



Kensington Safe Streets

Virtual Public Meeting
July 18, 2022

Land Acknowledgement

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, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands.



This meeting is being recorded

Agenda

- 6:00 p.m. Welcome and Introductions
- 6:15 p.m. Presentation
- 7:30 p.m. Question & Answer Period
- 8:30 p.m. Meeting Adjourned

Welcome and Introductions

Project Team

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

Meeting Objectives

- **Provide an update to community stakeholders** on the project's progress
- To introduce preliminary design recommendations
- Continue to **gather feedback** to help inform the design and process

Code of Conduct

- **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.

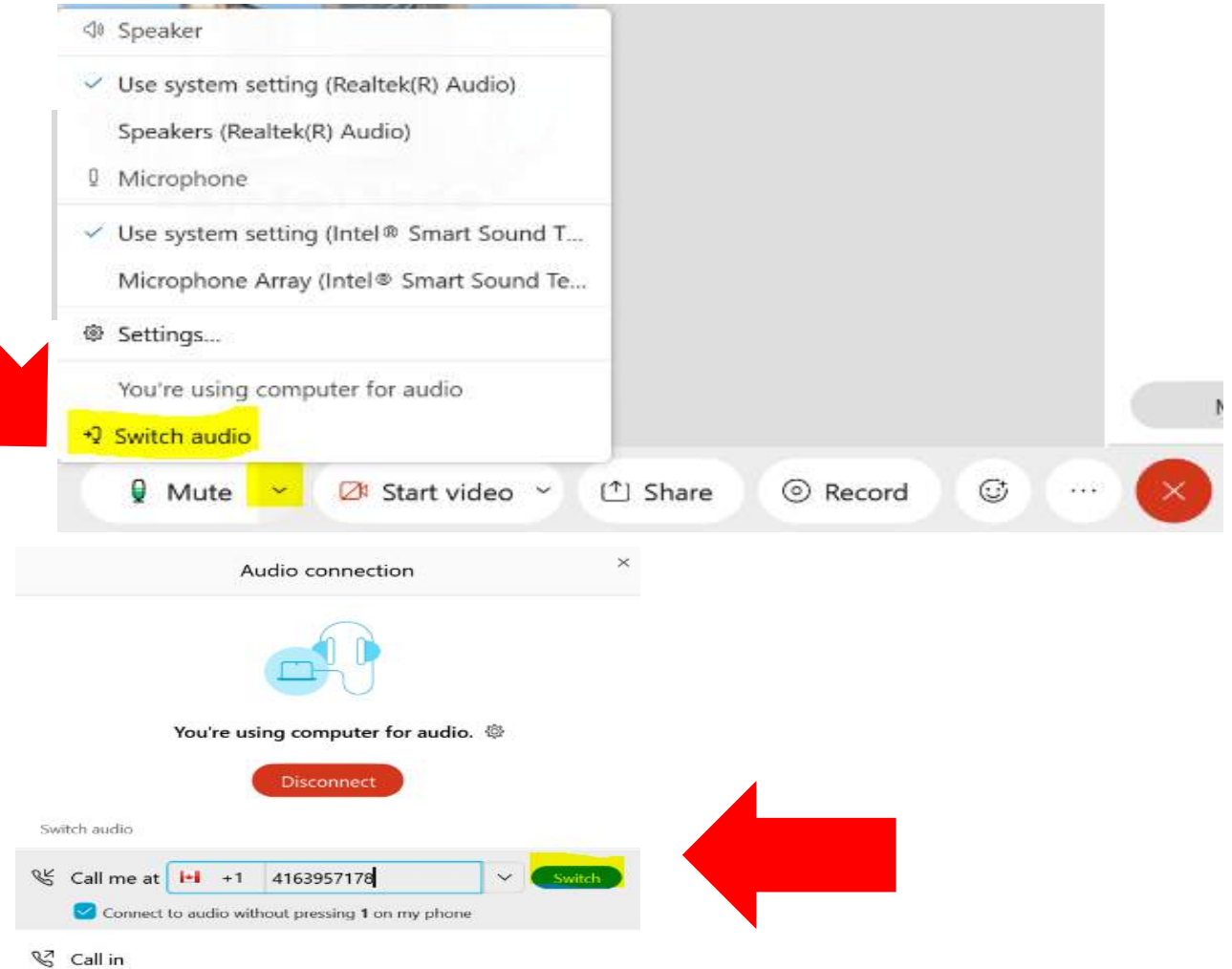


We want to hear from you – all questions are good questions!

WebEx Audio Trouble?

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



Still not working? Try this!

Call Into the Meeting

Dial: 416-915-6530

When prompted for a meeting
number,

enter: 2450 378 6457

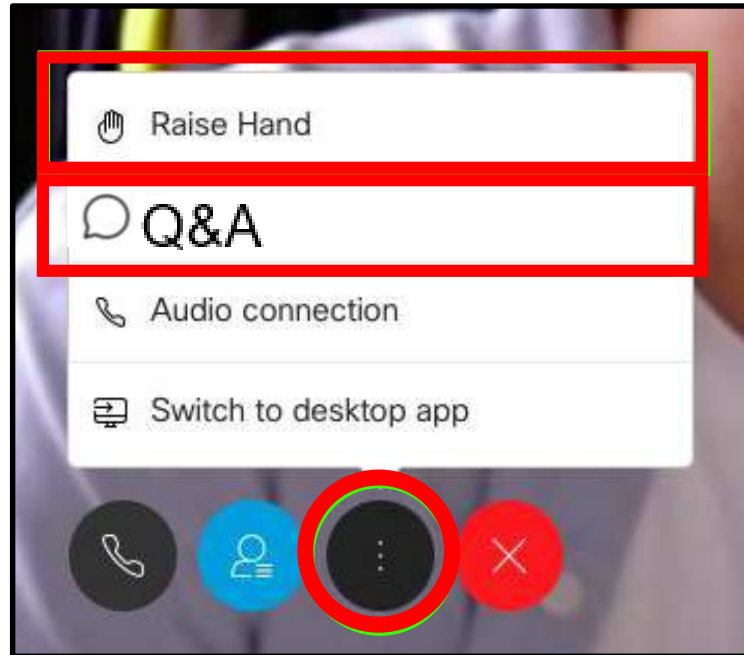
Participating by Computer

Raise your hand virtually or type your question



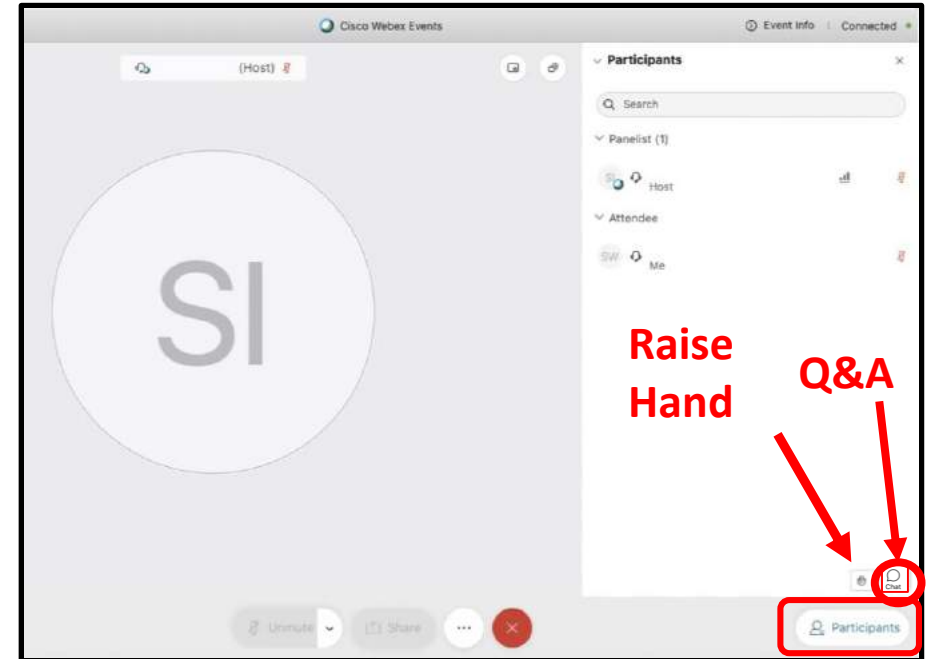
Via the Internet browser

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



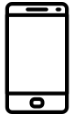
Via the WebEx App

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.



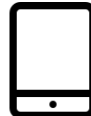
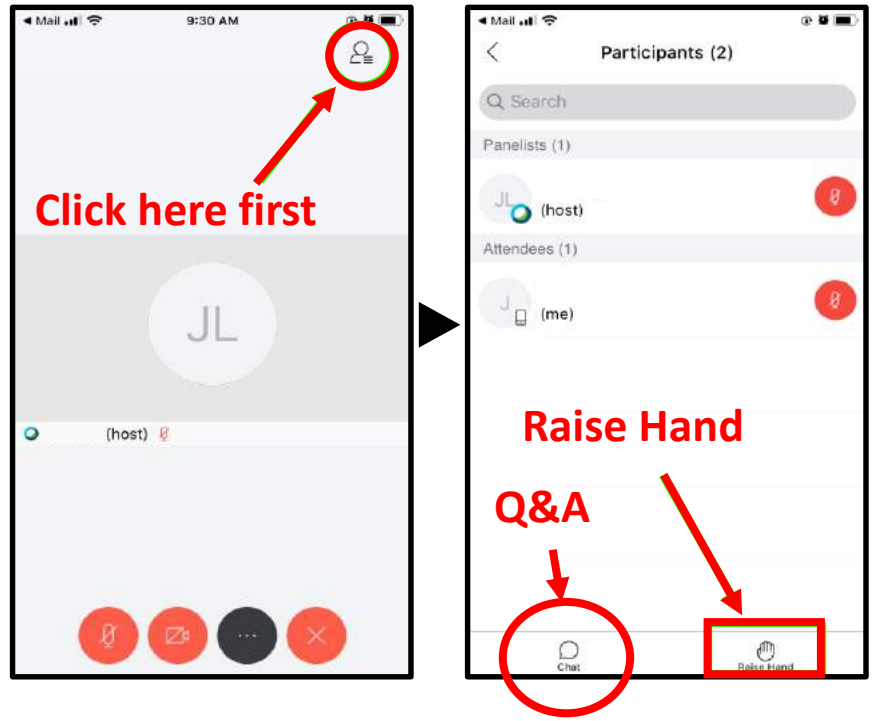
Participating by Smartphone or Tablet

Raise your hand virtually or type your question



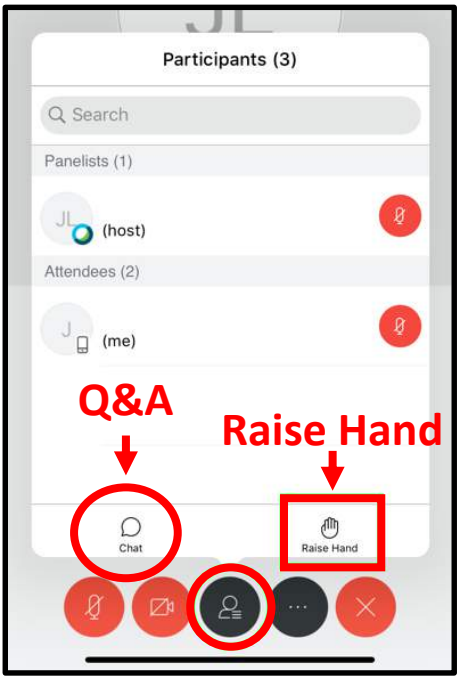
For smartphones

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.



Raising your hand virtually by phone



- 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

How We Got Here

Overview | Design Process

WE ARE HERE

Review Existing Conditions and Input

2021



Review existing conditions and constraints and receive initial feedback to inform preliminary recommendations

Develop & Refine Design

2022

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

Construction

2023

Construct the improvements and monitor their effectiveness

Why Now?

- Streets in Kensington Market are programmed for **reconstruction in 2023** due to the poor condition of the streets and the aging status of the water main replacement (deferred from 2022).
- Reconstruction projects are the most cost-effective time **to make changes to improve safety.**
- In 2021, Council directed Engineering and Construction Services to apply the **Complete Streets Guidelines** to all reconstruction projects and expedite the **Vision Zero Road Safety Plan.**



Kensington Market's roadway, curbs and sidewalks are aging and in need of major repairs.

Ideas presented at the first public meeting



Safe intersections for all users, opportunities to prioritize pedestrians, and slow cars down



Sidewalk and roadway material options are being explored



Curbside flexibility for loading, accessible parking, pick up and drop off



Improving **bicycle parking** and **bike-share stations**



Design for universal accessibility



Ways that **green infrastructure** can be implemented



Maintaining emergency access and solid waste pick up throughout the neighbourhood

What We Heard/ Feedback Received

What we've heard so far

What respondents liked about the Kensington Market today

Pedestrian & Cycling Experience

- Relatively quiet streets, lower vehicle speeds and volumes compared to other nearby arterial roads
- Narrow streets not dominated by cars

Community

- Friendly interactions and relationships in the market
- Affordable housing, community support for residents

Built Form

- The scale and character of buildings, including their height and proximity to sidewalk

Heritage, Culture and Character

- Historic market and special neighbourhood that needs to be preserved

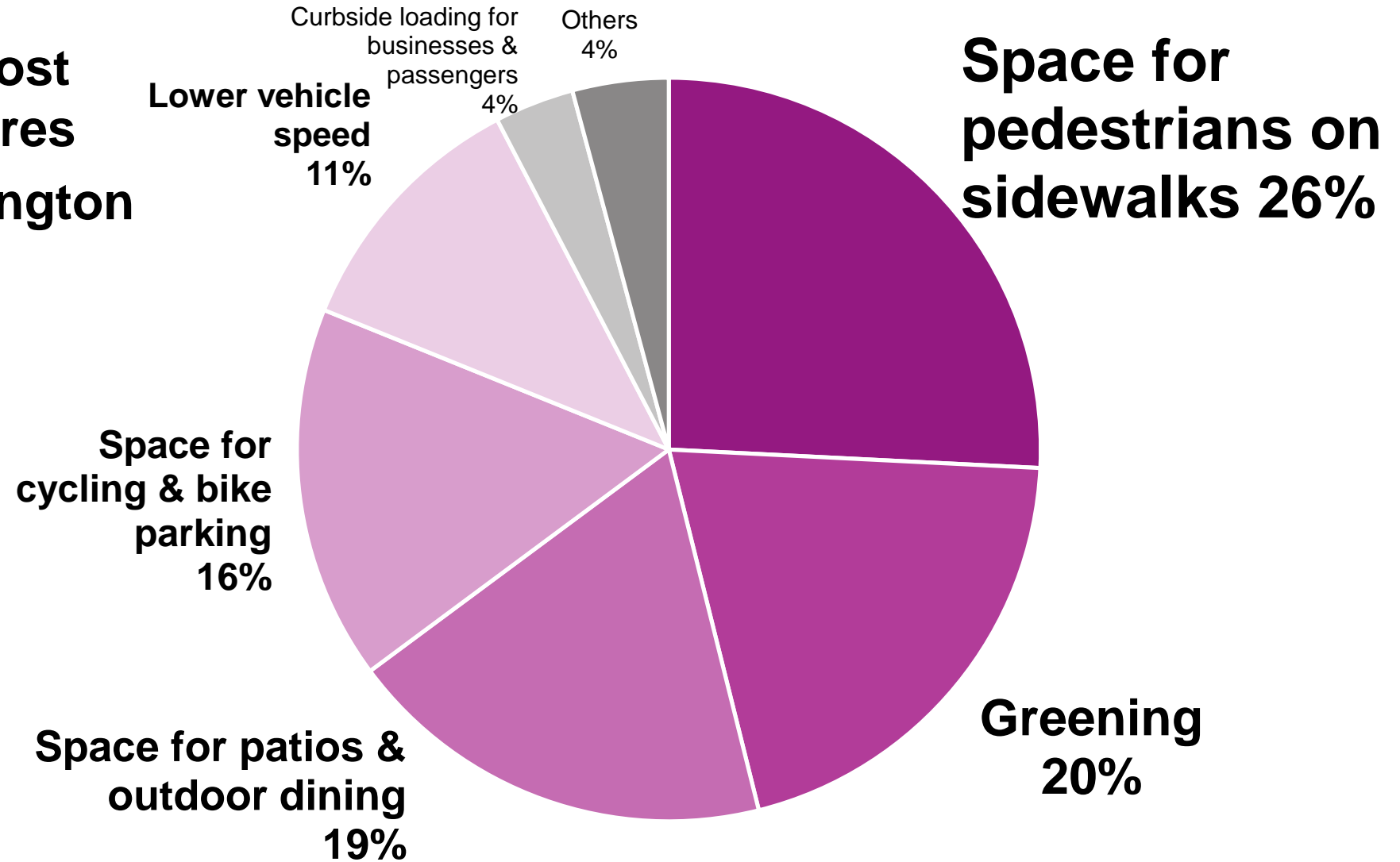
Small Businesses

- Location, convenience and access to services



What we've heard so far

What are the most important features to you in Kensington Market



What we've heard so far

How important is each of the following alternatives to on-street parking?

A total of 235 respondents completed the question. A majority of the respondents rated the alternatives as more important than on-street parking:

- **86%** indicated **public space is more important**
- **78%** indicated **planting is more important**
- **75%** indicated **bike parking is more important**

NOTE: **8%** of respondents are **active 6c permit parking holders**

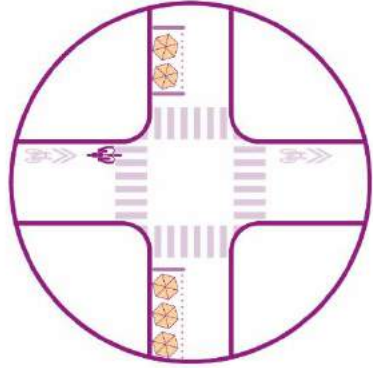


James Canning Park bump-out

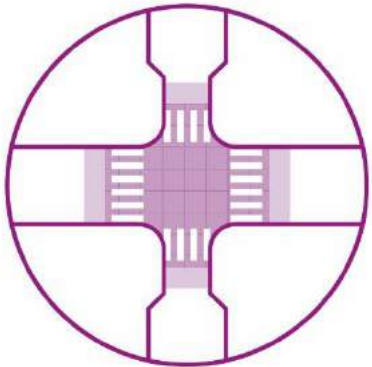
What we've heard so far: Design principles



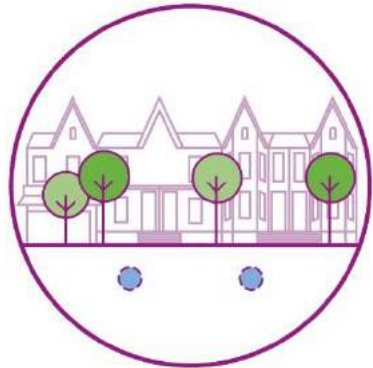
Streets are public spaces



Streets can transform



Design for safety



Streets are ecosystems

Other principles from survey respondents:

Pedestrianisation

- Prioritize safety of vulnerable road users (e.g. pedestrians and cyclists)
- Streets are for people and should be inviting and welcoming

Parking

- Maintaining parking and street accessibility for residents because of deficit of private parking and laneways

Safety

- Design the street to encourage slow vehicular speeds and discourage drivers from using streets in the market as bypass routes

“Streets should help us be our best selves and be a part of what pulls a community together”

- Survey respondent

What we've heard so far

Additional Comments

Shared Streets

- Shared streets will make room for businesses to expand and provide the flexibility for pedestrianisation at certain times
- Maintaining vehicle access is important to allow people to stock and deliver

Businesses

- Integration of CaféTO is important for businesses
- Delivery and loading spaces are important
- Minimize construction impact on businesses

Materials and Maintenance

- Concerns about a uniform design and some of the changes seem cosmetic
- Prefer the aesthetic look of pavers but worry about their long-term maintenance
- If pavers are used, they should be permeable

What we've heard so far from BIA and businesses

A Loading Survey was shared in March 2022, (34 responses were received)

Parking and loading demand

- **High demand** for delivery and loading areas for businesses which are often **blocked by other vehicles**
- **Loading needs are business and site-specific.** Flexibility in the design could allow for time-limited and side-street loading
- Businesses or organizations receive or send **deliveries multiple times per day:**
 - Often short (<1 hr), during typical business hours (10am – 6am)
 - with larger vehicles like vans and box trucks
- Most deliveries occur between **10am – 6pm**

Dedicated Loading:

- Most businesses are in support of **dedicated loading zones**. Appropriate layby areas or appropriate signage would prohibit other uses such as parking

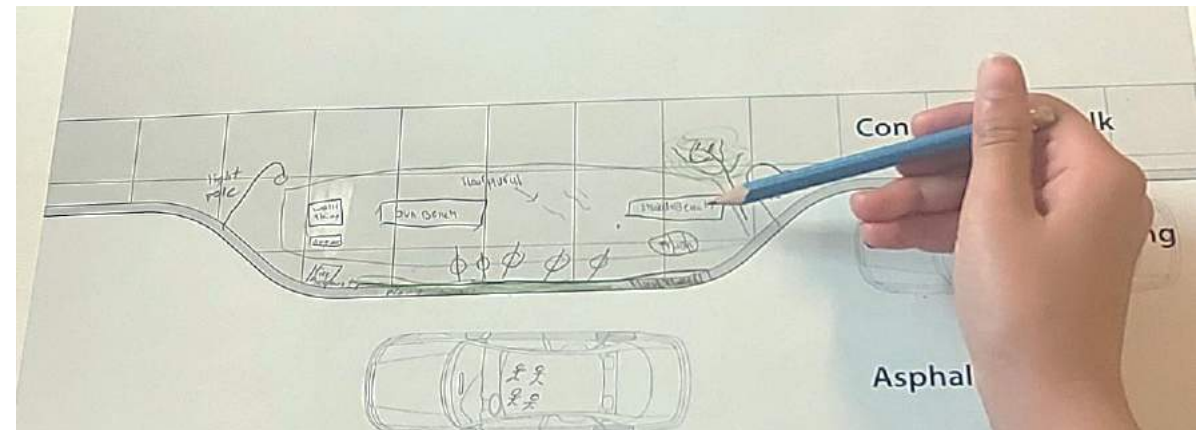
Deliveries:

- Most small businesses cannot control when deliveries take place
- Most deliveries take between 10 and 30 mins
- Some deliveries are done with semi trucks (largest vehicle) but most deliveries are made using a van or box truck

What we've heard so far

Additional comments from youth engagement sessions:

- Sessions were held at Ryerson Community School and Kensington Community School with youth in the age group 10-12 years
- Many youth identified narrow sidewalks in Kensington Market as a safety and accessibility challenge for pedestrians
- The youth also shared many ideas to improve the quality of the pedestrian experience and the public realm, including greenery, drinking fountains, seating, etc.



Existing Conditions

Existing Conditions

High demand for parking and loading in the area

Deteriorating sidewalk conditions

Pedestrian crossings do not currently meet accessibility standards



Poor roadway conditions

Baldwin St and Kensington Ave intersection (looking West)

Existing Conditions

CafeTO/
Outdoor patio

Solid waste
collection

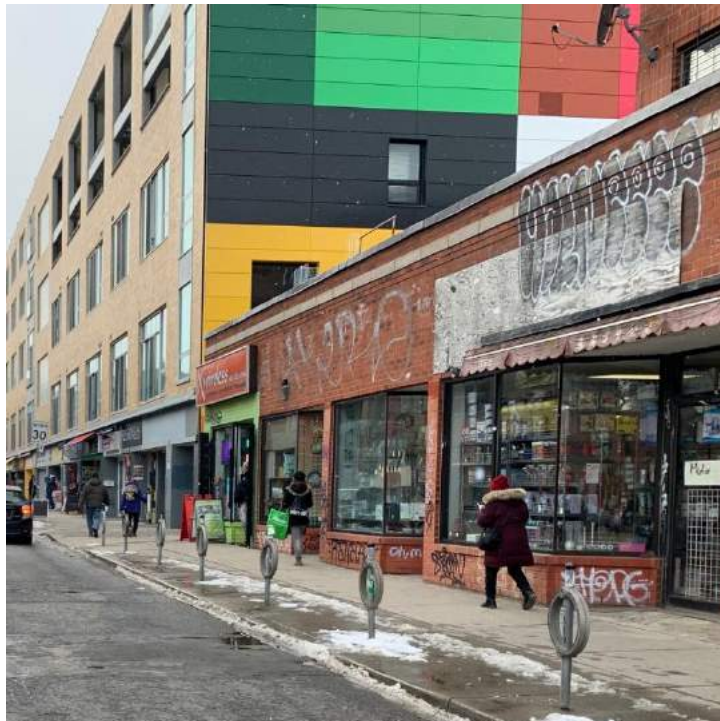


Pedestrians walking
on the street

Narrow
sidewalks with
store frontage
spill-out

Augusta St between Oxford St and Nassau St (looking North)

Bike Parking




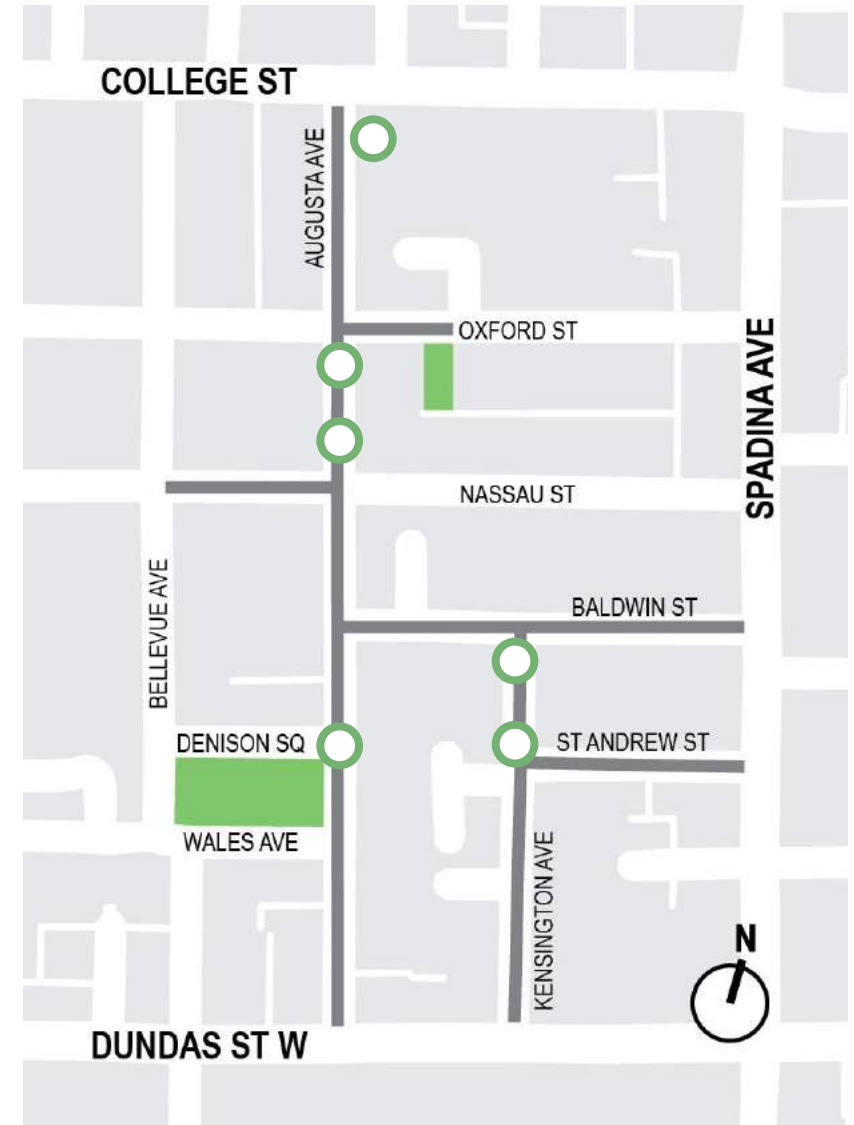
Post and Ring along Baldwin St



Bike corral at intersection of Augusta Ave and Denison Sq

- Post and rings are located around the neighbourhood streets.
- Bike corrals installed at key locations within the market area.
- **Where could we add more bike parking?**

 Existing bike corrals

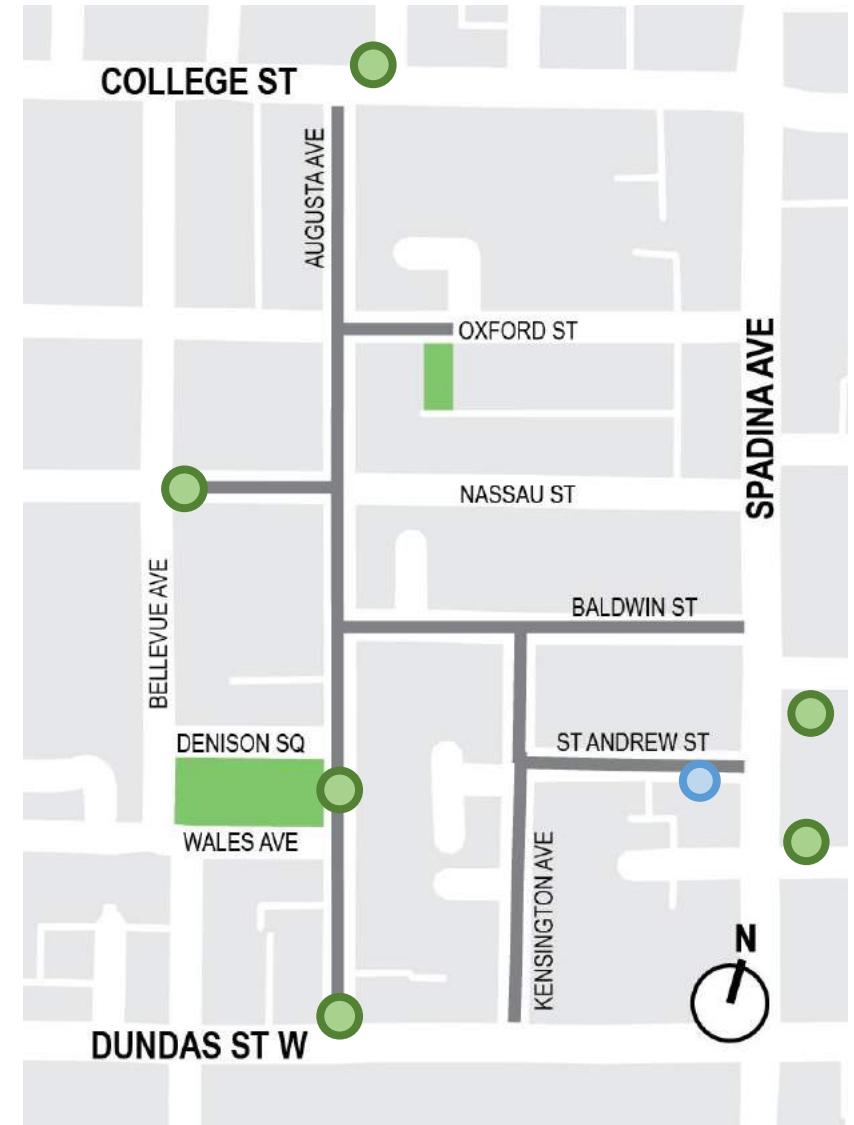


Bike Share



Bike share station at intersection of Bellevue Ave and Nassau St

- Stations within Kensington Market are in the top 20% based on total trips in 2021
- Stations have high instances of being full, implying that most trips end at Kensington Market
- Proposal to ADD one bike share station at St Andrew Street close to Spadina Ave on the north side



Key Features and Terms

Key Features & Terms | Safety (Vision Zero)



Curb Radii Reduction:
Decreases pedestrian crossing distances and encourages lower turning speeds



Raised Intersections:
Constructed at a higher elevation than the roadway around it to allow pedestrians to cross at the sidewalk level and improve visibility for cars



Raised Crossings: These raised areas at intersections improve the visibility of people crossing

Key Features & Terms | Materials



Asphalt: creates a smooth, durable surface for driveways, walking paths, roads and parking lots



Concrete Unit Pavers: sometimes selected to allow easy access/repair to underground utilities



Permeable Unit Pavers: a system of concrete pavers that have gaps between them that allow water to pass through

Key Features & Terms | Street Types



Typical Street: Where all road users have a dedicated space; i.e roadway and sidewalks



Mixed-use Shared Street: Where pedestrians, people on bikes and motorists share the same space, but pedestrians have priority



Pedestrian Only Flush Street: Public right of way space reserved exclusively for use by pedestrians; access for emergency vehicles only

Criteria for Selecting Materials

- Durability
- Visibility and volumes of pedestrians
- Snow storage
- Compatibility with parking & loading
- Universal accessibility
- Emergency vehicle operations
- Space requirements
- Cost
- Aesthetics
- Ease of installation
- Preserved identity



Colourful bollards along Baldwin St - currently one of the roads scheduled for reconstruction

Street Design

Proposed Design | Accessibility Improvements



Design Recommendations

Sidewalk Widening on Augusta Ave and Nassau St

- The existing roadway widths present an opportunity to be reduced based on the city standard guidelines; we can use the difference to widen sidewalks for pedestrian at these highlighted locations

Curb Extensions (at intersections and mid-block) are planned at specific locations on Nassau St, St. Andrew St and Augusta Ave

- Curb extensions visually and physically narrow the roadway, creating **safer and shorter crossings** for pedestrians **while increasing the available space.**

-  Streets being considered for Sidewalk Widening
-  Curb Extensions and Bumpout opportunities



Proposed Design | Intersection Safety Improvements



Design Recommendations

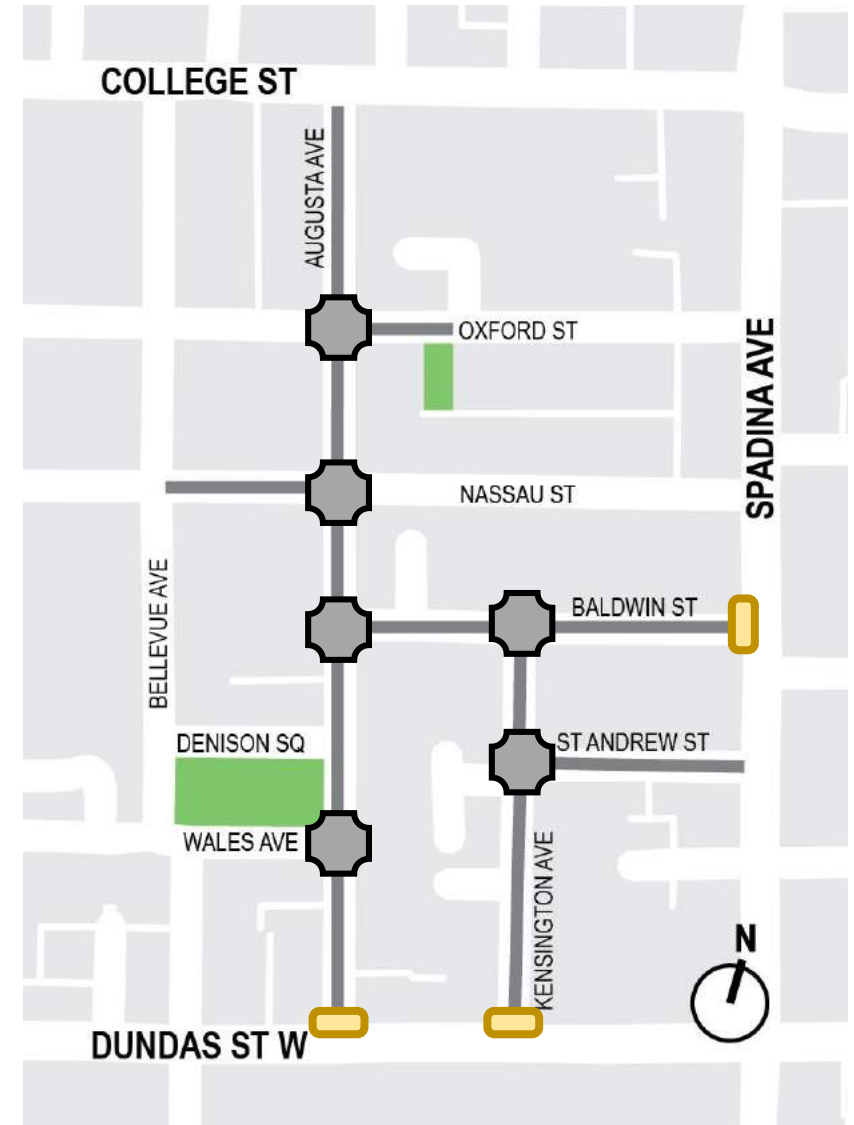
Raised intersections are being considered at local street intersections

- A raised intersection is where the **entire area of the intersection**, inclusive of all crosswalks, is **elevated above the adjacent road surface** and usually ties in to the sidewalk at, or close to grade

Raised crosswalks are being considered at un-signalized road crossings

- Raised crosswalk surfaces help to **improve the visibility of pedestrians** to motorists on the roadway, and increase awareness at the crosswalk locations

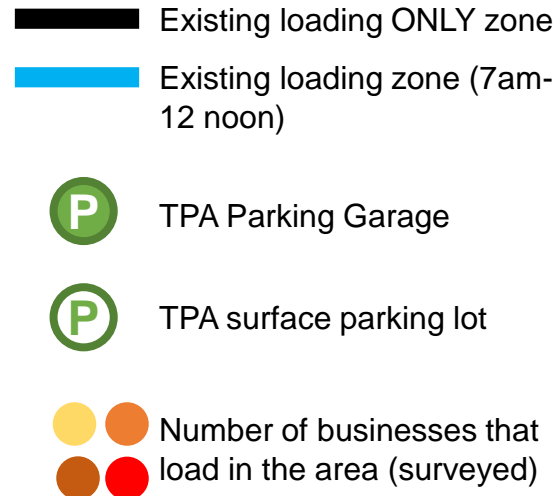
-  Raised intersection improvements
-  Raised crossings



Parking and Loading

On-street Loading | Existing

- A loading survey was shared with businesses in March 2022.
- 34 responses were received.
- 7am – 12 noon (Mon – Fri) loading areas are available on Augusta Ave between Oxford St and Nassau St; and on Baldwin St



On-street Informal Loading vs. Dedicated Loading

Design Opportunities

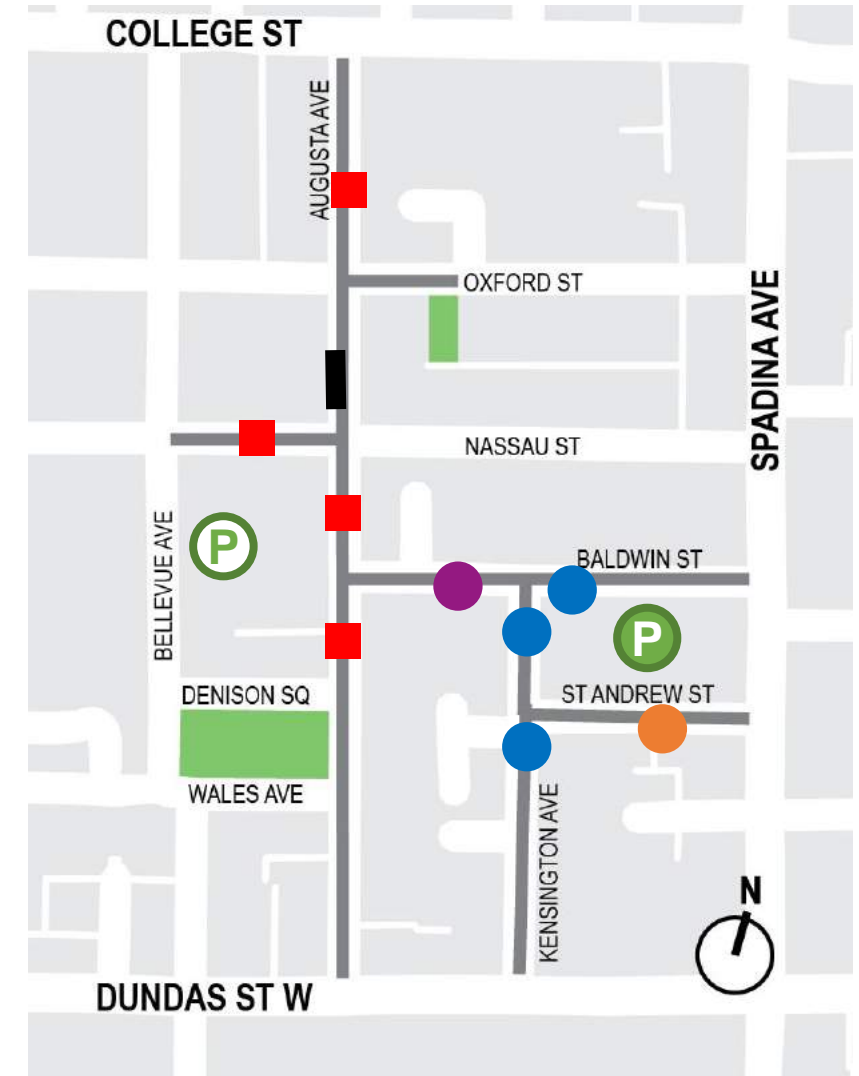
- **Loading areas** marked using **signage** along with on-street parking on Augusta Ave and Nassau St – in coordination with CafeTO locations
- Opportunity to create laybys with **designated loading only** using bumpouts on Baldwin St, Kensington Ave and St Andrew St
- **During non-loading hours, loading laybys and loading zones will be used as on-street parking**

** Subject to change based on design options selected and availability of space*

Existing loading ONLY zone to remain

Design Opportunities

- Proposed new loading zone for one truck (7am-12 noon)
- Proposed loading layby for one truck (7am-12 noon)
- Proposed loading layby for two trucks (7am-12 noon)
- Proposed loading ONLY lay by for two trucks



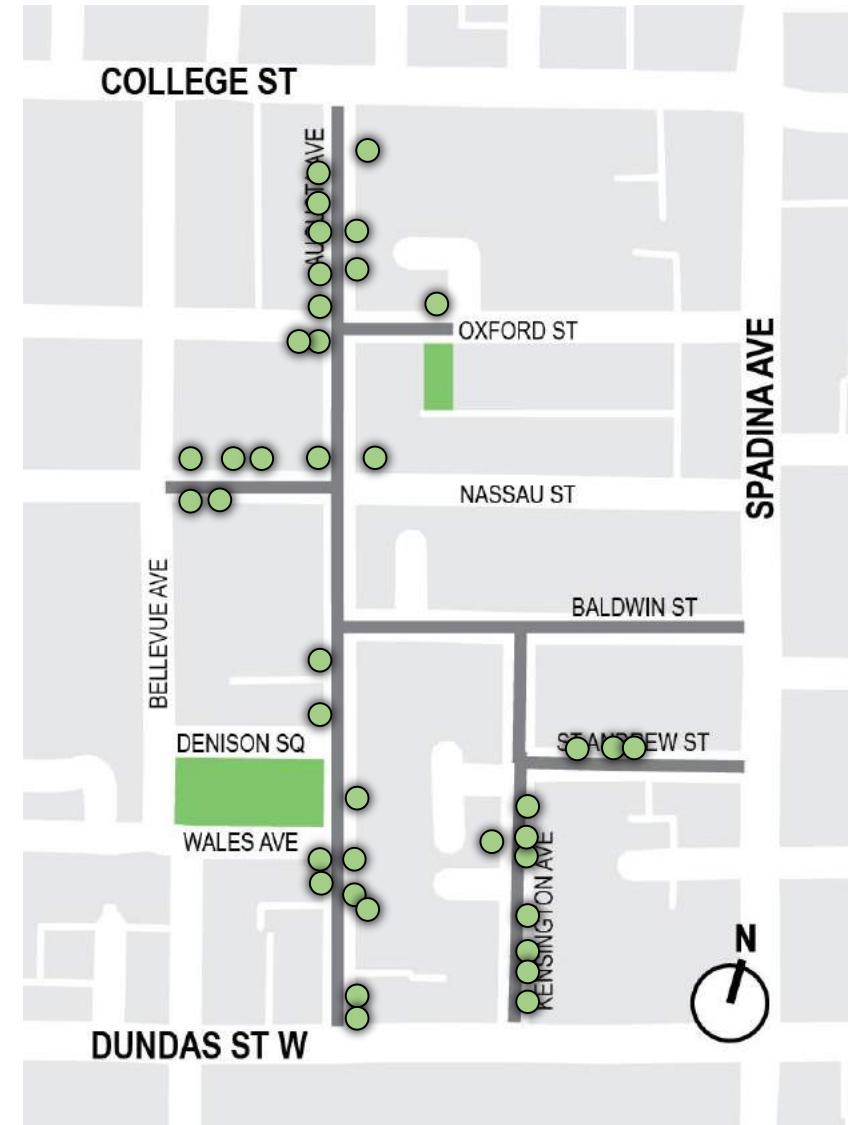
Street Trees

Existing Tree Locations



- All existing street trees can be found at the back of the existing sidewalk.
- Preservation of existing trees will be a priority during construction.

● Existing tree locations

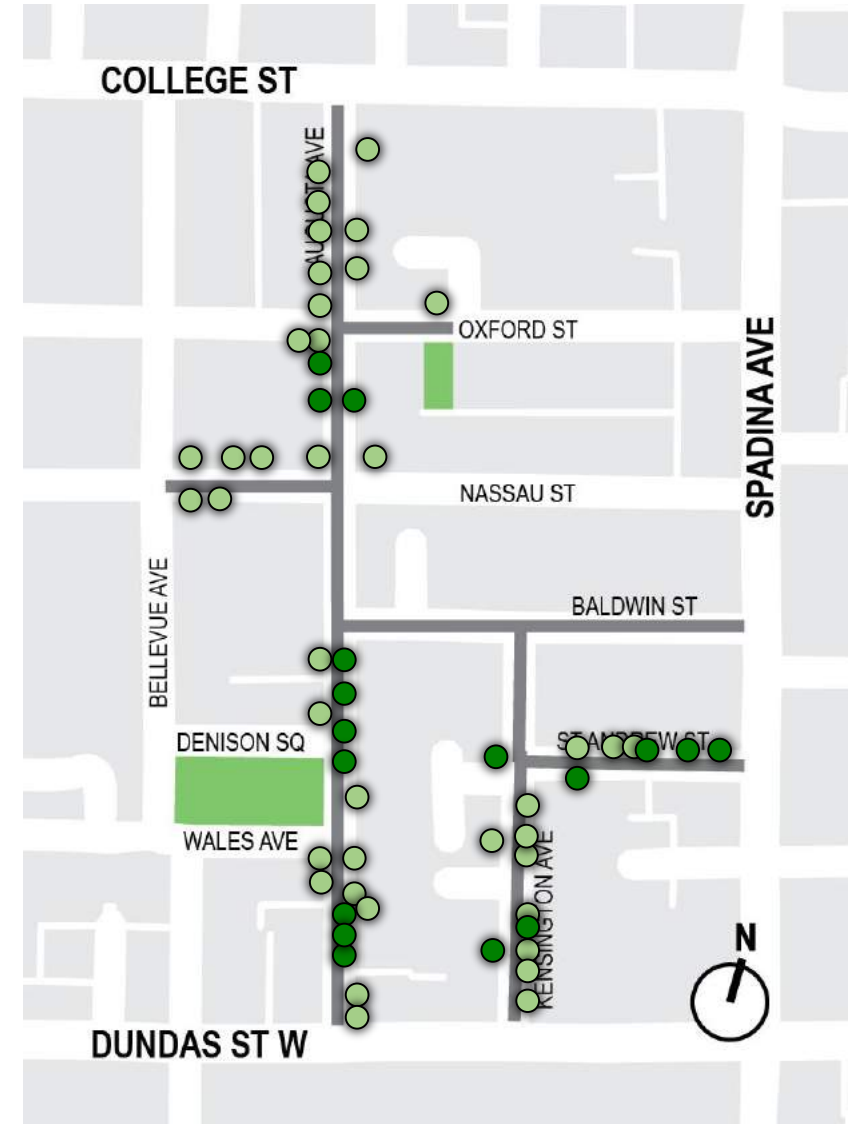


Proposed Tree Locations

- Additional tree locations are being considered at the back of sidewalk.
- City staff are determining the best strategy for planting new trees in hard surfaces.

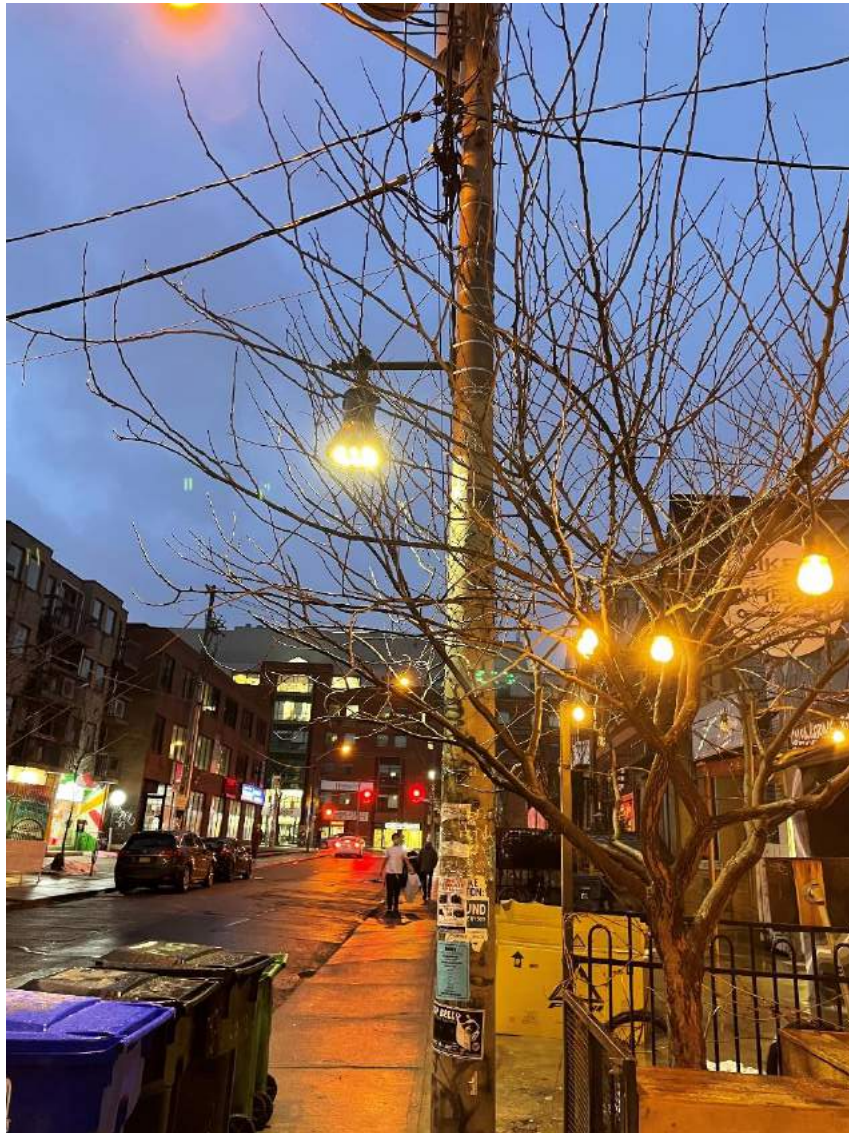
Factors to consider when planting new street trees:

- Above ground utilities
- Underground utility clearances
- Species selection
- Watering during establishment
- Available space avoiding building entrances
- Boulevard parking/laneways



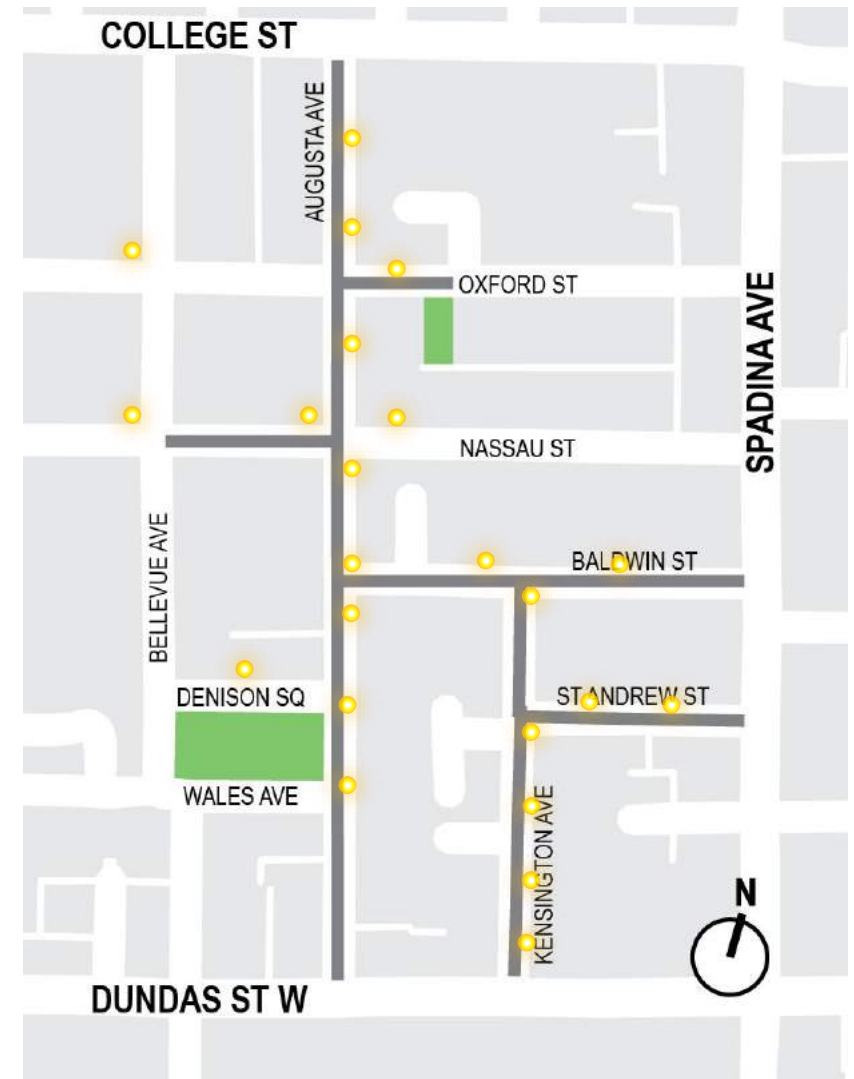
Pedestrian Lighting Design

Existing Pedestrian Lighting



- The existing clamp-on lightings in the Market were installed in 2013
- There are 27 clamp-on lights in the Market; they are attached to the street light / hydro poles
- The existing lighting will be preserved.

● Existing clamp-on lighting locations



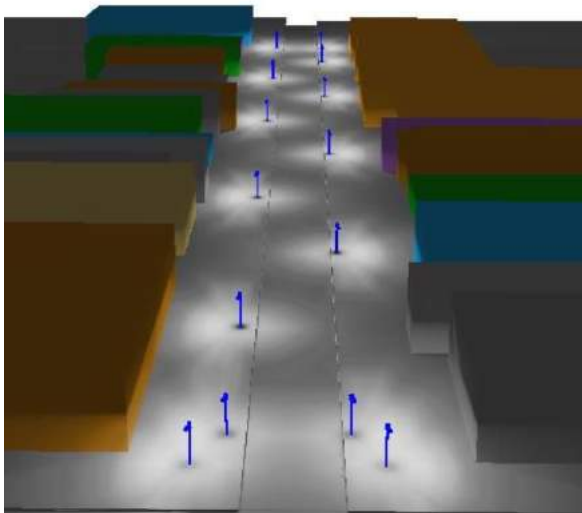
Proposed Pedestrian Lighting

Pedestrian lighting system will illuminate the sidewalk area, brighten dark spots on the sidewalk and any areas of concern.

Design is underway to determine:

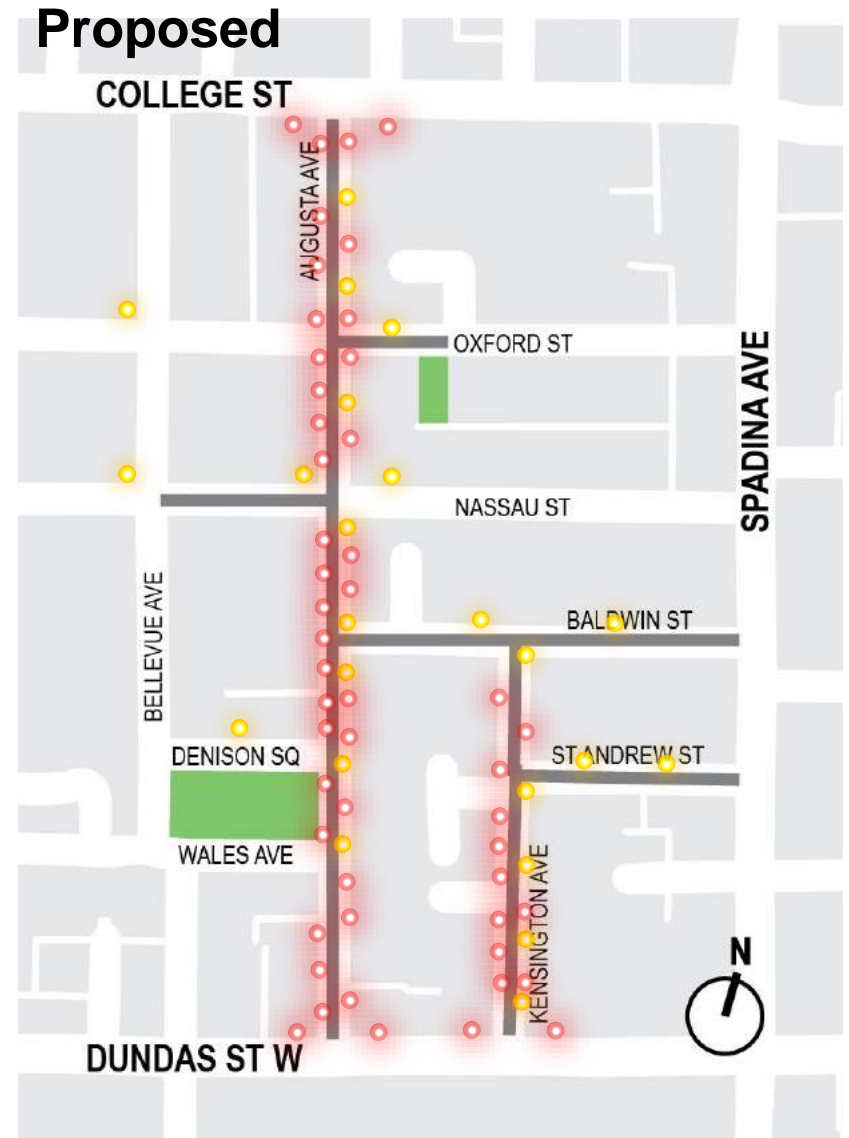
- Placement of the new lighting fixtures
- Style of lighting fixture to reflect the Market: functional, decorative and bird-friendly

Opportunity to provide input on light fixtures to the BIA.



NOTE: Representation only. Actual pedestrian lighting layout design is work in progress.

- Proposed Pedestrian Lighting
- Existing clamp-on lighting locations



Preliminary Design Proposal

Augusta Ave | College St to Dundas St W

Augusta Ave | College St to Dundas St W

Existing Conditions

Narrow sidewalk; Concrete

Wide roadway; Asphalt

On-street parking on west side

Narrow sidewalk; Concrete



Augusta Ave | College St to Dundas St W

Preliminary Design Proposal

Widened sidewalk;
Concrete

Narrowed roadway;
Concrete pavers

On-street parking maintained;
Permeable pavers

Widened sidewalk;
Concrete



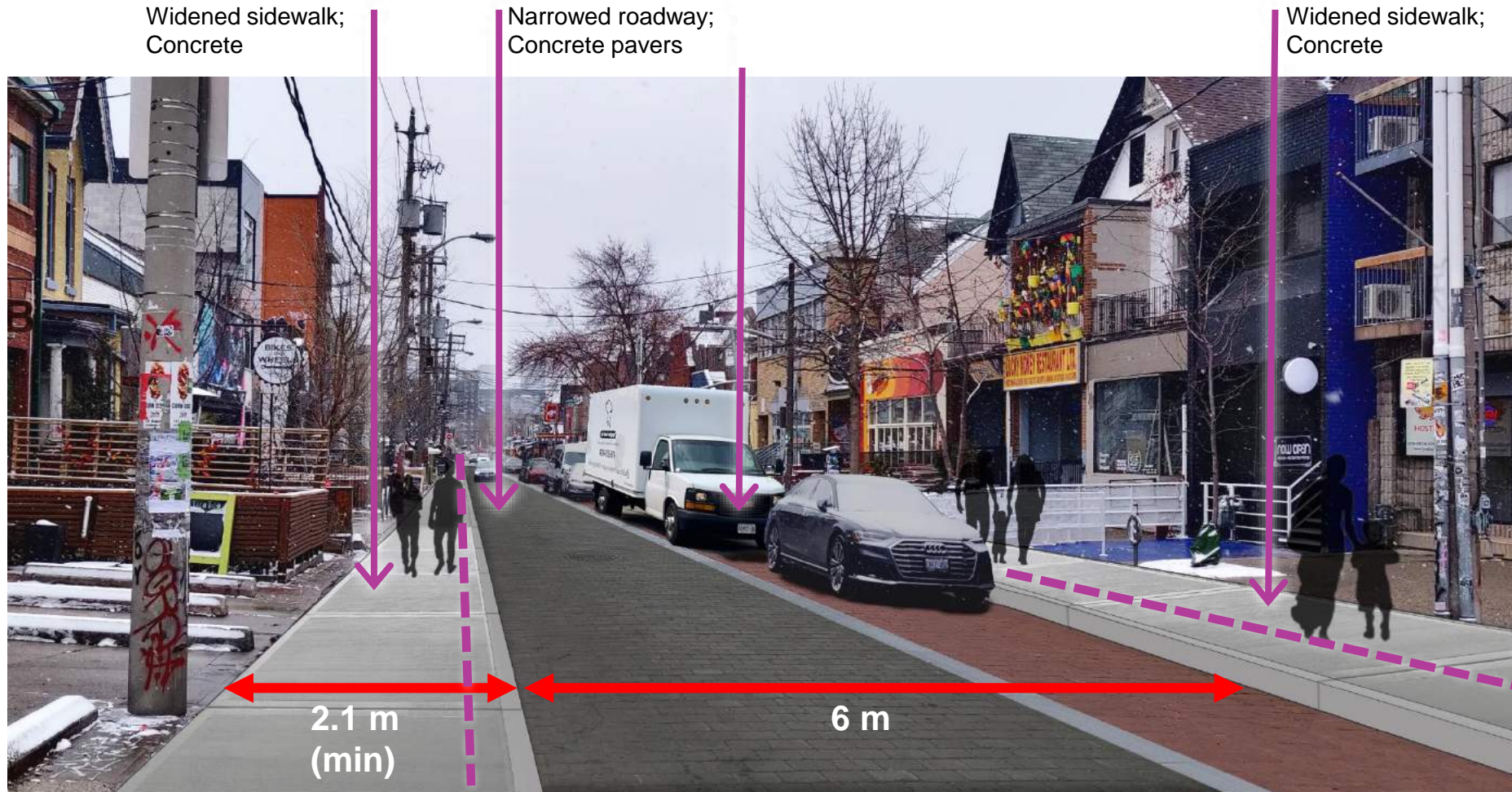
** Parking will switch to the west side in front of Bellevue Square Park



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

Augusta Ave | College St to Dundas St W

Preliminary Design Proposal



** Parking will switch to the west side in front of Bellevue Square Park



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

Augusta Ave | College St to Dundas St W

Preliminary Design Proposal



**** Parking will switch to the west side in front of Bellevue Square Park**

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



Preliminary Design Proposal

Kensington Ave | Baldwin St to Dundas St W

Kensington Ave | Baldwin St to Dundas St W

Existing Conditions

Wide sidewalk;
Concrete

Narrow roadway;
Asphalt

Bike corral at street level

Loading and parking on
west side *



* Loading and parking switches to east side south of St Andrew St



Kensington Ave | Baldwin St to Dundas St W

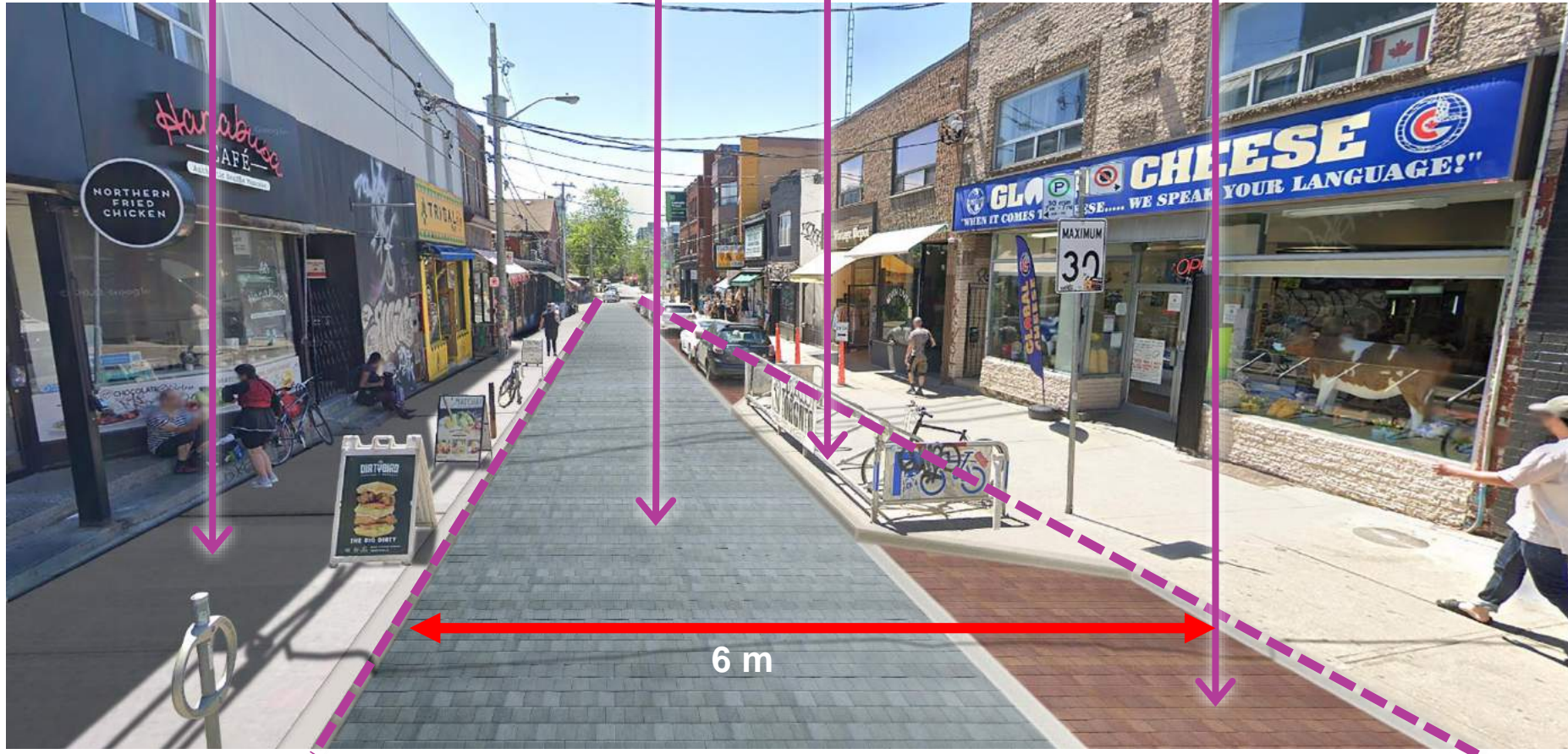
Preliminary Design Proposal

Sidewalk width maintained; Concrete

Roadway width maintained; Concrete pavers

Bike corral on mid-block curb extension

Loading and on-street parking maintained; Permeable pavers



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



Preliminary Design Proposal

Nassau St | Bellevue Ave to Augusta Ave

Nassau St | Bellevue Ave to Augusta Ave

Existing Conditions

Narrow sidewalk;
Concrete

Roadway;
Asphalt

Bike share station at
street level

On-street parking on
north side



Nassau St | Bellevue Ave to Augusta Ave

Preliminary Design Proposal

Sidewalk width maintained;
Concrete

Overall roadway width
maintained; Asphalt

On-street parking maintained;
Permeable pavers



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

Preliminary Design Proposal

St. Andrew St | Kensington Ave to Spadina Ave

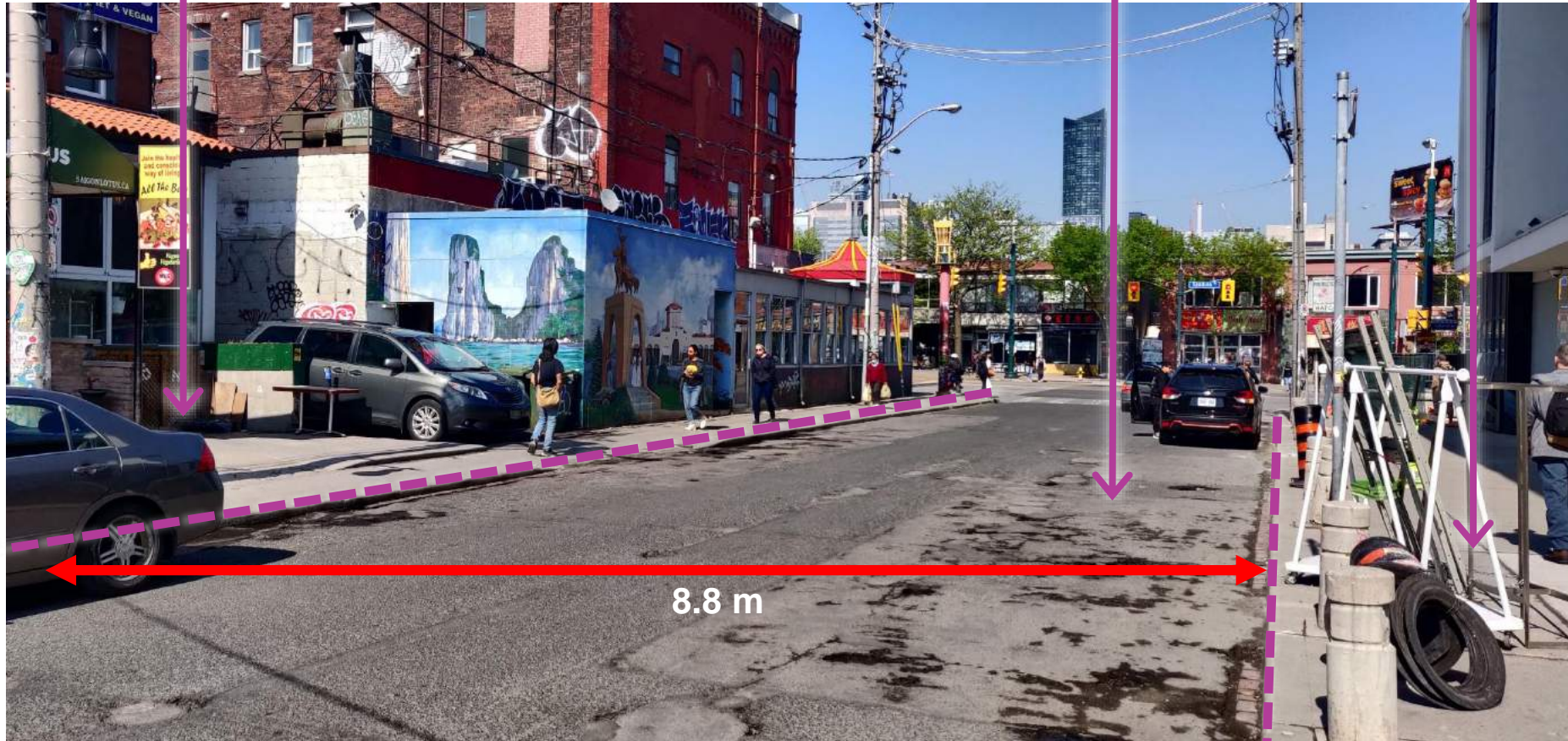
St. Andrew St | Kensington Ave to Spadina Ave

Existing Conditions

Narrow sidewalk;
Concrete

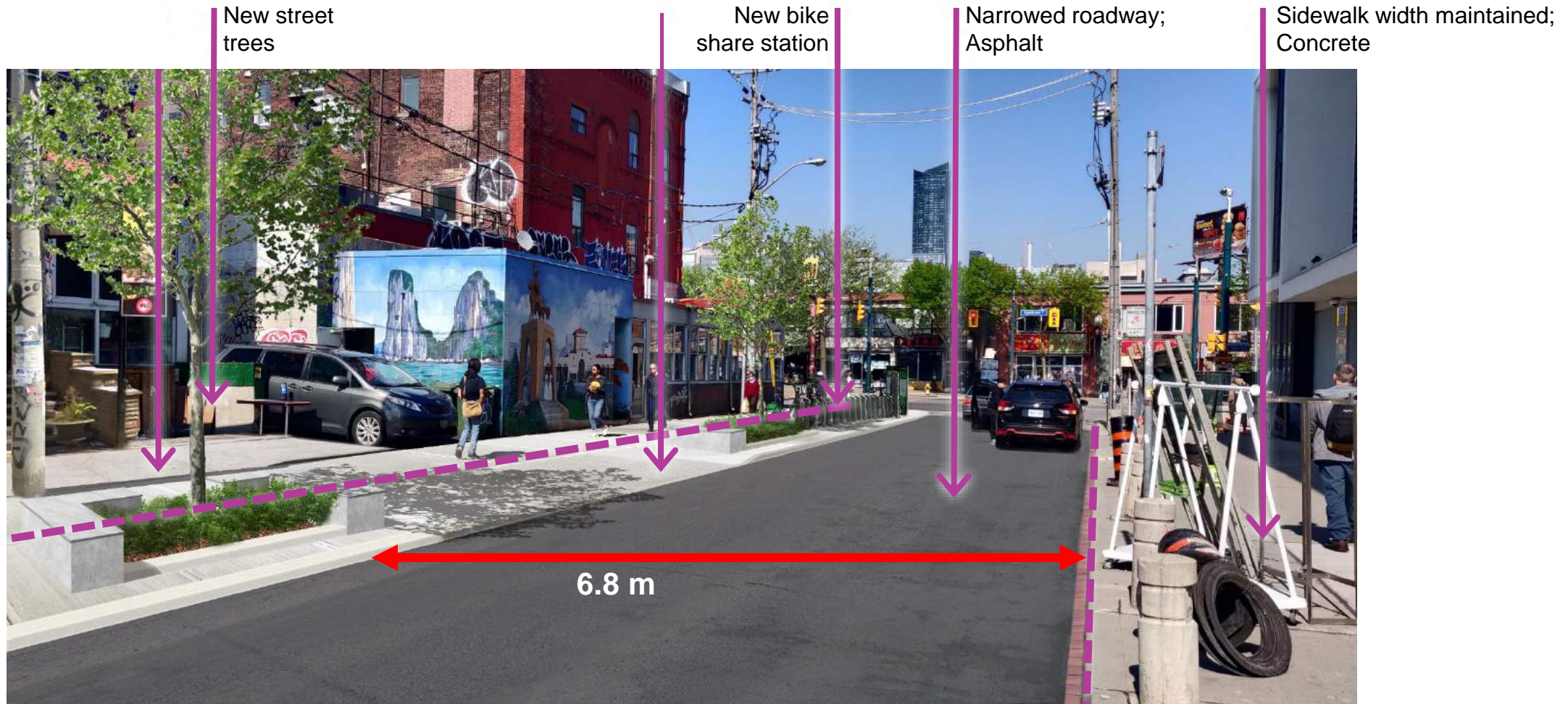
Wide roadway;
Asphalt

Wide sidewalk;
Concrete



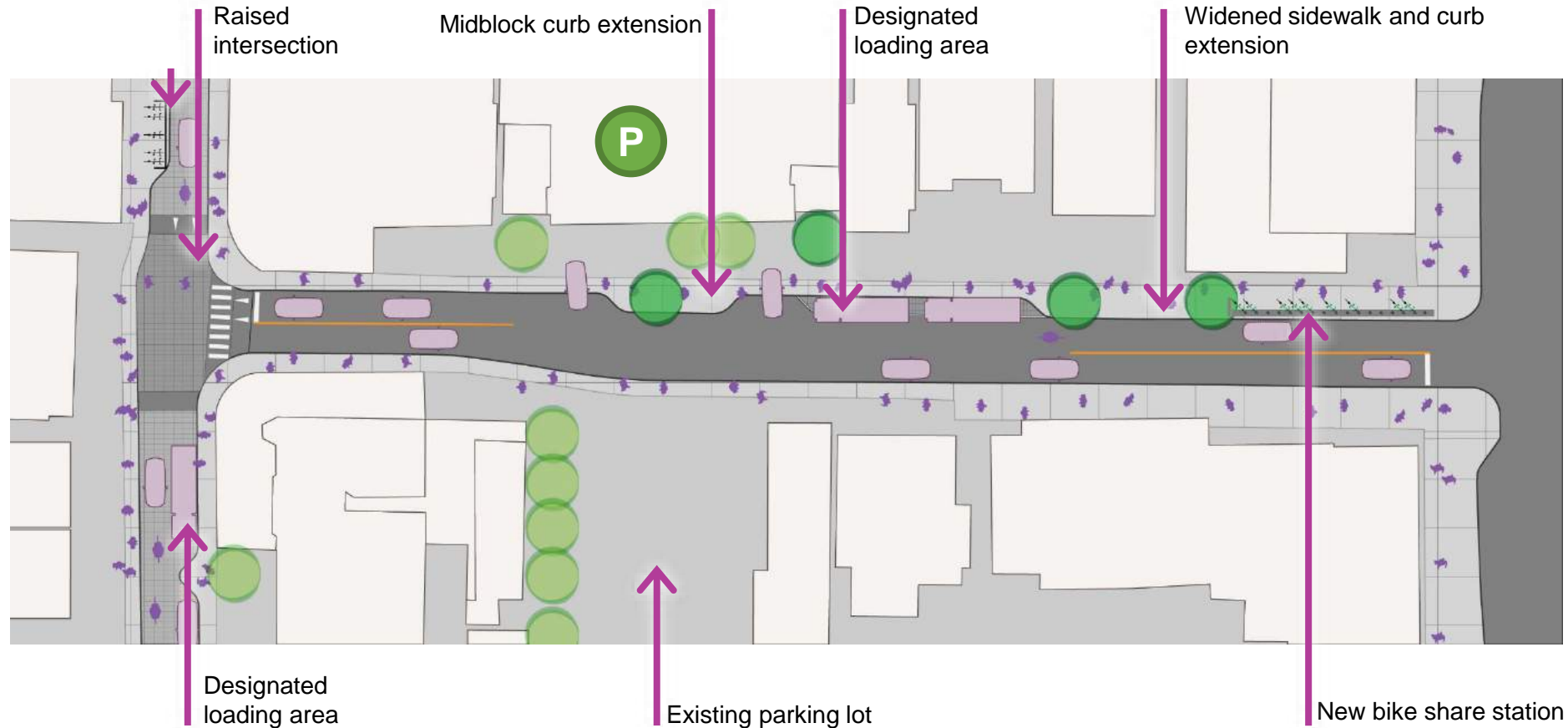
St. Andrew St | Kensington Ave to Spadina Ave

Preliminary Design Proposal



St. Andrew St | Kensington Ave to Spadina Ave

Preliminary Design Proposal – Plan View

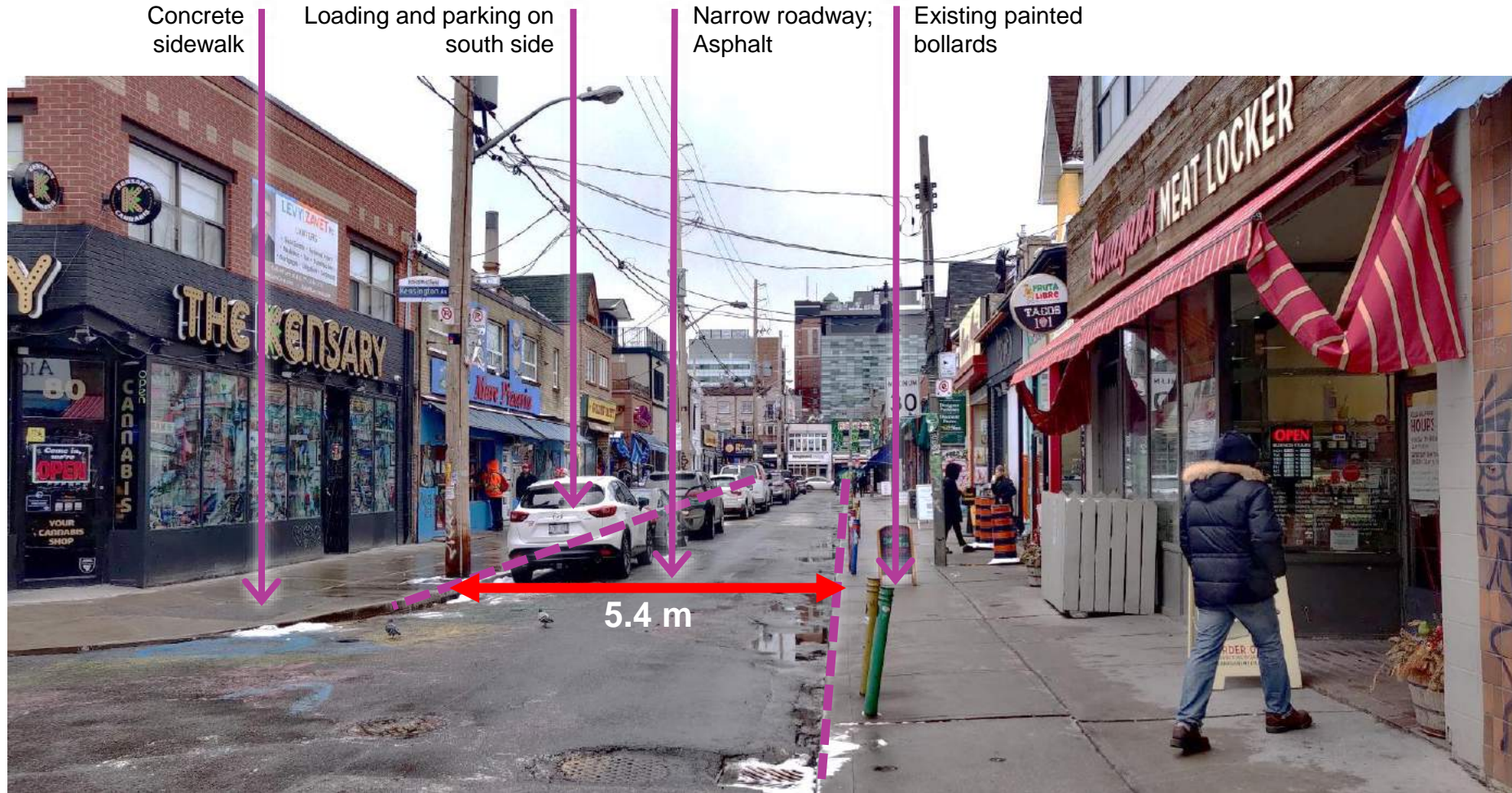


Preliminary Design Proposal

Baldwin St | Augusta Ave to Spadina Ave

Baldwin St | Augusta Ave to Kensington Ave

Existing Conditions



Baldwin St | Kensington Ave to Spadina Ave

Existing Conditions

Wide sidewalk;
Concrete

Narrow roadway;
Asphalt

Loading and parking on
south side



Baldwin St | Augusta Ave to Spadina Ave

Existing Conditions

Observed cars and loading vehicles often blocking the intersection



CafeTO

Fire hydrant in middle of sidewalk

Loading area (7am-noon)/
On-street parking

Bike corral at street level

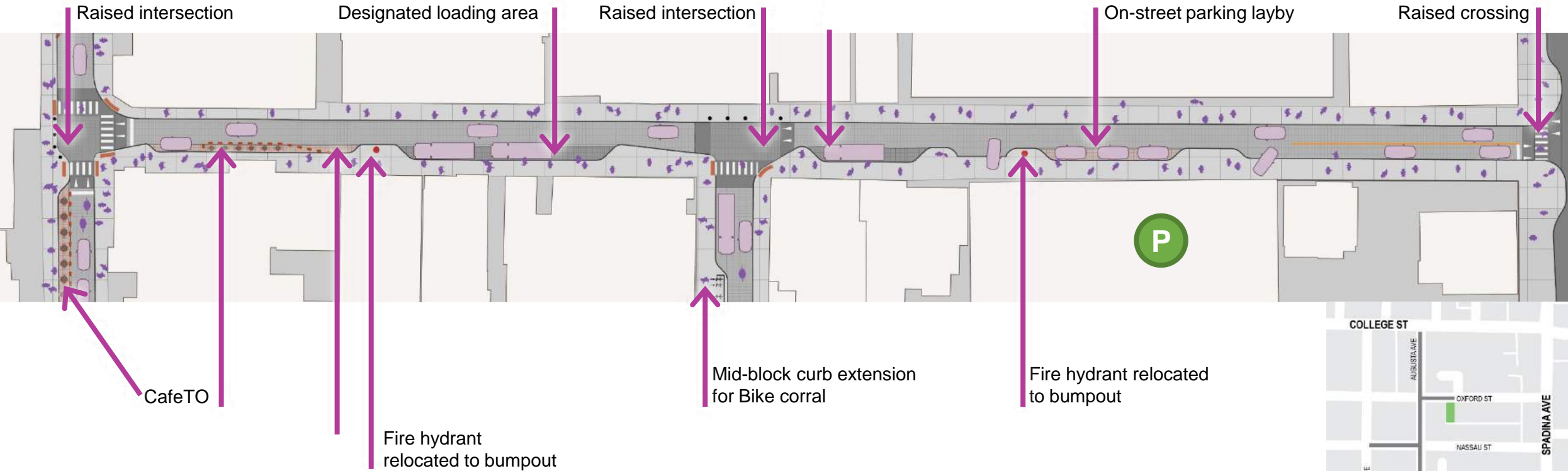
Loading zone (7am-noon)/
On-street parking

Fire hydrant in middle of sidewalk



Baldwin St | Augusta Ave to Spadina Ave

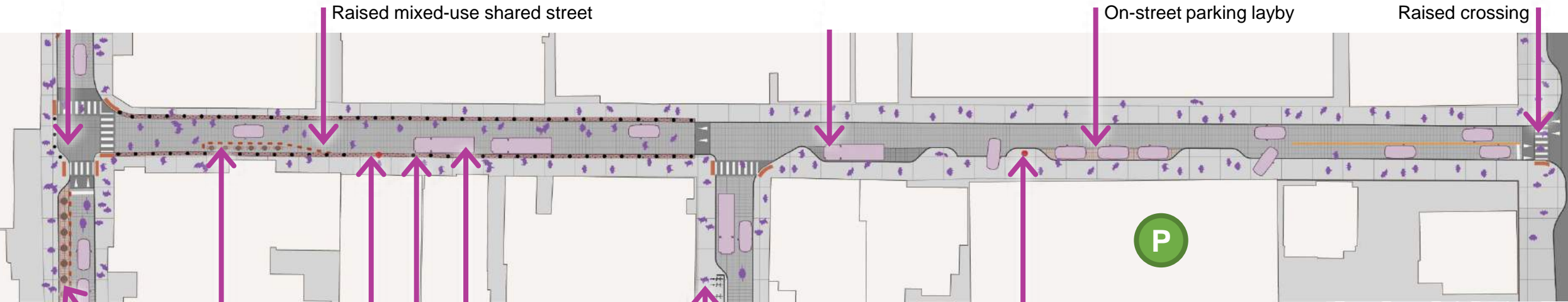
Preliminary Design Proposal – Option 1 - Curbs, Parking and Loading



Materials will be finalized through detail design

Baldwin St | Augusta Ave to Spadina Ave

Preliminary Design Proposal – Option 2 - Mixed-Use Shared Street



CafeTO

Fire hydrant relocated to edge of sidewalk

Loading only area

Mid-block bumpout for Bike corral

Fire hydrant relocated to bumpout



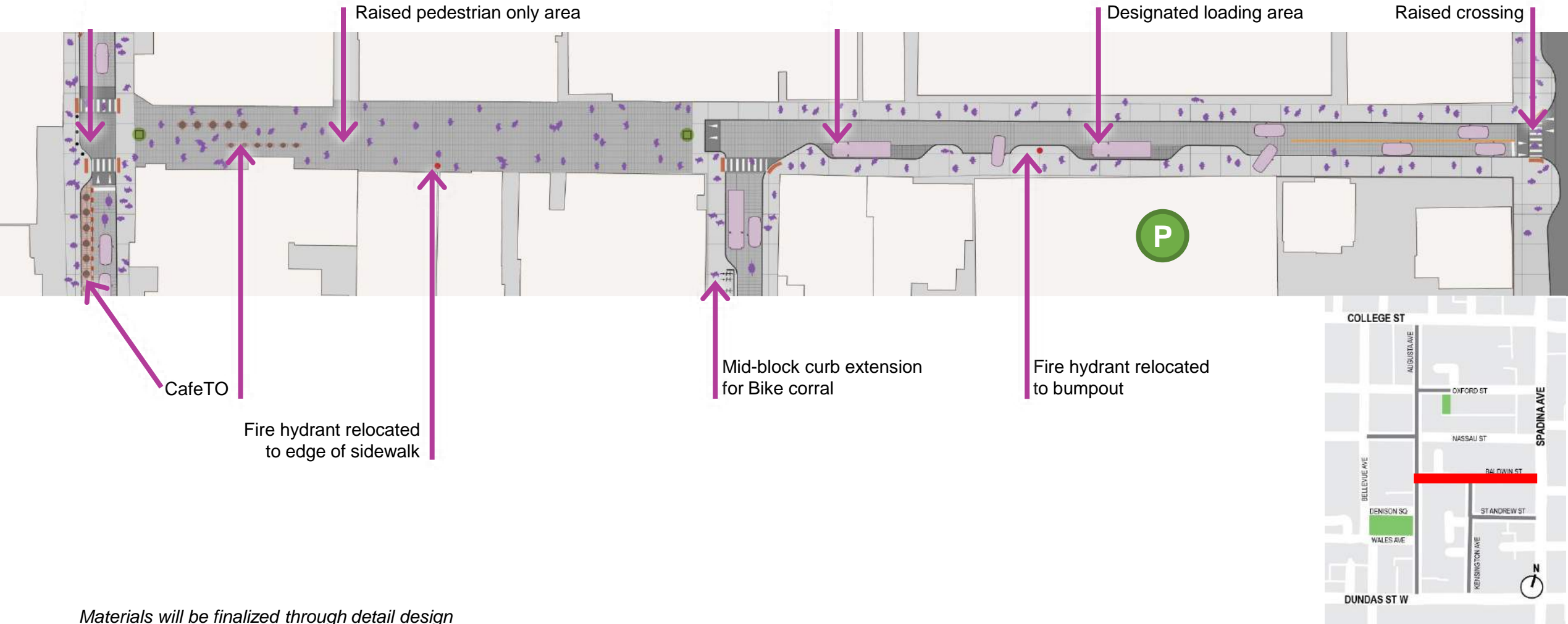
Image of Glasgow Street, east of Spadina Ave and Oxford St



Materials will be finalized through detail design

Baldwin St | Augusta Ave to Spadina Ave

Preliminary Design Proposal – Option 3 - Pedestrianised



Baldwin St | Augusta Ave to Spadina Ave

Criteria and Existing	Option 1	Option 2	Option 3
Roadway Material (Asphalt existing)	Concrete unit pavers	Concrete unit pavers	Concrete unit pavers
Sidewalk Width (2.8 - 3.2m wide)	2.8 - 3.2m wide and wider at the west end closer to Augusta where pinched	Sidewalk width gets compromised, 2.2 – 2.6m wide with pinch points less than 1.5m	Entire ROW
Sidewalk Material (Concrete existing)	Concrete (colourful bollards preserved)	Concrete (colourful bollards removed and relocated at regular intervals)	Concrete Unit Pavers (no bollards necessary)
Sidewalk Height (150mm curb existing)	150mm curb	Augusta Ave to Kensington Ave: Sidewalk and road at same height Kensington Ave to Spadina Ave: 150 mm curb	Augusta Ave to Kensington Ave: No separated sidewalk Kensington Ave to Spadina Ave: 150 mm curb
Parking & Loading (Augusta Ave to Kensington Ave) Parking for 15 cars, loading 7am-12 noon	Parking for 6 cars, designated loading for 2 trucks	Designated Loading for 2 trucks. No Parking for cars.	No parking or loading
Parking & Loading (Kensington Ave to Spadina Ave) Parking for 9 cars, loading 7am-12 noon	Parking for 3 cars, designated loading for 1 truck	Parking for 3 cars, designated loading for 1 truck	No car parking, designated loading for 2 trucks

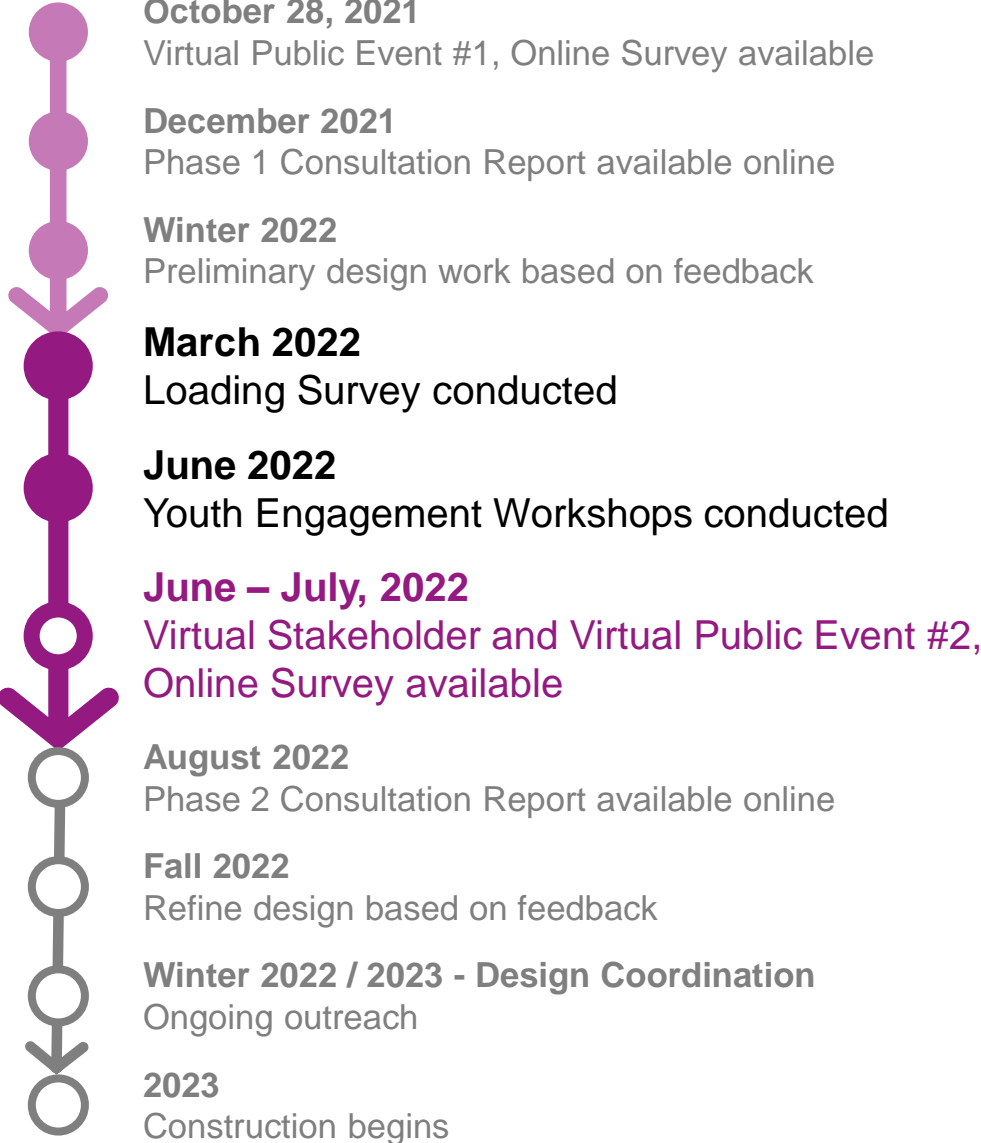
Timelines and Next Steps

Next Steps | Public Consultation and Design for 2023 scope

Review Existing
Conditions and Input

Develop & Refine
Design

Construction



WE ARE HERE

Next Steps

- **August 3, 2022** – Online Survey Deadline
- **Fall, 2022** – Summary Report posted on project website
- **January 2023** – Report to Infrastructure and Environment Committee and City Council; including opportunity for public deputations



CONTACT US

If you have any questions or please contact:

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Thank you