



Kensington Safe Streets

Public
Consultation
Phase #3

Spring 2023

Project Scope & Background

Why make changes to Kensington Market Now?

- Streets in Kensington Market are programmed for **reconstruction due to the poor condition of the roads and the watermain that needs replacement.**
- Reconstruction projects are the most time and cost-effective way to **make changes to improve safety and infrastructure.**
- This reconstruction work presents a **once in a generation opportunity to redesign the streets for safety and public realm improvements for the next 50 to 100 years.**
- This project is **now planned for 2024-2025** to give the City time to design streets that are **safer, greener, more pedestrian-centered and tailored to the neighbourhood** and to allow local businesses more time to recover from the impacts of the pandemic restrictions.



Poor condition of roadway on Kensington Ave

Project Scope & Background

The project area encompasses the main commercial sections of streets in Kensington Market and all the intersections.

- In 2024-2025, the City will be replacing the watermain and reconstructing all these streets from back-of-sidewalk to back-of-sidewalk.
- For the most part, boulevard space between buildings and the current back-of-sidewalk will not be changed.



Timelines & Delivery

**Review Existing
Conditions and Input**

**Develop & Refine
Design**

Construction



Summer-Fall 2021

Initial site analysis and design work

Fall 2021-Spring 2022

Public Consultation Phase #1 and design revisions

Summer- Fall 2022

Public Consultation Phase #2 and design revisions

Winter-Spring 2023

Internal and external stakeholder consultation

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Summer 2023

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Summer & Fall 2023

Detailed design, continue to consult on loading

2024

Tender

2024-2025

Construction

WE ARE HERE

Previous Design Overview

In 2022 the City proposed the following changes:

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

- Roadway widths reduced, sidewalks widened; change of material

Safety improvements

- Raised intersections, raised crossings, curb extensions and radii improvements


Pedestrian-only zone on Baldwin St

- Pedestrian-only zone on Baldwin St. from Augusta Ave to Kensington Ave was an option

Dedicated commercial loading opportunities at select locations

On-street parking removal on Baldwin St

 Sidewalk Widening & Streetscape improvements

 Pedestrianisation and Road Closure

 New Commercial Loading Areas



Consultation Summary

Public Consultation Phase #1 and Phase #2

- **Internal stakeholder meetings with all pertinent groups** (Fire Services, Traffic Operations, Road Operations, Toronto Parking Authority, Wheel-Trans)
- **Two stakeholder meetings** (50 organizations invited to each, with 8 and 10 representatives respectively)
- **Two virtual public meetings** (notices to over 18,000 addresses, with 41 and 46 attendees respectively)
- **Two public surveys** (250 and 134 responses respectively)
- **Webpage updates** with answers to common questions

Additional Project Specific Outreach

- **Door-to-door postcard drop-off** (500 copies)
- **Business Loading Survey**, March 2022 (33 responses)
- **Two Youth Engagement Workshops** - June/July 2022
- **Accessibility site walk/roll** - August 2022
- **Fire truck movement and access demonstration on-site** - October 2022



Image from Baldwin St during the Fire Services meeting to coordinate turning movements

What We Heard

Pedestrian Environment

- Streets can often feel **dangerous** for pedestrians.
- **Vehicles speed and cut through** the neighbourhood, creating very unsafe conditions.
- Public space for people is poor and deficient. There should be **more public space and less vehicle space**.
- Streets are **difficult to navigate** for people with accessibility needs.
- Strong support for making pedestrian priority streets and **integrating pedestrian-only areas**.
- Concern from some businesses and residents that **pedestrian-only areas could make it more difficult for them to live and operate**.



Baldwin St looking west to Augusta Ave

What We Heard

Cycling Facilities

- The bike parking and bike share **facilities are insufficient.**
- Streets feel unsafe for cycling. The City should consider **integrating safer cycling infrastructure.**

Parking and Loading (delivery by truck)

- The neighbourhood only has a few laneways so **adequate loading opportunities on streets is vital for businesses.**
- Strong support for **removing some on-street paid parking spaces (Green P).**
- Some residents are **concerned about losing on-street permit parking spaces.**



Bike parking on a hydro guy wire at Oxford St and Augusta Ave

What We Heard

Aesthetics and Materials

- Concern that new design and materials look utilitarian and conventional. Kensington Market **should have a unique aesthetic.**
- Concern that changes to streets may spur gentrification. Kensington Market **should not “look like Yorkville.”**
- Generally strong **support for expanded use of pavers**, a smaller group were strongly opposed.
- A large majority of respondents **liked the widened sidewalks and other safety features.**
- Strong **support for greening the streets and integrating permeable pavement** for passive stormwater infiltration and filtration.



View looking north on Augusta Ave

Proposed Design Changes

What We're Trying to Achieve

Prioritizing Pedestrians

Shaping a neighbourhood that prioritizes the experience of people walking and rolling.

Making More Public Space

Repurposing road space to make more high-quality public space.

Creating Barrier-Free Streets

Eliminating traditional curbs and other barriers throughout the market, where possible, to make a universally accessible neighbourhood.



Photo from the Accessibility Site Visit
view looking east Baldwin St

What We're Trying to Achieve

Adapting to Climate Change

Creating a “spongy” neighbourhood with new tree plantings and permeable pavements to reduce rain water runoff and filter water.

Integrating Lighting for People

Installing lights at the pedestrian scale to improve safety and vibrancy of the streets.

Reducing Construction Impacts

Minimizing impacts on businesses and residents, by maintaining access and providing regular communication through construction.



View looking east on Baldwin St

Proposed Design Overview

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

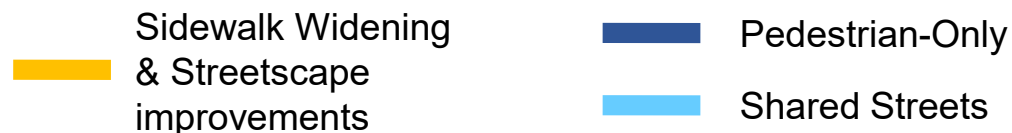
Safety Improvements at all intersections

- **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



Three Street Zones

Slow Street Zones

- Space for vehicles on roadways is separated from space for pedestrians on the sidewalks.
- Parking and pick-up/drop off would be available in signed spaces.
- Sidewalk curb is low and rolled.

Shared Street Zones

- Pedestrian-priority street where people driving are permitted for laneway access only.
- Vehicle stopping and parking are not allowed on street.
- Sidewalk curb is low and rolled.

Pedestrian-Only Zones

- No private motor vehicles permitted.
- Flat curbless street

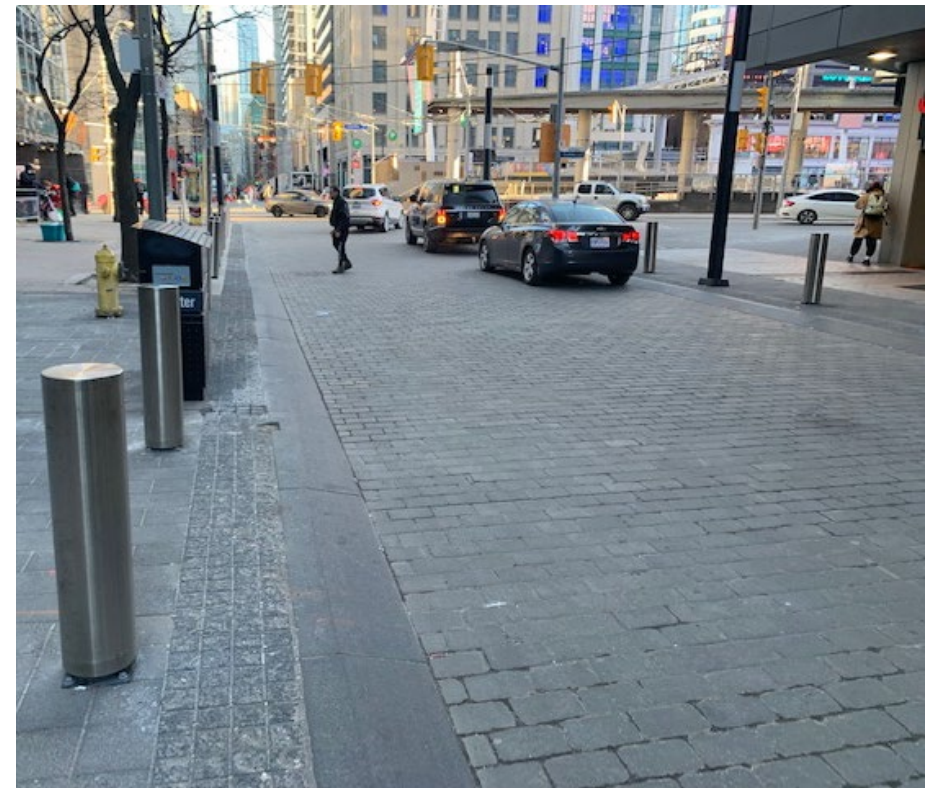


Slow Street Examples



Front Street East, Toronto

Photo credit, the Planning Partnership



Victoria Street at Toronto Metropolitan University, Toronto

Shared Street Examples



Scott Street at Berczy Park, Toronto



Sparks Street, Ottawa

Photo credit - Spacing Magazine

Pedestrian-Only Street Examples

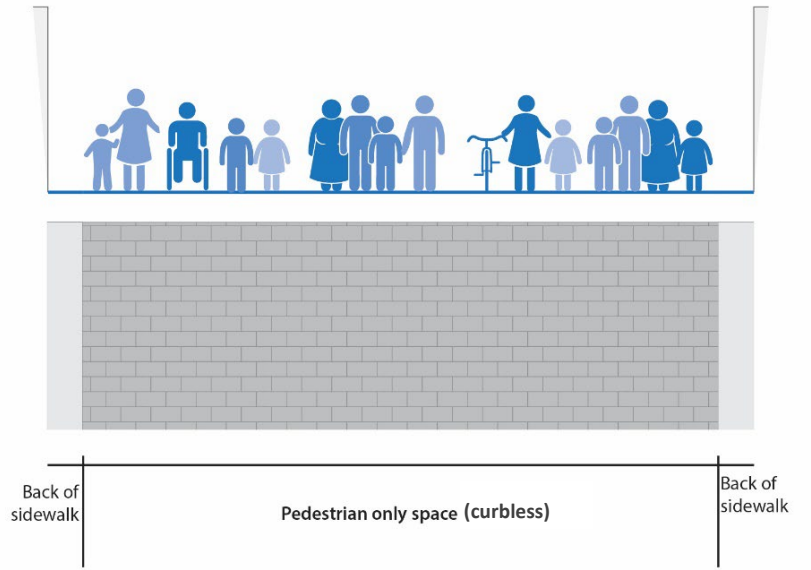
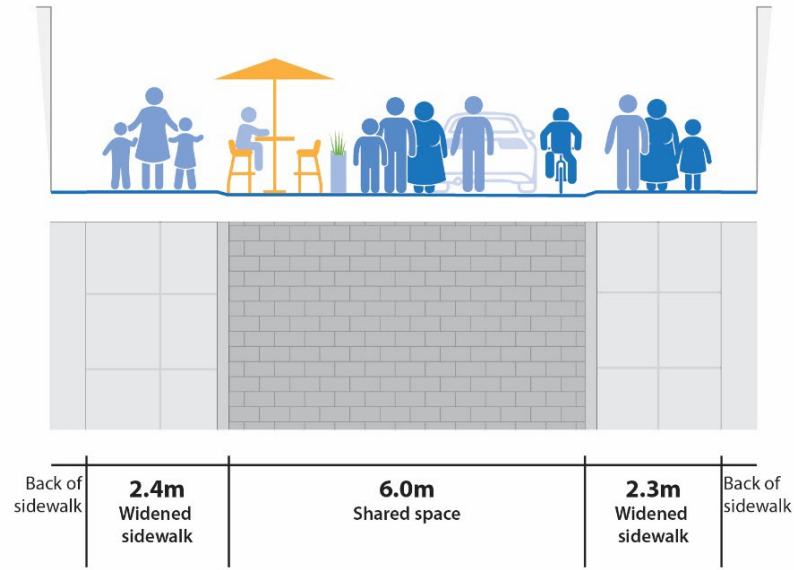
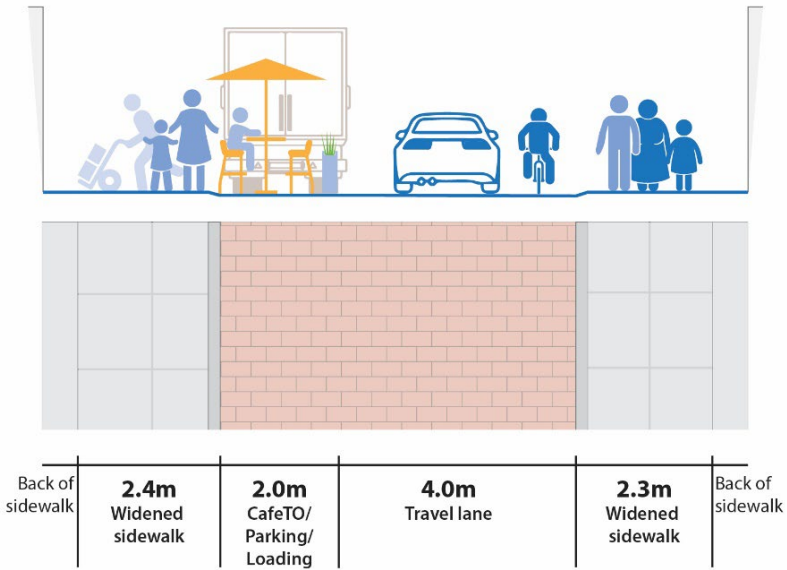


Rue St-Paul, Montreal



Gould St, Toronto

Three Street Zones

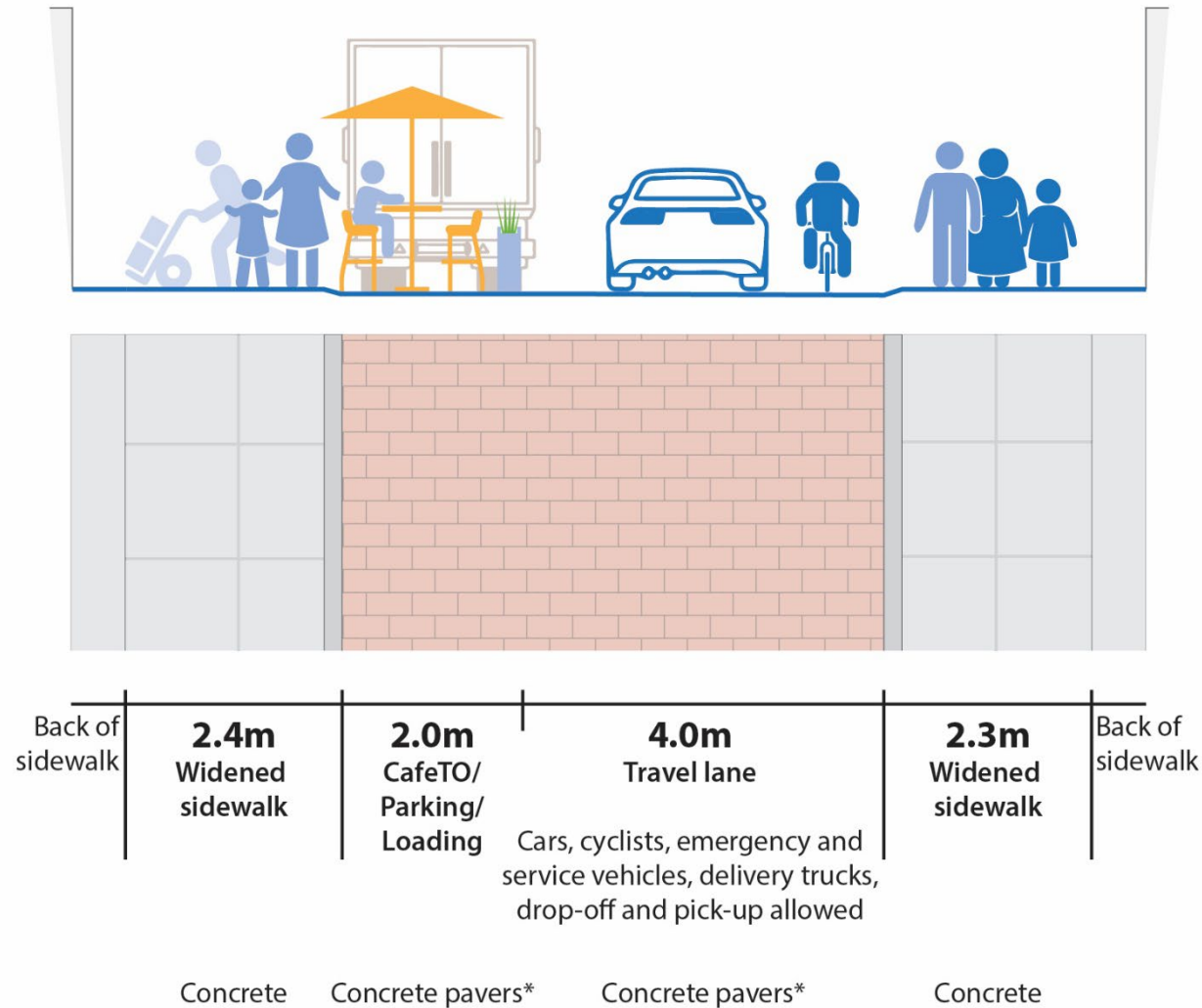


— SLOW STREET

— SHARED STREET

— PEDESTRIAN-ONLY

Street Types: Slow Street Zone

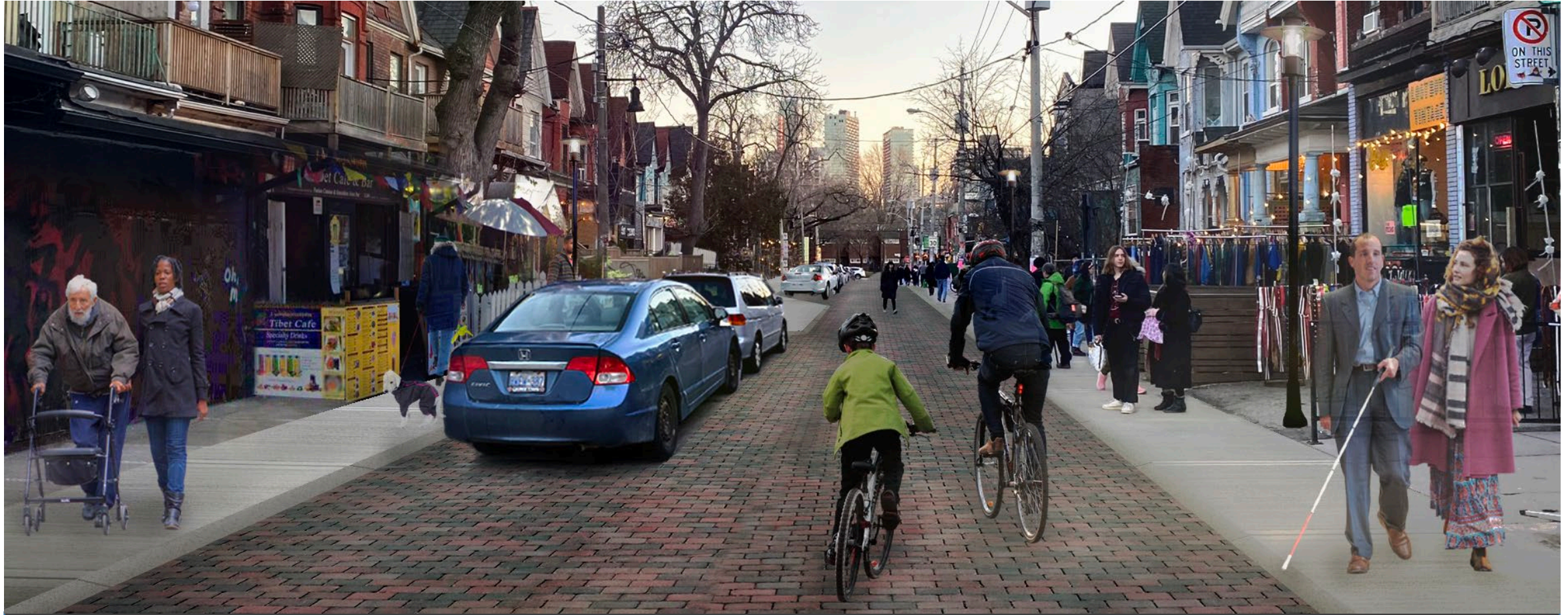


Slow Street locations



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

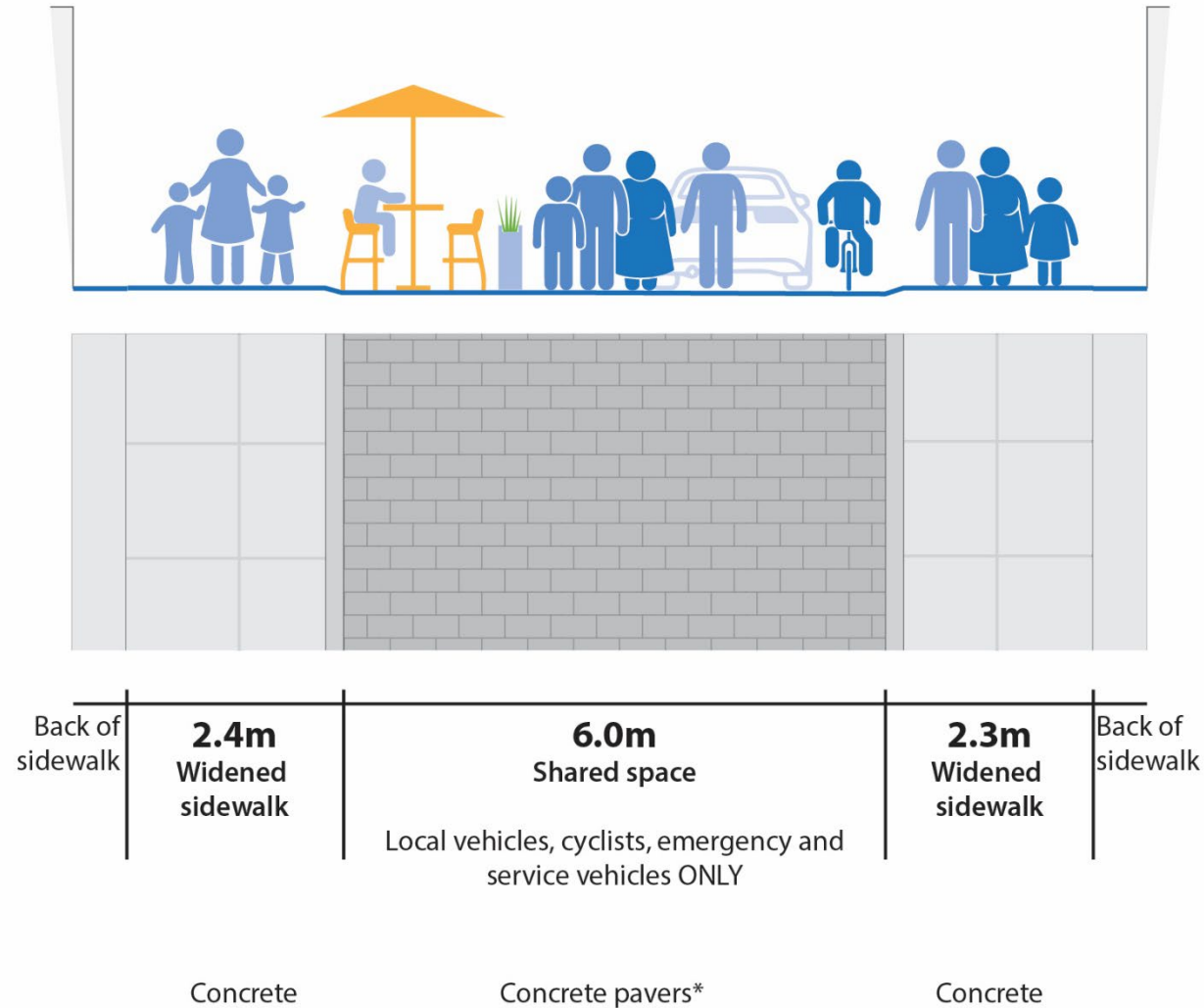
Street Types: Slow Street Zone



Slow Street Zone looking south on Kensington Ave. from St. Andrew St.

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

Street Types: Shared Street Zone

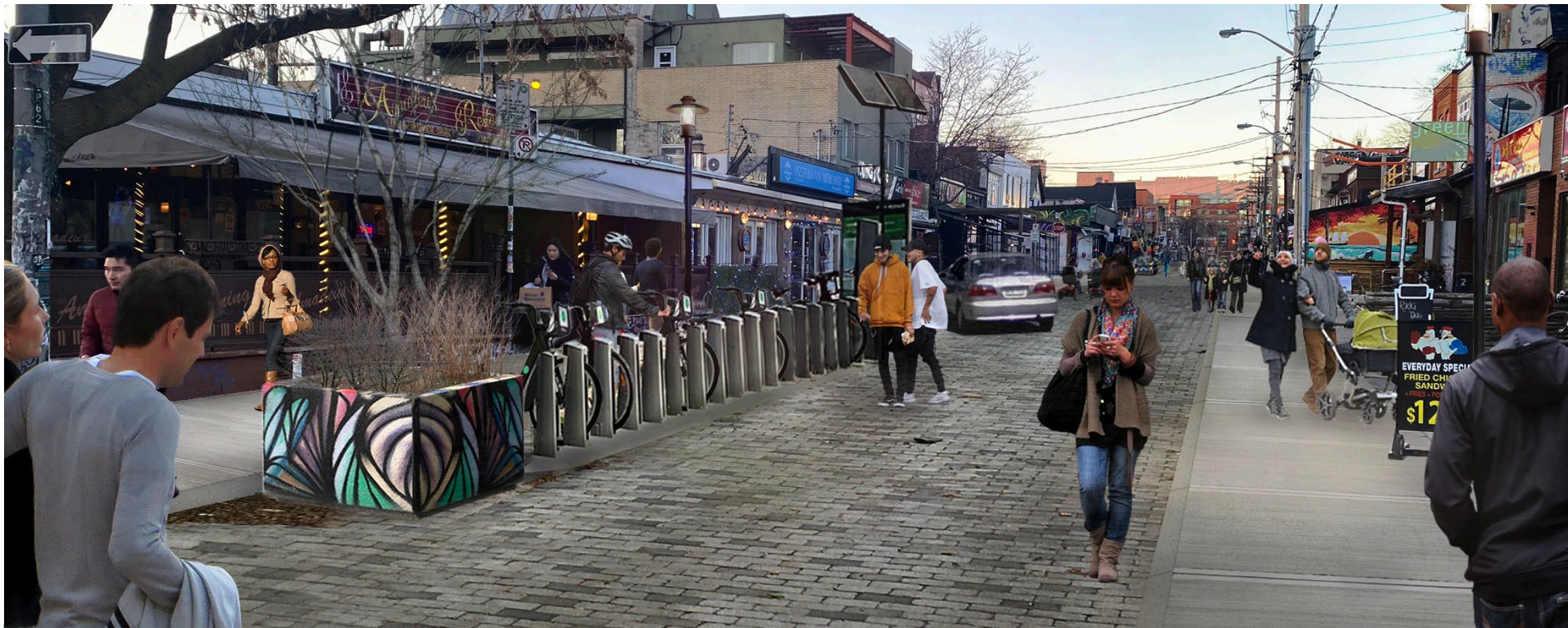


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Shared Street locations



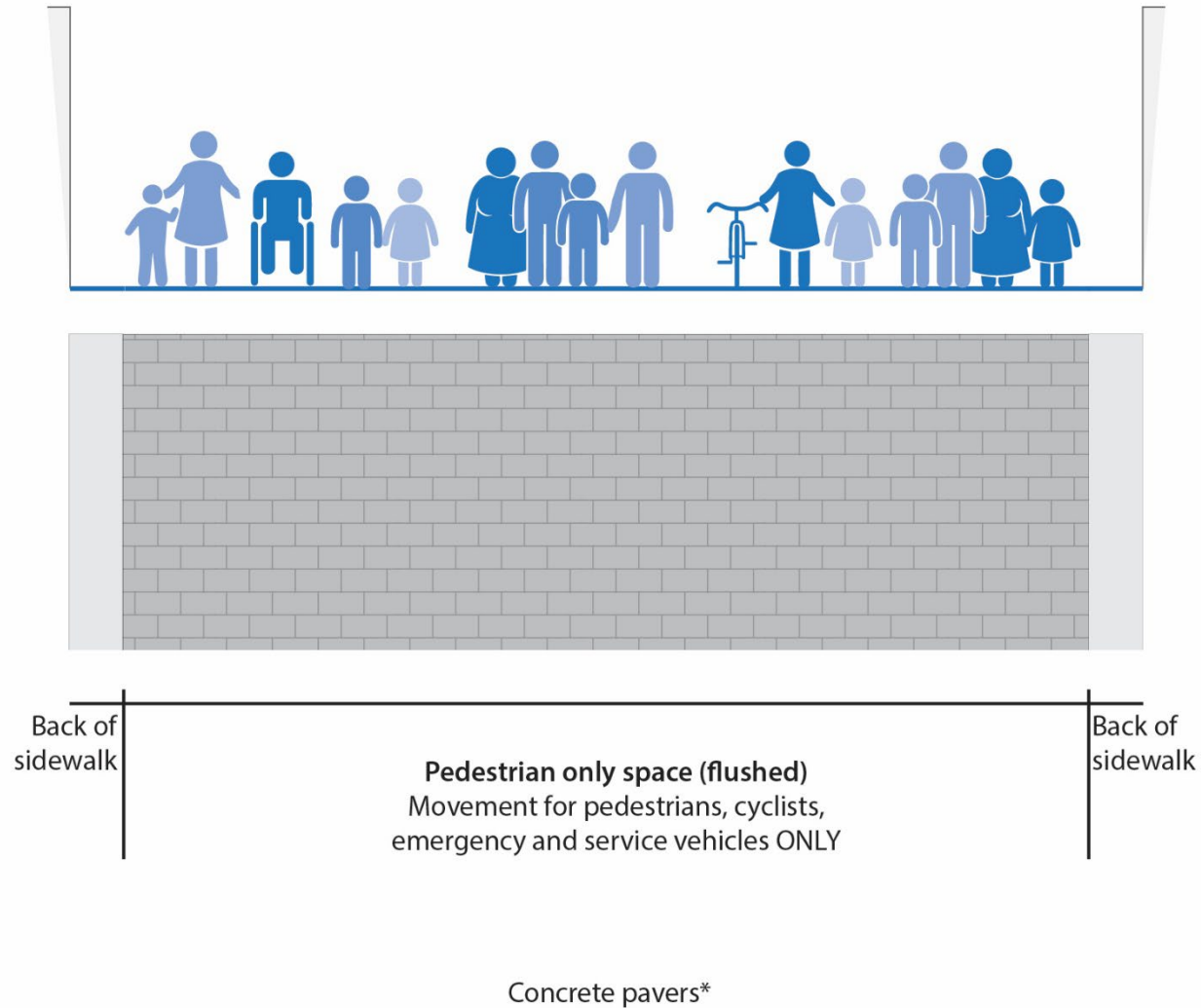
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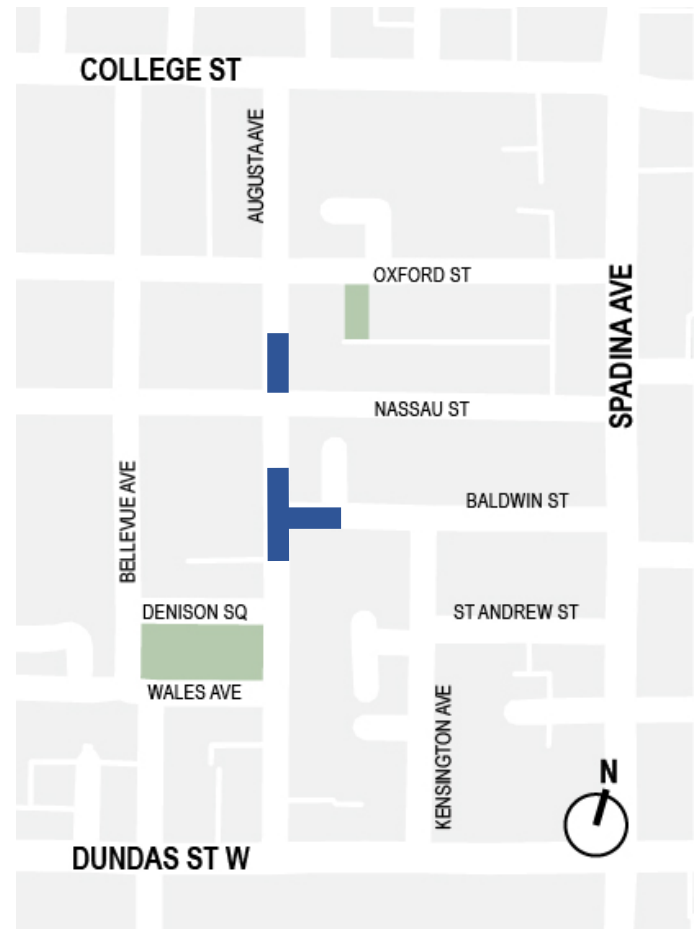
Shared Street Zone looking north on Augusta Ave. from Denison Sq.

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

Street Types: Pedestrian-Only Zone



Pedestrian-Only locations



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

Street Types: Pedestrian-Only Zone

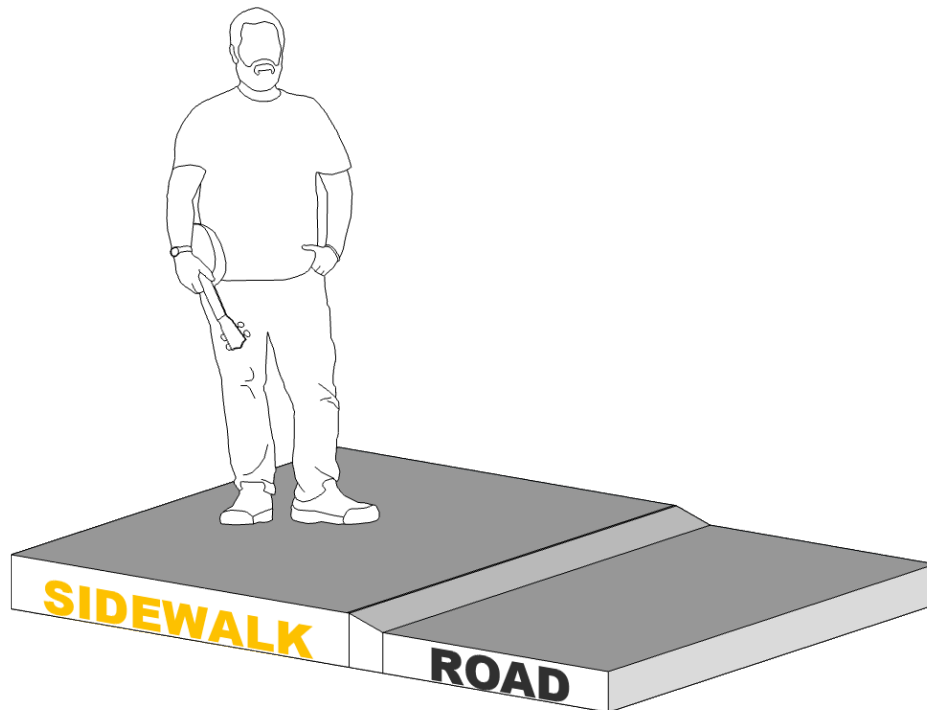




Pedestrian-only Street Zone looking north on Augusta Ave. at Baldwin St.

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 the slow streets and shared streets.
- New curbs mean that all sidewalks could 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.



-  Slow Streets with rolled curb
-  Shared Streets with rolled curb



Paving Materials



Cherry Street/ Portlands

**Concrete sidewalk with
2" (50 mm) rolled curb:**
On slow and shared streets



Concrete pavers:
Red blend to designate
places for people driving
(slow streets)



Concrete pavers:
Grey blend to designate
pedestrian priority spaces
(intersections, shared and
pedestrian only streets)

Paving Materials: Permeable Paving

- All concrete pavers (red and grey) would be permeable wherever possible, based on the geo-technical report.
- All roadways would act as *sponges* - passively capturing, slowing down and filtering storm water. They would help restore natural infiltration functions to the landscape and reduce the risk of flooding.

What are permeable pavers?

- Permeable pavers have small gaps at the joints that allow water to infiltrate so it reduces runoff to the storm sewer.
- Permeable pavers sit atop a thick, heavy-duty gravel base that filters rainwater as it moves to the water table.
- Gaps between pavers can be filled with hard resin product that would allow water penetration but provide solid and smooth joints for accessibility.
- Pavers would be designed to withstand the weight of heavy vehicles.



Permeable unit pavers at Dundas Street East and River Street (left), and Bremner Boulevard at Steam Whistle Brewery (right)

Barriers at Pedestrian Priority Streets

How are we proposing to restrict access to pedestrian priority streets?

- **Sidewalks would be extended at the entry** to all pedestrian priority streets. Vehicles would have to cross over this sidewalk and curb to enter the zones.
- **Large concrete planters would be placed at entrances** to pinch openings and discourage through movements for people driving. Emergency vehicles would be able to slowly maneuver around the planters.
- At this time, **retractable bollards are not being proposed** because the City doesn't have capacity to operate or maintain them.
- Fire Services has strong preference that **the design does not include barriers like swinging gates** that would require a person to dismount an emergency vehicle to move.






Planters would be placed to pinch openings

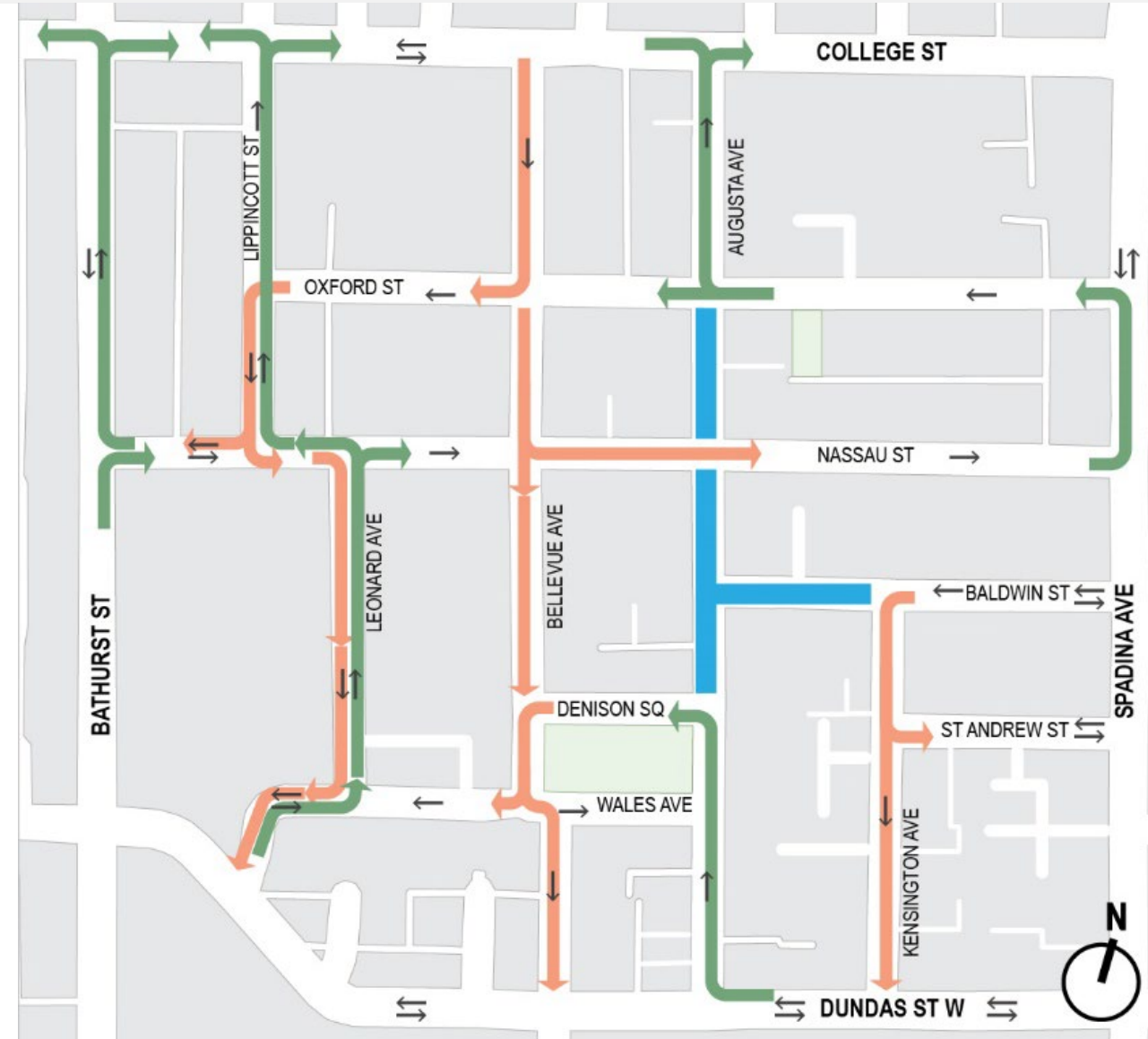
Vehicular Circulation

With the proposed street closures, vehicles would no longer be able to cut-through the neighbourhood.

- Outside of the street closures, all street access and movements would remain the same.
- The street closure zones would **provide new public space** but also **make a barrier for cut-through traffic** that would help reduce vehicle volume and speed on the surrounding streets.

LEGEND

-  Street closures
-  Northbound movement (Dundas St W to College St)
-  Southbound movement (College St to Dundas St W)



Vehicular Access to Laneways




New street closures would still allow vehicles to access existing laneways and driveways.

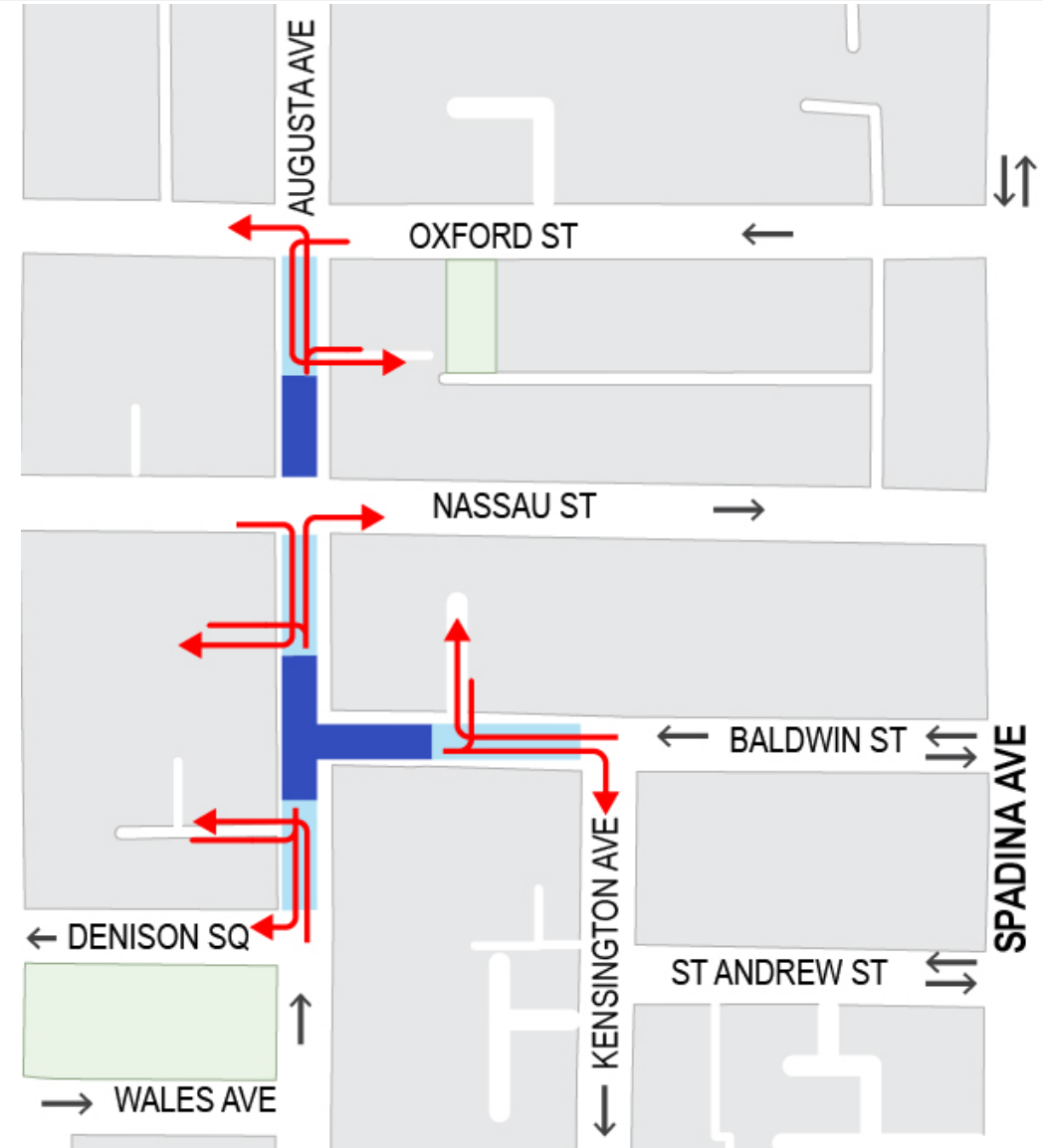
- Shared Street Zones on Augusta Ave and Baldwin St would become two-way with existing laneway and driveway access only.
- No stopping, no parking and no loading would be permitted in the Pedestrian-Only Zones or Shared Street Zones.



Vehicle entering Little Hays Lane

LEGEND

-  Pedestrian Only Street
-  Shared Street
-  Laneway/ driveway access ONLY



Paid Parking

Toronto Parking Authority paid parking locations in the area include: on-street paid parking, Green P Kensington Garage (St. Andrew St. Parking Deck); 35 Bellevue Ave. Parking Lot.

Paid parking spaces to be removed

- **48 spaces** of on-street parking would be converted to space for sidewalks, pedestrian priority public space and loading.
- 35 Bellevue Ave Parking Lot to be developed into affordable housing by the City in the future (**86 spaces**)

134 total removed



187 available

230 used

Parking spaces available in Green P Kensington Garage

- Peak usage in 2022 was at 55% capacity, so of the 417 spaces, 230 were full, 187 were available.
- With the proposed changes there would be **sufficient parking for visitors.**



Permit Parking

11 permit parking spaces are proposed for removal from local permit Area 6C, leaving 260 spaces to serve the 207 regular permit users (as of February 2023).




11 spaces to be removed include:

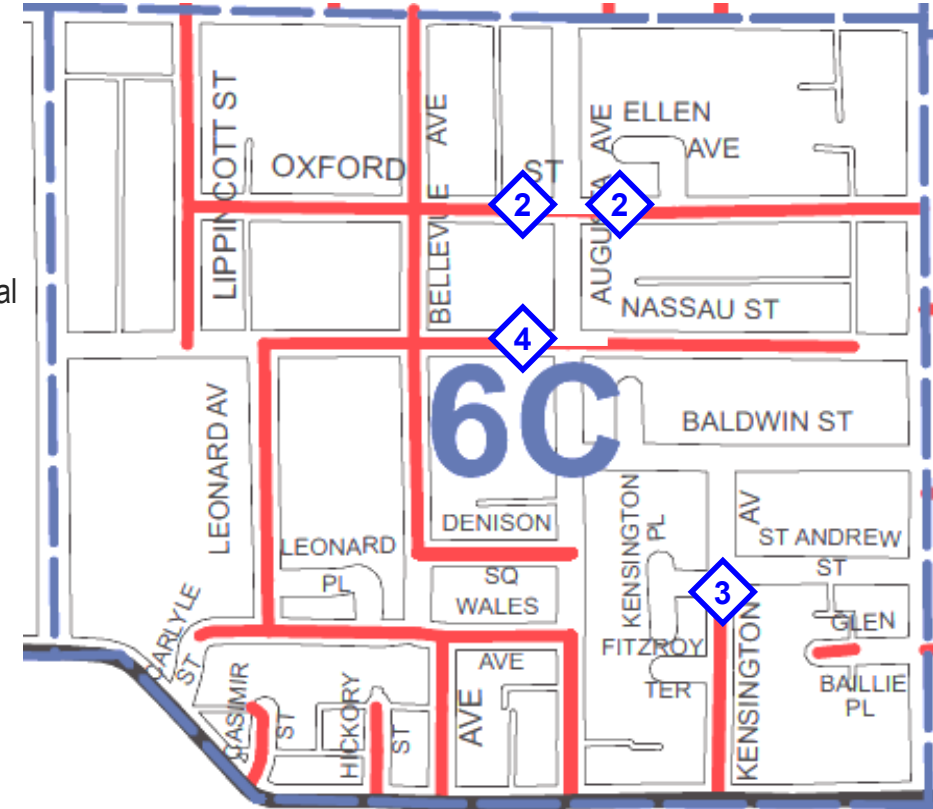
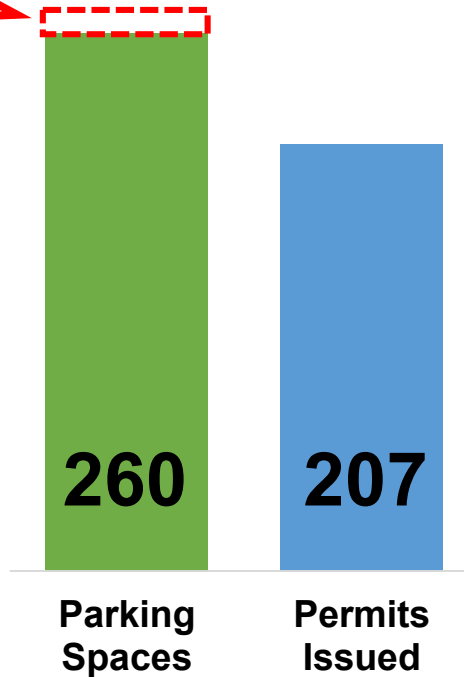
- 3 from Kensington Ave
- 4 from Oxford St
- 4 from Nassau St

The removal of these spaces would provide space for traffic calming and commercial loading zones.

There would still be sufficient permit parking spaces for the number of permits requested.

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.

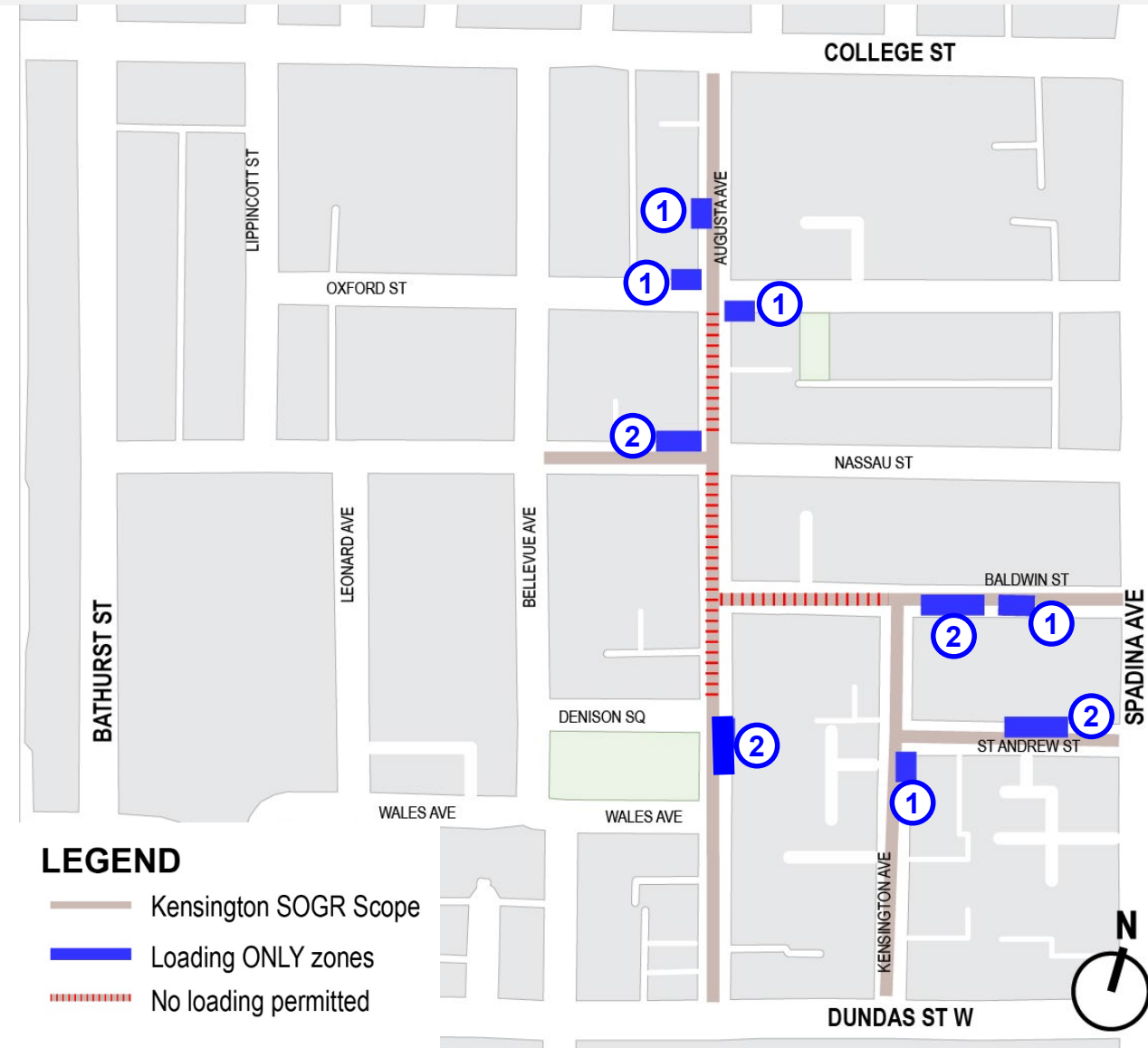
Commercial Loading and Deliveries

Existing Loading

- There are currently **11 loading-only areas** (commercial loading zones)
- **Time restricted:** Active loading between 7am-12pm Monday – Friday, **concentrated on Baldwin St.**
- Many loading vehicles get ticketed for loading on streets due to lack of space.

Proposed Loading

- Proposing **13 loading-only areas spread throughout market** to provide dedicated areas for commercial loading.
- **Full-time, no restrictions:** Active loading all the time, (24 hours a day, 7 days a week).
- Each space is **12-15m (40-50ft) long**.
- **No loading permitted in pedestrian priority zones.**



Bike Parking

- Many post and ring racks would be consolidated to “stacker racks” and bike corrals to reduce clutter and barriers to movement on streets.
- There would be ample bike parking adjacent to pedestrian priority street zones.
- Survey results indicated that additional bike parking is needed at the following locations:
 - Kensington Ave between St. Andrew St and Dundas St W
 - Baldwin St between Augusta Ave and Spadina Ave
 - St. Andrew St between Kensington Ave and Spadina Ave
- **While the above locations reported the most requests, the City will explore ways to increase bike parking wherever possible throughout the project area.**



Existing bike corral on Augusta Ave

Bike Share

Existing Use

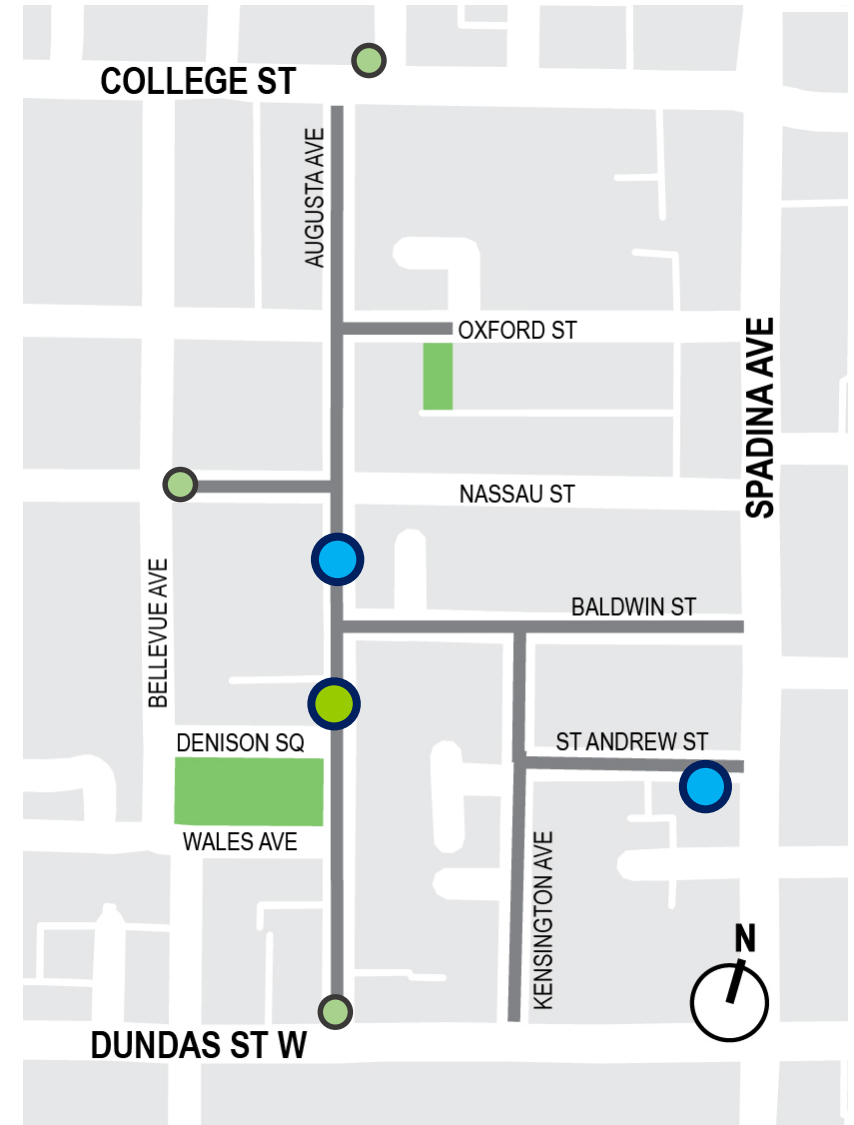
- Stations within Kensington Market are in the top 20% based on total trips in 2022.
- All stations in area experience significant year over year growth in ridership.

Planned Bike Share

- 3 existing Bike Share stations to remain.
- 2 new Bike Share stations would be added, one on Augusta Ave and one on St Andrew St.



Stations have high instances of being full, implying that most trips end at Kensington Market.



Toronto Fire and Paramedic Services

- Currently, Toronto Fire and Paramedic Services have significant challenges accessing the market in emergencies due to narrow streets, vehicle volumes and illegal stopping.
- The design team has been working closely with Fire Services to design ways that make it easier for them to get around the neighbourhood.

The following design changes are proposed to address these concerns:

- Reducing curbside clutter and adding rolled curbs to all streets so trucks can mount curbs and get around vehicles in emergencies.
- Adjusting corner radii at intersections to ensure vehicles can make turns.
- Extending curbs to formalize loading and parking areas on streets to make it more difficult for people driving to stop illegally at intersections.



Firetruck circulation review on Baldwin St

In the existing condition, fire trucks frequently cannot make turns due to illegally stopped vehicles.

Waste Collection

Waste Removal Services

- Residential and business weekly waste pick up would continue on Monday nights through all street zones.
- Several businesses get frequent *Premium Organics* pick up which would continue as usual through all street zones.
- Waste pick-up hours can be adjusted to best serve residents and businesses in the new street configuration while minimizing impact to the pedestrian priority zones.

Street cleaning and litter pick up

- Litter receptacles would be limited in the pedestrian priority zones to avoid waste clearing vehicles from entering these areas.
- Outside these zones, litter receptacles would be regularly spaced throughout the streets.
- In the pedestrian priority zones, more City resources would go towards pick up manually.



City garbage truck access would be maintained at weekly scheduled pick-up times.

Operations and Maintenance

Snow Clearing and Sweeping

- Shared and Slow Street sidewalks and roads would be plowed and swept as they were prior to construction.
- Pedestrian-only zones would also be cleared by plows with snow removed off-site.

Permeable Paver Maintenance

- The streets with permeable pavers would require periodic vacuuming. The rate of sediment deposition (clogged joints) would be monitored and vacuuming would be done one to two times per year.



Image of a small street sweeper, used by the City for tight spaces.

Pedestrian Lighting

- **The Kensington Market Business Improvement Area (KMBIA)** is leading a project to integrate Pedestrian Lighting
- This work would be cost shared with the City of Toronto. The BIA is paying for approximately 25% of the cost.
- In the new design, the 27 existing clamp-on lights will remain and new lights will be added to Augusta Ave, Kensington Ave and Baldwin St.
- Selected lighting fixture & luminaries
 - Heritage Lantern: ANP LA160
 - Provides light as needed, dark sky friendly, and minimizes glare
- More information can be found here:
kensingtonmarket.to/initiatives/kmbia-lighting-project/



Trees

- All existing trees will be protected and maintained through construction.
- Additional trees are proposed at the back of sidewalks where possible.
- City staff can work with property owners to try and plant more trees.

Factors to consider when planting new street trees:

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



Existing tree on Augusta Ave just north of Oxford Ave

Supporting Kensington Market's Character



Renewed pavement and planters would offer new opportunities for street art in the market



The City would work with community members to protect and integrate important neighbourhood features like the garden car.



The new street design would support street events and impromptu gatherings.

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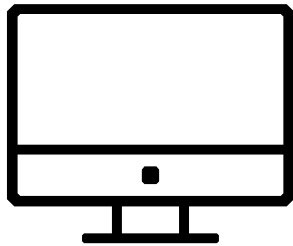
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WE ARE HERE

Provide Your Feedback

Complete the online survey &
subscribe for email updates at

toronto.ca/KensingtonSafeStreets



Comment deadline: May 11, 2023



CONTACT US

If you have any questions or
concerns feel free to contact:

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