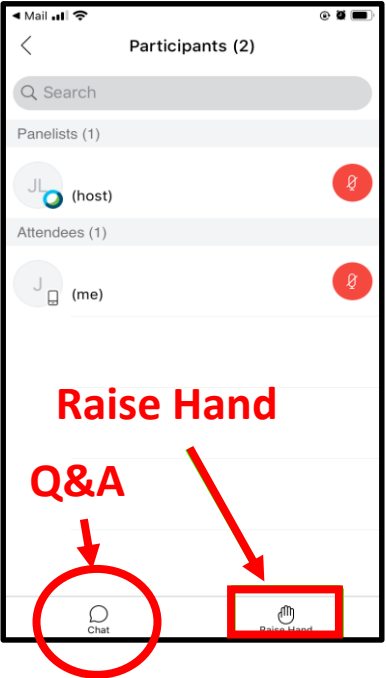
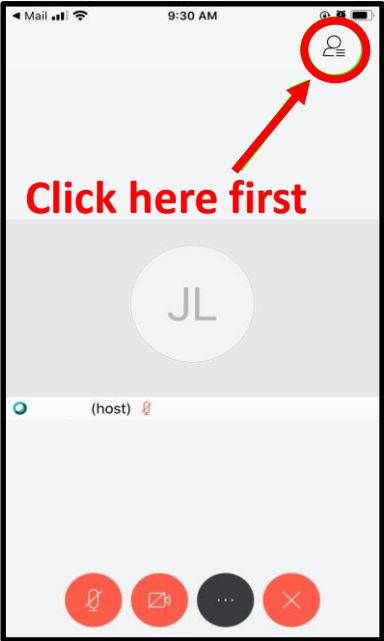


Raise your hand virtually or type your question



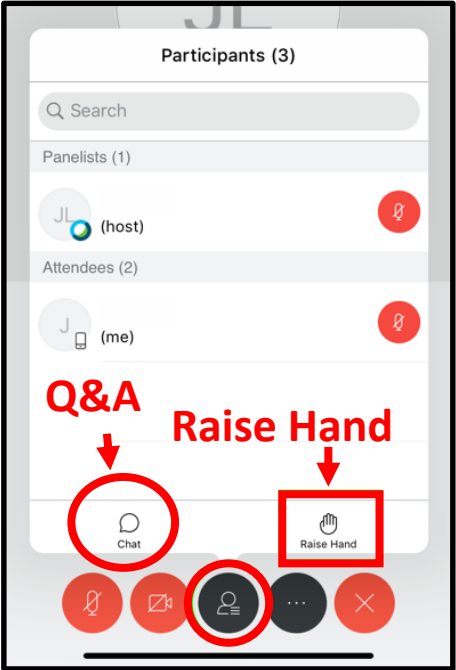
For smartphones

Click the Participants panel button at the top right corner of the screen. Then click “Raise Hand” or “Q&A” at the bottom right of the screen.



For tablets

Click the Participants panel button at the bottom of the screen. Then click the “Raise Hand” or “Q&A” button at the bottom right.





- To raise your hand virtually, **key in *3.**
- The Host will see a hand up beside the last four digits of your phone number
- During the Q&A period, the Host will unmute you and let you know that you can speak

Overview

Background | 2022 State Of Good Repair Work



Scope for 2022: Lippincott St, Oxford St, Bellevue Ave, Leonard Ave, Wales Ave and College Street (Engineering and Construction Services, TTC and Cycling Pedestrian Projects)




- State of Good Repair (SOGR)
- TTC and Bikeway Improvements
- Pedestrian Safety Improvements at Intersections





Overview | 2023 Proposed Work & Scope



Proposed scope for 2023: Augusta Ave, Baldwin St, Kensington Ave, St. Andrew St, Nassau St

-  Watermain Replacement + Road Reconstruction
-  Watermain Replacement + Road Resurfacing
-  Road Resurfacing Only

Additional Transportation Services Scope

-  Street and Right of Way Improvements
-  Pedestrian Safety Improvements at Intersections



- Kensington Market roads are all about 20 - 30 years old with differing degrees of replacement required.
- Transportation Services and Toronto Water have state-of-good-repair (SOGR) work for many local roads in the Kensington Market neighbourhood for 2022 and 2023.
 - **Toronto Water SOGR Scope:** sewer lining and watermain replacement
 - **Transportation Services SOGR Scope:** Road and sidewalk reconstruction and resurfacing, and Vision Zero safety improvements
- A **road resurfacing** is done once in 20 - 30 years and involves replacing the asphalt surface.
- A **road reconstruction** is a once in 50 - 100 year opportunity to make significant changes to a road within the public right-of-way.





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Review Existing Conditions and Input

2021

Develop & Refine Design

2022

Construction

2023

Review existing conditions and constraints (i.e. utilities, geotechnical report) and receive initial feedback to inform preliminary recommendations for the streets

Develop and refine the design based on public and stakeholder input and on-going traffic, loading & safety analysis

Construct the improvements and monitor. Community can continue to provide input on the effectiveness of the improvements.

Overview | Previous Engagement and Findings



Heritage Conservation District Plan (anticipated completion 2022)

The *Kensington Market BIA Public Realm Masterplan* (completed 2020) has been received with mixed feedback, the consultation notes revealed several consistent concerns and requests:

- People appreciate that Kensington Market feels welcoming to all
- Concerns about access and affordability
- People like the eclectic aesthetic
- People like the lively atmosphere and blurring of public space and streets
- People like the diversity of shops and users



What is your relationship with Kensington Market?



- I **live** in or very near Kensington Market
- I **work** in or very near Kensington Market
- I **own a property** in or very near Kensington Market
- I **represent a business** in or very near Kensington Market
- I **represent an organization** in or very near Kensington Market
- I am a **member of the wider community**
- Other

Design Principles and Options

How are Decisions Made?



Decisions will be made by considering public input, City policies and programs and technical requirements.

Public Input:

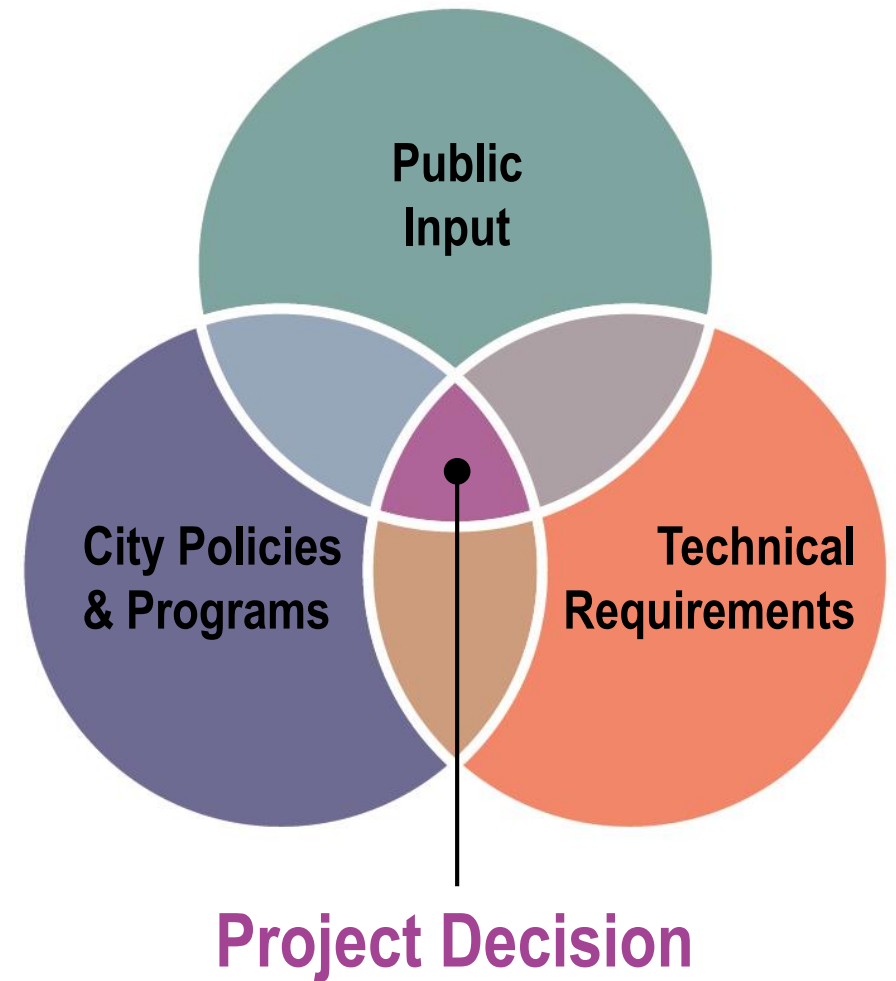
- Community expertise and lived experience on local concerns, opportunities and priorities

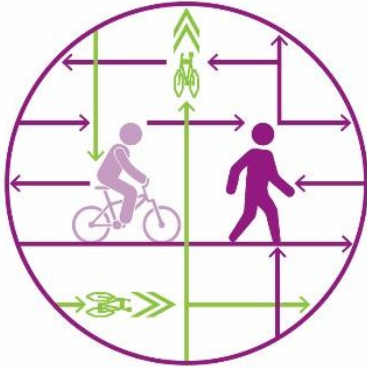
City Policies and Programs:

- Ensures that the City's Accessibility Design Guidelines, Climate Action Strategy and other Council directives are included

Technical Requirements:

- Infrastructure Requirements (State of Good Repair), Green Streets Technical Guidelines, Universal Design





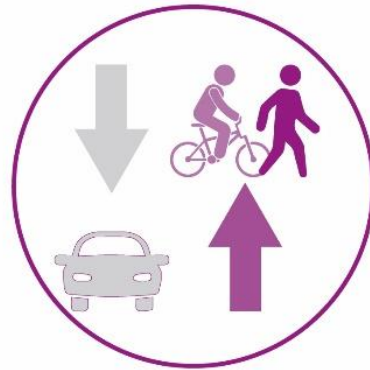
Official Plan Goals



Vision Zero Road Safety Plan



TransformTO: Climate Action Strategy



Reduce Reliance on Motor Vehicles

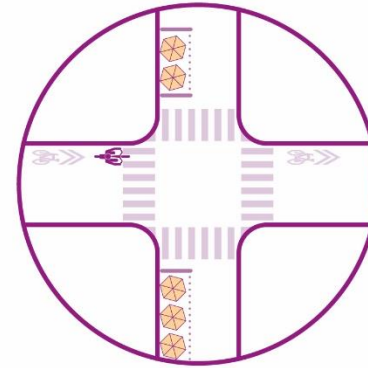


Complete Streets Guidelines

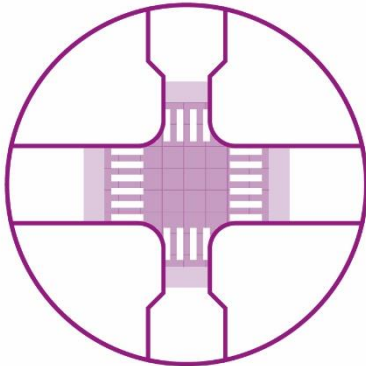
Streetscape Design Principles | Creating the Canvas



Streets are public spaces



Streets can transform



Design for safety



Streets are ecosystems



What is missing?

Kensington Market Existing Conditions



Baldwin Street and Kensington Avenue Intersection



Sidewalk



Tress at back of sidewalks



Clamp-on Streetlight

Kensington Market Existing Conditions



CafeTO



Deteriorating Sidewalk & Road

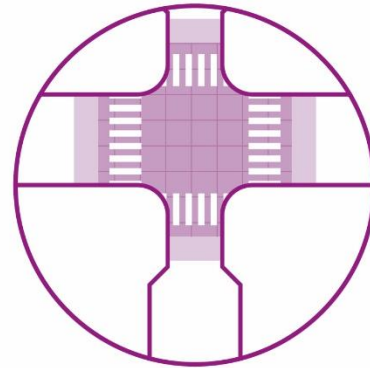


High Demand for Bike Parking

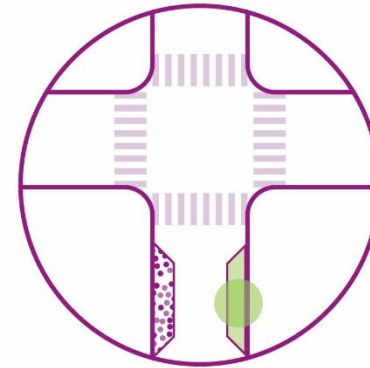


Exploring Options

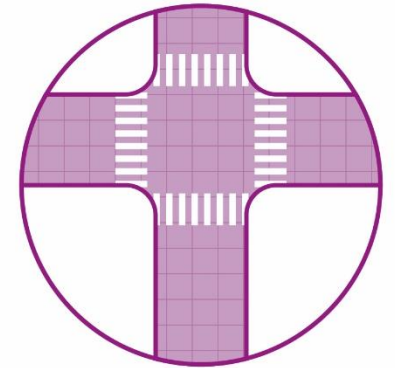
In the next slides, design options will be explored and described. Each option has benefits and trade offs, which can be applied to the streets with road and water work including: **Augusta Ave, Baldwin Street and Kensington Ave**



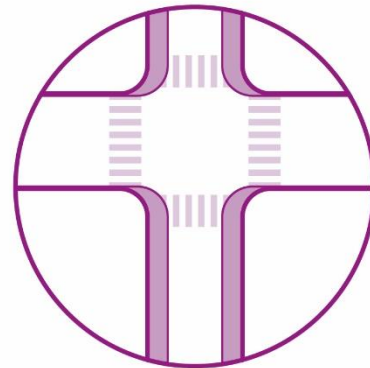
Intersection Improvements



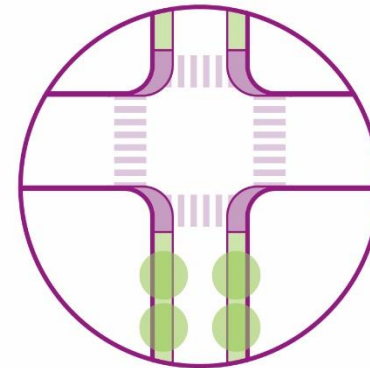
Midblock Improvements



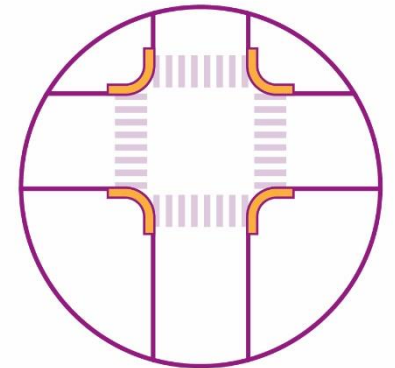
Permeable Materials



Wider Sidewalks



Green Infrastructure

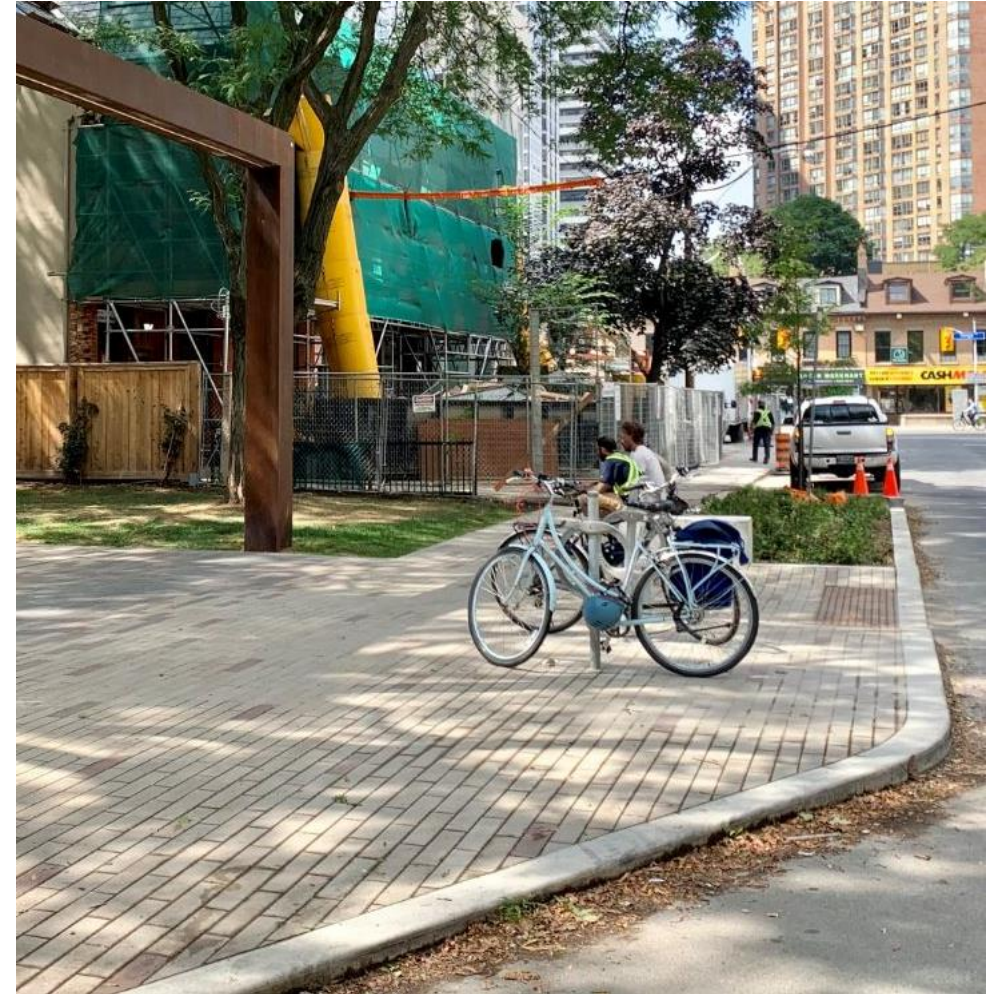


Accessibility Improvements

What is a Trade Off?

Each design option has benefits and trade offs. If one option is implemented, it may mean that another idea might not be possible.

For example, if a new bike corral is installed it could mean that parking spaces in the area may be reduced.



James Canning Gardens at Gloucester Street

Options | Raised Intersections and Crossings



Raised Intersection and Crossings

Benefits:

- Create a safe, slow-speed crossing and public space at intersections
- Reinforces slow speeds and encourages people driving to yield to pedestrians
- Improves the visibility of pedestrians
- Reduces ponding of water/slush/ice at intersections

Trade Offs:

- Can be expensive if not part of a reconstruction program



Raised Intersection (Source: NACTO)

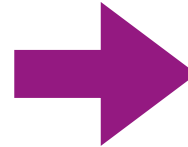


Raised Crossing (Source: NACTO)

Options | Raised Intersection Example



Aerial Photo of High Park Boulevard and Indian Park Road, Toronto



BEFORE

AFTER

Creating the Canvas | Curb Extensions and Bump-outs



Curb extension and mid-block bump-outs

Benefits

- Reduces crossing distances for pedestrians + improves sight lines
- Reduces turning vehicle speeds
- Provides more public space for pedestrians
- Improves accessibility and user experience for all pedestrians
- Additional space for new trees, plantings and/or street furniture like waste disposal containers and bicycle racks

Trade-offs

- May require removal of some on-street parking spaces
- Less separation between pedestrians and vehicular lane



Curb Extension (Source: NACTO)



Mid-block Bulb Outs (Source: NACTO)

Options | Examples of Curb Extensions and Bump-outs



Curb Extension with Planting



Curb Extension with Planting and Bench



Mid-block Bump-out with Bike Parking



Concrete Sidewalk

Benefits

- Good visual contrast between road and sidewalk for people with low or no vision
- Straightforward repair

Trade Offs

- Low permeability
- Fewer design options
- Temporary asphalt patches



Concrete Unit Pavers

Benefits

- Can add colour and interest
- Allows for more design options

Trade Offs

- Less straightforward removal and replacement
- May require additional maintenance
- Typically more expensive



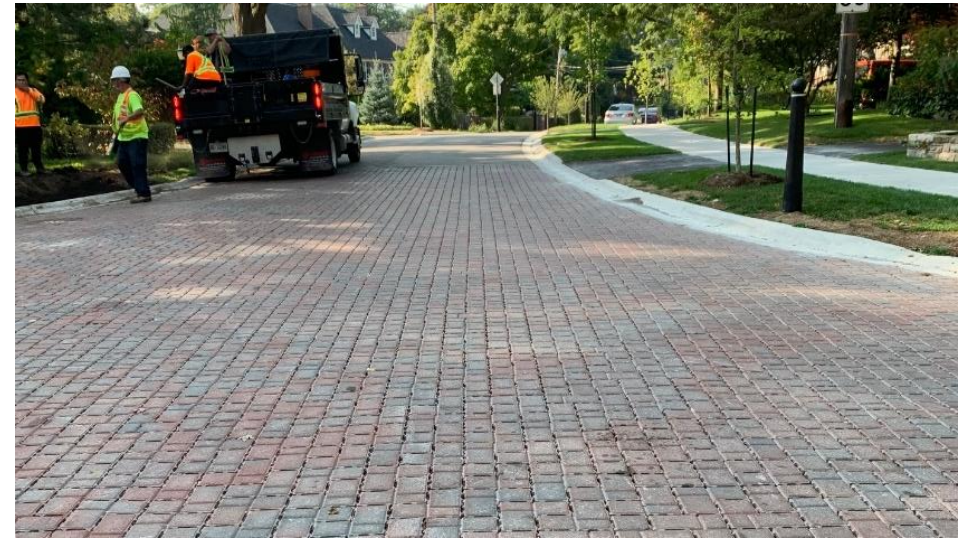
Asphalt Roadway

Benefits

- City standard
- Straightforward repair
- Good visibility of pavement markings

Trade Offs

- Low permeability
- Will crack over time depending on use and utility cuts



Concrete (*Permeable*) Unit Paver

Benefits

- Adds colour and interest
- Potential permeability

Trade Offs

- May require additional maintenance if permeable
- Typically more expensive
- Pavement markings don't adhere well

Options | Street Design Strategy



Mixed-use Shared Streets *where feasible*

Shared Streets are primarily hardscape, but slower travel speeds and high pedestrian volumes make them prime candidates for pavers, permeable pavement and other infiltration strategies.

Benefits

- All modes of travel may be permitted on Shared Streets, but motor vehicle volumes and speeds are extremely low
- Allows for a universally accessible surface during street events/road closures
- Shared Streets are good locations for higher amounts of bicycle parking to help serve the needs of the surrounding area

Trade Offs

- Require bollards and tactile warning along the entire street or zone which may be considered additional 'clutter'



Mixed-use Shared Street (Source: Complete Streets Guidelines)



Scott Street and Wellington Street, Toronto

Painting the Canvas | Community



Walk Toronto

Toronto Centre for Active Transportation (TCAT)
Portugese Evangelical Church

Kensington Residents' Association

Kensington Market Action Committee

TTCriders Public Outreach Kensington Gardens

St. Volodymyr's Ukrainian Orthodox Cathedral

Heydon Park Secondary School Ryerson Community School

The Anshei Minsk Synagogue

Cycle Toronto

Kensington Market Business Improvement Area

Deep Quong Non-Profit Homes Ward 11 – University-Rosedale

Ontario Chinese Restaurant & Food Service Association

Confederation of Metro-Toronto Chinese Canadian Organizations

Kensington Market Community Land Trust

The Kiever Shul

Downtown Vocal Music Academy of Toronto

Toronto Western Hospital

FreeChurch Toronto's Kensington Expression
St. George's Evangelical Lutheran Church

Westside Montessori School

St. Stephen's Community House

Friends of Kensington Market

Kensington Community School

Makom: Creative Downtown Judaism

Kensington Health

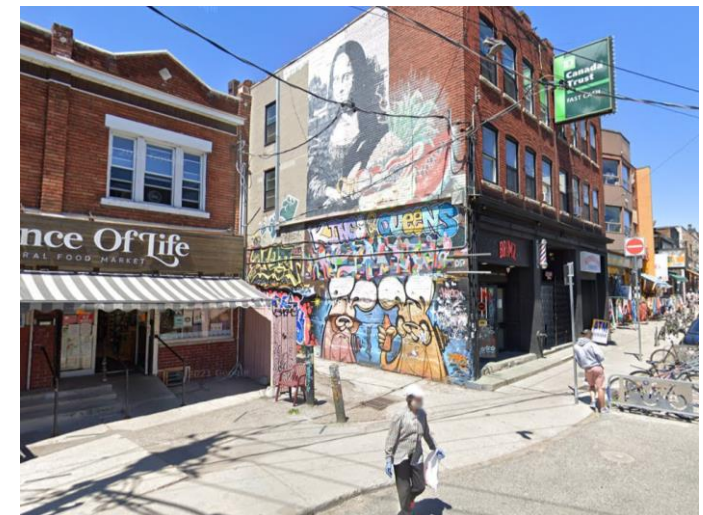
King Edward Junior and Senior Public School

YSM Evergreen Centre for Street-Involved Youth

Lao Chinese Associate

Scadding Court Community Centre

Wong's Association of Ontario



Next Steps

Next Steps | Public Consultation and Design for 2023 scope



**Review Existing
Conditions and Input**

October 28, 2021

Virtual Public Event #1, Online Survey available

WE ARE HERE

November Date TBD

Community Pop-up at Bellevue Square Park

November 12, 2021

Last day to comment and complete the Online survey

December, 2021

Phase 1 Consultation Report available online

**Develop & Refine
Design**

Winter 2022

Preliminary design work based on feedback

Spring 2022

Virtual Public Event #2

Summer 2022

Refine design based on feedback

Construction

2023

Construction begins

Learn more and take our online survey:

toronto.ca/KensingtonSafeStreets

If you have questions or require assistance, please contact:

Ryan Lo, Senior Public Consultation Coordinator

Ryan.Lo2@toronto.ca

416-395-7243

Question & Answer Period



How to Participate

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