

Rendering of final recommended design

Kensington Market Safe Streets

Phase 3 Public Consultation Report
June 2023

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toronto.ca/KensingtonSafeStreets

Consultation Summary

The third round of public consultation on the Kensington Market Safe Streets project (previously named “Kensington Safe Streets”) took place from April 5 to May 23, 2023. Transportation Services proposed a mix of pedestrianised and shared street zones along two blocks of Augusta Avenue between Denison Square and Oxford Street and one block of Baldwin Street between Augusta Avenue and Kensington Avenue.

The pedestrianisation proposal was extremely popular among those who visit Kensington Market (94% supportive from Phase 3 survey respondents who are visitors) and some local residents and businesses. In fact, some who participated shared that they feel the pedestrianisation did not go far enough and that the entire Kensington Market area should only allow pedestrian access and business loading.

While others, particularly many long-term residents and market store operators expressed opposition to the pedestrian-only zones proposal (37% unresponsive from survey respondents who live/work/own on the affected streets). These community members shared their concerns that pedestrianisation and aesthetic upgrades like pavers would have unintended consequences on the market. These uncertainties include: making it nonviable for grocers and other non-restaurant, bar and café shops to operate, accelerating gentrification, causing disruptive noise and litter, traffic and other issues in their neighbourhood.

Throughout the consultation, we did hear consistent requests to increase space for pedestrians and business loading and decrease space for on-street paid parking and driving.

As with previous phases of public consultation, a public notice was delivered to approximately 19,000 households and project updates and invitations were posted to the project web page also sent to the project email list, with over 350 subscribers in Phase 3. Feedback was invited at two all-day public drop-in events, through an online survey, telephone, email and postal mail.

Below is a summary of additional outreach and specific events completed in the Public Consultation Phase #3:

- Virtual meeting with the Kensington Market BIA - April 5, 2023 (7 participants)
- Addressed letters sent to 611 owners and tenants on the affected streets and connecting laneways and driveways
- Multiple posts to Twitter by @TO_Cycling_Ped
- Virtual stakeholder meeting - April 25, 2023 (16 participants)
- All day public drop-in event advertised to local owners and tenants - May 2, 2023 (53 participants)
- All day public drop-in event advertised widely - May 4, 2023 (131 participants)
- Kensington Market BIA hosted meeting with project team joining - May 10, 2023 (~20 participants)
- Friends of Kensington Market hosted meeting with project team joining - May 23, 2023 (~40 participants)
- Public survey (over 1600 responses, including over 110 respondents who live/work/own on the affected streets).

Further details on the project, including public consultation materials and summaries, can be found at toronto.ca/KensingtonSafeStreets. The local Councillor has been consulted on the proposed project.

Project Overview

This public consultation invited residents to learn more and provide feedback on a new proposed design for the streets in Kensington Market. Required watermain replacement and road reconstruction work presents a once in a generation opportunity to redesign the streets to improve safety and make the market more pedestrian-friendly.

Kensington Market has long been valued as a cultural, community and commercial destination with high pedestrian traffic. During previous public consultations for this project (Fall 2021 and Spring-Summer 2022), the City heard consistent requests to increase space for pedestrians and business loading and decrease space for on-street paid parking and driving.

In Phase 3 of the consultation, the project proposed modifying segments of some streets into three types of zones (see map at right).

- Slow Street Zones**
 - Space for vehicles on the roadway is separated from space for pedestrians on the sidewalks
 - Parking and pick up/drop off available in signed space
 - 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

All street types would permit cycling and allow City service operations (e.g. emergency services, waste collection, and snow removal).



Based on public and local stakeholder feedback, the final recommendation was modified to propose a Slow Street design through out all the streets, provisions for both dedicated and flexible business loading, and a commitment to pursue a pedestrianisation pilot project post construction. See the final recommended design on the web page at toronto.ca/KensingtonSafeStreets

Overview of Communications and Consultation Activities

Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate:

- Project web page toronto.ca/KensingtonSafeStreets
- Addressed letters sent to 611 owners and tenants on the affected streets and connecting laneways and driveways
- Notice (flyer) delivered to approximately 19,000 households through Canada Post neighbourhood mail within the area of Harbord Street to Queen Street West, Palmerston Avenue to St. George Street / Beverley Street.
- Messages to the project email list including business operators, residents, residents associations, community groups, organizations, institutions, elected officials and other stakeholders (366 contacts)
- Multiple posts to Twitter by @TO_Cycling_Ped

Public Consultation

April 14, 2023

Kensington Safe Streets Pedestrian Improvements in Kensington Market

The City of Toronto is inviting residents to learn more and provide feedback on a new proposed design for the streets in Kensington Market. Required watermain replacement and road reconstruction work presents a once in a generation opportunity to redesign the streets to improve safety and make the market more pedestrian-friendly.

Artistic rendering of pedestrian-only zone proposed at intersection of Augusta Ave and Baldwin St

Project Area

This project proposes modifying segments of some streets into three types of zones (see map at right).

- Slow Street Zones**
 - Space for vehicles on the roadway is separated from space for pedestrians on the sidewalks
 - Parking and pick up/drop off 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

All street types permit cycling and allow City service operations (e.g. emergency services, waste collection, and snow removal).

Learn More

View project information on the project web page, including detailed descriptions, imagery, plan drawings and answers to common questions
toronto.ca/KensingtonSafeStreets

Attend the Event

View information panels and talk to the project team.
Thursday, May 4, 2023
Drop in 11 a.m. to 8 p.m.
Kensington Market Lofts*
21 Nassau St

Provide Feedback

Complete an online survey or request a printed copy. Submit comments by email, mail or phone.
Comment deadline:
Thursday, May 18, 2023

*This location is wheelchair/mobility device accessible. If you have a specific accessibility need or require other accommodation, please contact us.

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Public Consultation

Why Consider Changes to Streets in Kensington Market?

Street Construction is Needed

State-of-good-repair work, including watermain replacements, road resurfacing, and road reconstruction, are urgently needed in Kensington Market. This work is scheduled for 2024 and 2025 along the following streets:

- **Augusta Ave** from College St to Dundas St W
- **Baldwin St** from Augusta Ave to Spadina Ave
- **Nassau St** from Bellevue Ave to Augusta Ave
- **Kensington Ave** from end to end
- **St. Andrew St** from end to end

Construction notices including detailed schedules will be sent to affected properties in the months and weeks prior to construction starting.

This reconstruction work presents a once in a generation opportunity to design the streets with safety and public realm improvements.

Prioritizing Pedestrians

Kensington Market has long been valued as a cultural, community and commercial destination with high pedestrian traffic. During previous public consultations for this project (Fall 2021 and Spring-Summer 2022), the City heard consistent requests to increase space for pedestrians and business loading and decrease space for on-street paid parking and driving.

Proposed Changes and Design Features

After careful analysis, design and public consultation, the City is proposing the following for the streets:

- **Pedestrian-Only and Shared Street** zones on sections of 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
- **Concrete Pavers** in red and grey to designate street function and permeable (where possible) to filter and slow storm water
- **More bike parking**, consolidated to racks and corrals
- **More bike share locations**
- **Pedestrian scale street lighting** to better illuminate public space (in partnership with the BIA)
- **New commercial loading spaces** for deliveries, pick-up and drop-off by motor vehicle

All laneways, driveways, garages, boulevard parking and other parking on private property will remain accessible to motor vehicles, although it may require people driving to take a new route to and from these spaces. The proposal reduces on-street parking, while reserving an adequate local supply of parking spaces for permit holders and visitors.

Next Steps

City staff will review public feedback and consider any changes to the proposed designs before reporting to Toronto and East York Community Council for official approval in the summer of 2023. Subscribe to our email list to be notified of project updates. Subject to approval, installation is planned for 2024-25.

More Information

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如果需要普通话协助, 请拨 311

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

toronto.ca/KensingtonSafeStreets Page 2 of 2

Two-sided notice (flyer)

Consultation Activities

Public comments on the project were received through the following consultation and engagement activities from **April 5 to May 23, 2023**:

Activity	Date	Participation
Virtual meeting with the Kensington Market BIA	April 5, 2023	7 participants
Virtual Stakeholder Meeting	April 25, 2023	16 participants, including representatives of: <ul style="list-style-type: none"> • Cycle Toronto • Friends of Kensington Market • Kensington Market Action Committee • Kensington Market BIA • Kensington Market Community Land Trust • NaturalBuild.ca • St. Stephen's Community House • StopGap Foundation
All day public drop-in event advertised to local owners and tenants	May 2, 2023	53 participants
All day public drop-in event advertised widely	May 4, 2023	131 participants
Kensington Market BIA hosted virtual meeting	May 10, 2023	Approximately 20 participants
Friends of Kensington Market hosted meeting	May 23, 2023	Approximately 40 participants
Public Survey	April 17 to May 18, 2023	1622 responses, including 124 respondents who live/work/own on the affected streets.
Email/Phone	April 5 to May 23, 2023	55 communications received

What We Heard

Overall, the pedestrianisation proposal was extremely popular among those who visit Kensington Market (94% supportive from survey respondents who are visitors) and some local residents and businesses. In fact, some who participated shared that they feel the pedestrianisation did not go far enough and that the entire Kensington Market area should only allow pedestrian access and business loading.

At the same time others, particularly many long-term residents and market store operators expressed opposition to the pedestrian-only zones proposal (37% unsupportive from survey respondents who live/work/own on the affected streets). These community members shared their concerns that pedestrianisation and aesthetic upgrades like pavers would have unintended consequences on the market. These uncertainties include: making it nonviable for grocers and other non-restaurant, bar and café shops to operate, accelerating gentrification, causing disruptive noise and litter, traffic and other issues in their neighbourhood.

Throughout the consultation, we did hear consistent requests to increase space for pedestrians and business loading and decrease space for on-street paid parking and driving.

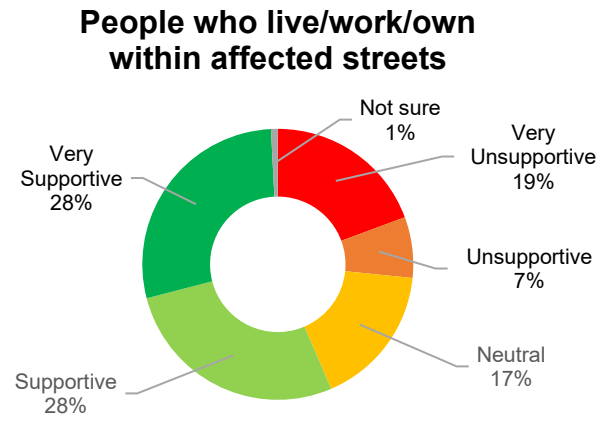
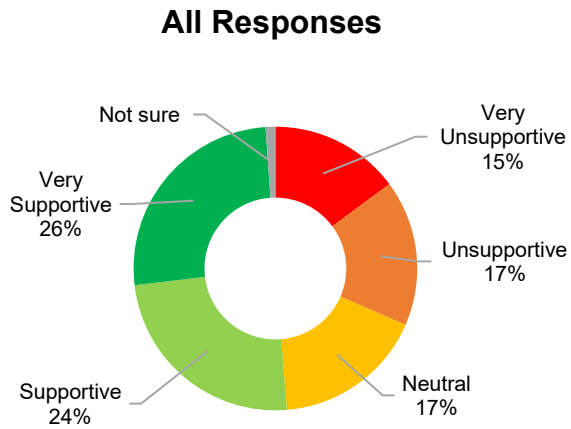
Feedback Survey

The survey was available from April 5 to May 23, 2023 online and in print format on request and at the public events. The survey included key information on the proposed design. The questions included multi-choice or multi-select responses, in addition to open ended comment boxes and optional demographic questions. Subsections of the surveys were only shown to respondents who self described as live, operate a business and or own property in one of the affected segments of streets. These subsections included optional questions about identifying themselves and their opinions on parking and loading. Participation in the survey was otherwise anonymous.

Of the 1622 completed responses, 124 said they live, operate a business and or own property in one of the affected segments of streets. These directly affected stakeholder responses were given extra attention in the survey analysis. See the Appendix for survey participants' profile. Responses received to key multiple-choice questions are presented in this section.

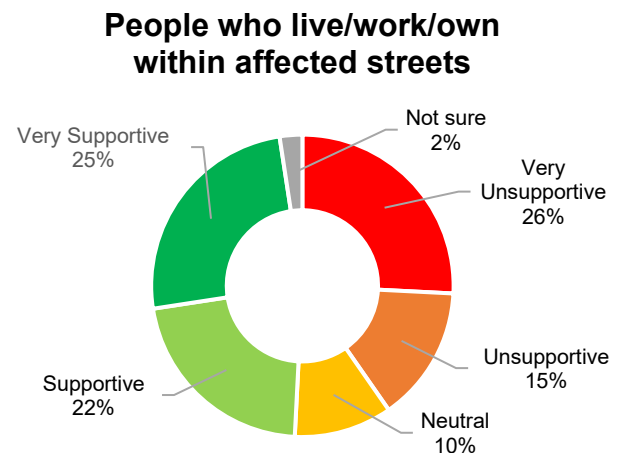
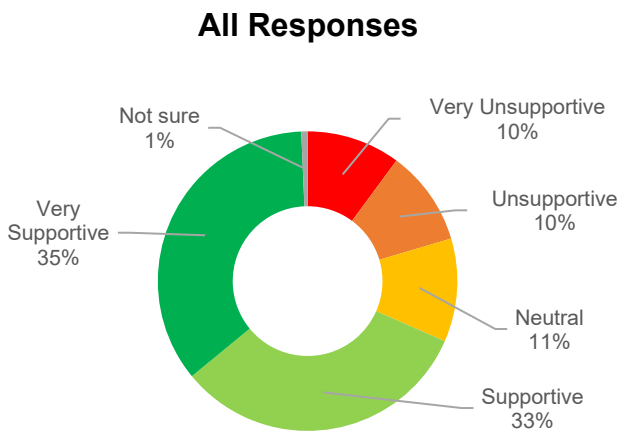
Note that the three types of street zones were presented as sections with a wholistic design, and not as alternatives to choose from. That said, responses to the Pedestrian-only Streets Zones design were most telling of public opinion for the project.

How supportive are you of the proposed design for the Slow Streets Zones?



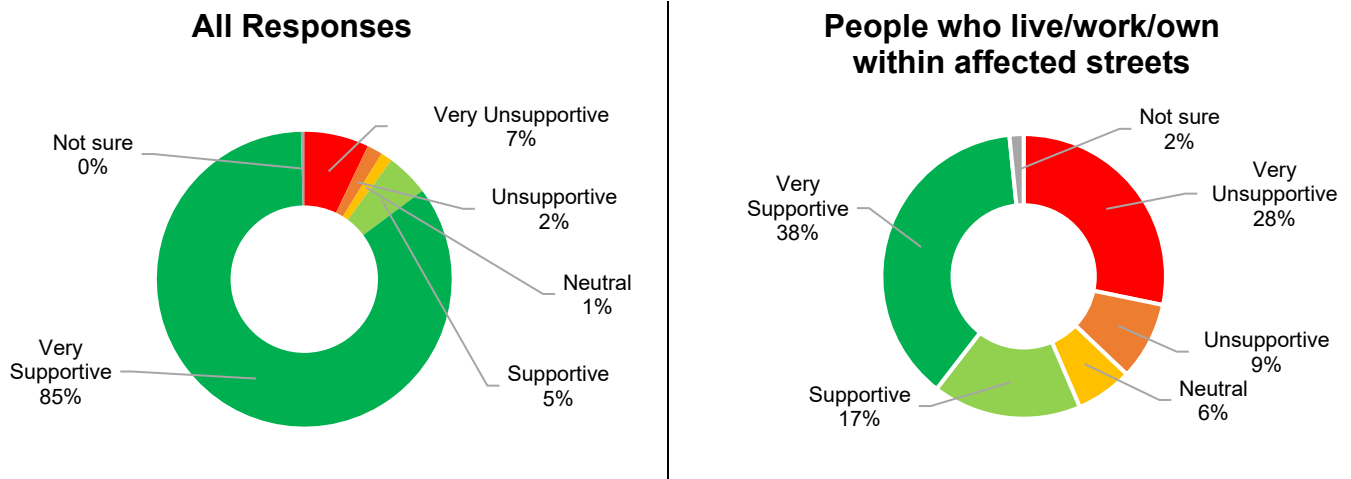
Respondents were mostly accepting but not enthusiastic of the Slow Streets Zones proposed design, including similar sentiments among overall respondents and those who live/work/own within the affected streets.

How supportive are you of the proposed design for the Shared Streets Zones?



Overall responses to the Shared Streets proposed design was more positive with a super majority in support from all responses, but more polarized among those who live/work/own within the affected streets, including 41% unsupportive.

How supportive are you of the proposed design for the Pedestrian-only Zones?



Responses to the Pedestrian-only Streets proposed design was the most dramatic. While there was almost universal support from the overall responses (90% support including 85% “very supportive”), among those who live/work/own within the affected streets, opinions were polarized with only a slim majority in support and 28% “very unsupportive”.

The most common reasons for opinions on the proposed design:

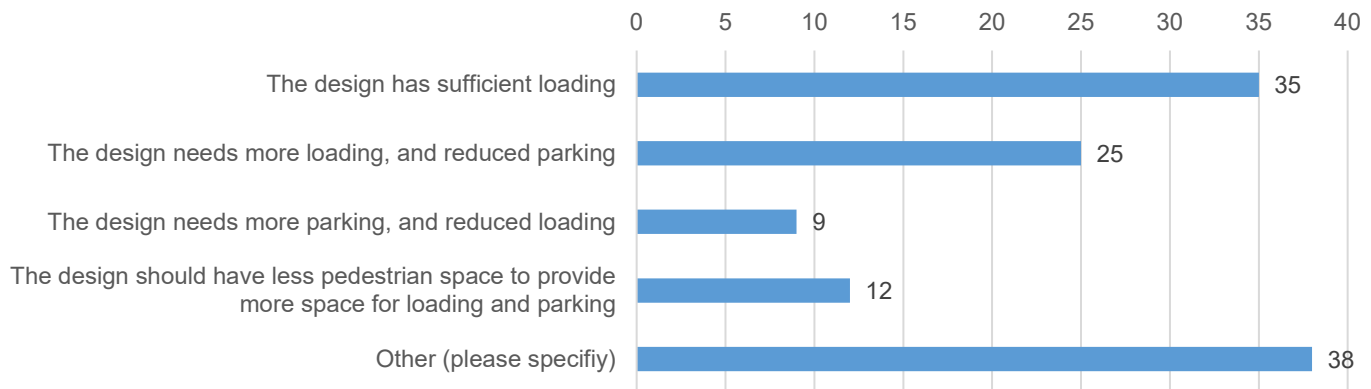
- **Supportive**
 - More space for pedestrians / more pedestrian-friendly
 - Like no through traffic and resulting safety
 - Want pedestrian-only zones expanded
 - Inviting for tourists and visitors
 - Bring a lot more life to the market and encourage people to spend more time there
 - Allow more shops to have outdoor eating areas
 - Like the rolled curbs
 - More accessible (for people using wheelchairs, walkers, etc.)
 - Easier for loading with hand carts (dollies)
 - Like the permeable pavers
 - Attractive like European cities
 - Reduce storm water runoff
 - Appreciate laneway access and loading zones still provided
 - Like more bike parking and bike share
- **Unsupportive**
 - Unnecessary because streets are already safe
 - Inconvenient commercial loading for business
 - Loading zones are too limited and will be often occupied
 - Loading opportunities are not sufficient
 - Small business can not dictate loading times from suppliers
 - Accelerate Gentrification
 - More loss of the traditional market small stores (e.g. independent grocers and fresh foods) that cater to locals
 - Will invite more dispensaries, expensive or franchise restaurants and bars that cater more to tourists
 - Higher rents and corporate/condo property purchases
 - Loss of character

- Pedestrian Sunday type side-effects
 - Traffic on residential streets
 - Difficult to find residential parking
 - Noise, litter, and unwelcome behaviour (e.g. performers, intoxicated people) especially late night
- Tourists prioritized over local residents
- Unnecessary to provide so much pedestrian space in slow times like winter and weekday evenings

Parking and Loading

The following questions were answered only by people who live/work/own within the affected streets. The results were not conclusive.

Looking at the parking and loading maps, do you think there would be sufficient commercial loading space?

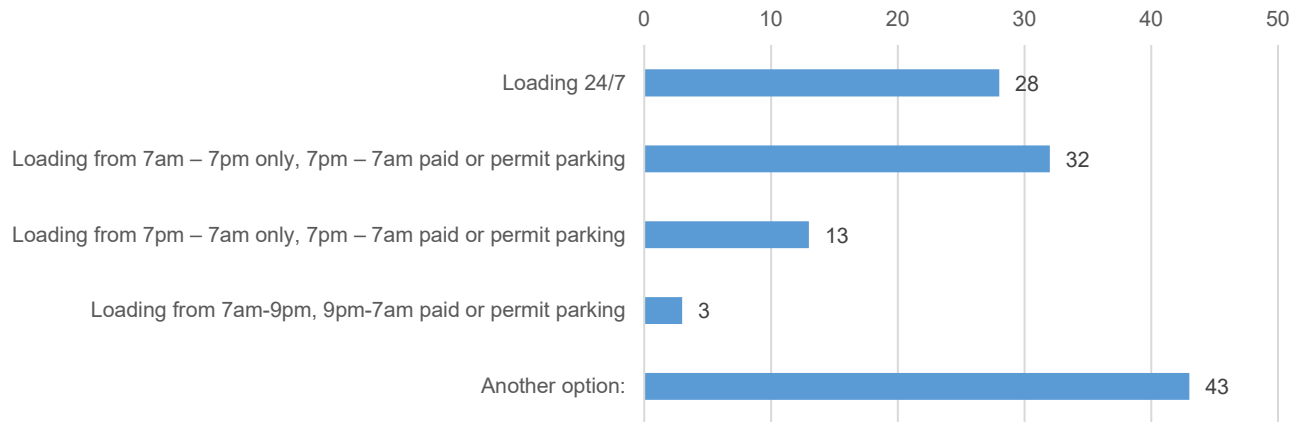


Opinions were mixed on the allocation of space for parking and loading in the design, with just under one third responding that proposed loading space was sufficient, and the remaining responses ranging in opinions for more or less parking or loading, with a tendency to suggest more loading rather than parking.

“Other” responses included a wide range of suggestions, such as:

- It is fine the way it is currently / don't support any change
- Enforcement needed manage the space effectively
- More pedestrian space and less space for motor vehicles
- Need more loading space on Baldwin Street
- Loading on Baldwin Street negatively affects residents
- Trucks constantly block use of the sidewalk (on Nassau Street)
- Loading needed at other locations

What available commercial loading times do you recommend?



Opinions were mixed on the proposed commercial loading times, with some variation of ‘daytime only’ being the most common trend. About one quarter recommended 24/7, about one quarter for 7am - 7pm, and the rest responding with a range of other suggestions.

“Other” responses included ideas and sentiments, such as:

- Leave it as is
- 7am - 1pm weekdays, 7am – 11am weekends
- Loading in the morning 7AM to 10AM weekdays, none on weekends
- 7 AM to 12 noon Tuesday to Thursday
- No loading at night to minimize noise for residents
- None of these times seem to match with the rhythm of the market.
- Based on the needs of adjacent businesses in each zone
- Needs enforcement

Other parking and commercial loading comments included:

- All parking and loading needs effective enforcement [mentioned many times]
- Permit parking
 - Make it permit parking only / eliminate non-permit street parking entirely on affected streets.
 - Expand permit parking area (e.g. on commercial streets)
 - Space in Green P parking should be reserved for permit parking.
 - The amount of potential permits vs permits currently granted should not be a factor because we have short term rental units throughout the market which hopefully will likely become housing.
- Add more full-time disabled parking spots
- No parking at any time; minimize parking, the number one goal is to have the streets filled with people
- Bollards will be needed to keep trucks off sidewalks
- Ensure deliveries for multi-residential building at 160 Baldwin Street, provide a designated spot or two
- There needs to be additional loading added on Kensington Ave.
- Loading needs to be flexible; it is very difficult to schedule deliveries to the downtown
- Loading area is too small and will be filled with people desperate for parking
- Please do not place a commercial loading zone in front of my business / residence
- Please do place a commercial loading zone in front of my business
- Businesses don’t have time / staff to roll supplies around the block
- Loading does not have to be in front of the business, use hand carts
- Trucks at Nassau and Augusta regularly illegally parks on the sidewalks in order to load

Sample Quotes from Survey Responses

Unsupportive Business Owners on Affected Streets

- "Our business receives several large skids of product per day. We must have access to the front of our store to receive deliveries. There is no access to the rear and scheduling delivery times is impossible."
- "It will kill the Market. ... Restricting vehicle and loading access in this manner will only hasten the loss of food and clothing retailers, and bring restaurants and cannabis shops."

Unsupportive Homeowners on Affected Streets

- "...Examples from around the world demonstrate that this kind of design will displace many businesses and turn Kensington into a tourist attraction that is detrimental to residents."
- "I am a resident in this neighbourhood who drives and pays for permit parking. It is very difficult as it is now to navigate through the streets. With this proposed design it will make it even more difficult to move through the neighbourhood and limit our parking availability"

Supportive Business Owners on Affected Streets

- "This is great and much needed progress, we have been living and operating a business for 35 years in this market and this project will transform the area from a summer tourist spot to all-year-round spot."
- "I am very excited to see the possibility of pedestrian-friendly streets be realized in Kensington Market. So many cities throughout the world have managed to make such a design work. I realize that change is difficult but a pedestrian-friendly Kensington will only improve the character of our city."

Supportive Resident Homeowners on Affected Streets

- "I like that it will probably reduce automotive traffic through the market, which is mostly unnecessary and often unsafe. Having designated commercial loading zones would also be really helpful as I often see commercial vehicles unable to stop/park."
- "The neighbourhood is already pedestrian dominated and this will increase the safety of visitors and residents."

Supportive Responses from those who live/work in Kensington Market

- "Cars moving through Kensington take up way too much space!"
- "Would love to have more pedestrian friendly spaces in our dense downtown. Many of us lack yards and its so important to have safe spaces for young children, seniors and community events."
- "Reminds me of beautiful European cities."
- "I think it will bring a lot more life to the market and encourage people to spend more time there."
- "...there is not [enough] space as it is for pedestrians - particularly in the summer when it is at its busiest time."
- "I browse and shop more when I can walk slowly without having to be on the lookout for vehicles. The pedestrian-only design will allow more shops to have outdoor eating areas."
- "It makes our treasured market more accessible and far safer for all. Kensington is a real community hub, which needs to be treated as such."

Further details and analysis from the survey results is available on request.

Public Drop-in Events

Two public drop-in events took place at the Kensington Lofts (Amenities Space) at 21 Nassau St from 11 a.m. to 8 p.m. each day:

- May 2, 2023 - advertised only in the letters to local owners and tenants (53 participants)
- May 4, 2023 - advertised widely (131 participants)

Attendees were able to view information panels about the project and speak with members of the project team.



Drop-in Event on May 4 at 2:40 p.m.

Topic	Comment Summary
<p>Pedestrian-Only Zones</p>	<ul style="list-style-type: none"> • Supportive <ul style="list-style-type: none"> ○ More safe space for pedestrians (esp. for young children and seniors) ○ More pedestrian-friendly ○ Like no through traffic and resulting safety ○ Inviting for tourists ○ Bring a lot more life to the market and encourage people to spend more time there ○ Allow more shops to have outdoor eating areas ○ Formalises what is already happening ○ Transformative / improve the character ○ Better for hosting community events ○ Want pedestrian-only zones expanded ○ Appreciate laneway access and loading zones still provided ○ Like more bike parking and bike share • Unsupportive <ul style="list-style-type: none"> ○ Unnecessary because streets are already safe ○ Inconvenient commercial loading for business <ul style="list-style-type: none"> ▪ Loading zones are too limited and will be often occupied ▪ Loading opportunities are not sufficient ▪ Small business can not dictate loading times from suppliers ○ Inconvenient customer parking and loading ○ Accelerate Gentrification <ul style="list-style-type: none"> ▪ More loss of the traditional market small stores (e.g. independent grocers and fresh foods) that cater to locals

	<ul style="list-style-type: none"> ▪ Will invite more dispensaries, expensive or franchise restaurants and bars that cater more to tourists ▪ Higher rents and corporate/condo property purchase ▪ Loss of character ○ Pedestrian Sunday Type Side-effects <ul style="list-style-type: none"> ▪ Traffic on residential streets e.g. Denison Square ▪ Difficult to find residential parking ▪ Noise, litter and unwelcome behaviour (e.g. performers, intoxicated people) especially late night ○ Tourist prioritized over local residents ○ Unnecessary to provide so much pedestrian space in slow times like winter and weekday evenings ● Neutral <ul style="list-style-type: none"> ○ Concern the bikes/e-bikes/motorcycles will ride through pedestrian areas, especially for deliveries ○ Provide public seating ○ Trees and plantings <ul style="list-style-type: none"> ▪ Like trees, more trees ▪ Don't have trees block business signs or murals ▪ Avoid planters that will collect litter ○ Need effective signage ○ Don't want lots of confusing signage/rules
Pavers / Permeable pavers	<ul style="list-style-type: none"> ● Supportive <ul style="list-style-type: none"> ○ Help slow down vehicles ○ Attractive like European cities ○ Reduce storm water runoff ● Unsupportive <ul style="list-style-type: none"> ○ Will encourage gentrification ○ Make it look like amusement park / Distillery District / Yorkville ○ Too bumpy for skateboarding, dollies, and small wheels ○ Will not be maintained effectively ○ Will take longer to construct ○ Concern it won't be paintable
Rolled curbs	<ul style="list-style-type: none"> ● Supportive <ul style="list-style-type: none"> ○ More accessible (for people using wheelchairs, walkers, etc.) ○ Easier for loading with hand carts (dollies) ○ Better than sloped sidewalks (curb cuts) ● Unsupportive <ul style="list-style-type: none"> ○ Encourages bikes to ride on sidewalks ○ Encourages vehicles mounting sidewalks (e.g. for deliveries)
Accessibility	<ul style="list-style-type: none"> ● Need accessible parking (near/in pedestrian-zones) ● Access into building - raise sidewalk to meet entrances.
Traffic management beyond affected streets	<ul style="list-style-type: none"> ● Reduce through traffic on Nassau Street, e.g. change direction ● More speed humps ● Add signals at more intersections ● Restrict turning at peak hours
Construction	<ul style="list-style-type: none"> ● Worried about negative impact on small businesses ● Minimize construction impacts and length of time ● Construct in segments, if possible
Public Consultation	<ul style="list-style-type: none"> ● Complaints that some residents and businesses did not get a notice ● Should have engaged more businesses ● Survey results were not representative ● Need more consultation on loading and pedestrian-only plans
Out of Scope	<ul style="list-style-type: none"> ● Connect laneway from Augusta Avenue to Sonya parkette. ● Public washroom in park needs to better maintained and kept open all year

	<ul style="list-style-type: none"> • Concerns about some public behaviour (e.g. in park, loitering by St. Stephen's. • No hostile architecture; kinder space kinder people • Derelict property at Baldwin Street and Spadina Avenue is unsightly • Green P garage is not safe • Protect heritage homes • Help the KM Land Trust stop gentrification • We need housing not fancy streets
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Stakeholder Feedback

The comments received through meetings with local stakeholders are summarized below, primarily focusing on the community meeting of May 23, 2023 where a revised final plan and recommendations were presented that propose a Slow Street design through out all the streets, provisions for both dedicated and flexible business loading, and a commitment to pursue a pedestrianisation pilot project post construction



Community meeting on May 23, 2023

Topic	Comment Summary
General	<ul style="list-style-type: none"> • Changes need to balance Kensington Market as destination to shop, a place to live (affordably) and nurture small businesses • We don't love cars, we just want to support our businesses and residents • Pedestrianization will change the nature of the market • We understand why pedestrian-only would be popular with visitors • Streets are already safe, we share streets just fine as is • There are other options for traffic calming without consequences • Businesses are already struggling (e.g. from COVID, inflation, rent hikes) and we could lose more from construction impacts • Minimize impacts from construction in any way possible
Concerns with Pedestrianization (Based on experience from Pedestrian Sundays)	<ul style="list-style-type: none"> • Worrisome to grocers to receive deliveries and manage operations; deliveries are all hours • Pedestrian tourists only buy small items; regular customers who drive buy large quantities • Will fast track to being an entertainment district; accelerate gentrification • Are a headache for people who live above shops; more noise. • Bottleneck of traffic going up Augusta Ave to Bellevue Park; other traffic impacts on other streets • Will encourage street vendors which is unfair to stores • Causes a lot litter • Tensions with people with addictions

Feedback after presenting final plan for Shared Streets and Pilot Pedestrianization	<ul style="list-style-type: none"> • Appreciate City responding to concerns and removing permanent pedestrianization from design • Headed in a direction that the community here can support • Need more local consultation for pilot pedestrianization • Need coordination working group for construction oversight • Ensure City has staff continuity for relationship and commitments to stakeholders • Concerns fancy design (pavers, rolled curbs) will take longer to construct and thus cause more negative impacts to businesses during construction • We need clarification on the proposed parking by-laws, e.g. outside of commercial loading times • Could residents get a discount for parking in the Green P garage? • This plan probably won't reduce cars in the market • Confirm pavers can support painted murals • Appreciate rolled curbs are better for accessibility and for business loading with dollies • Please minimize construction impacts, e.g. work in segments • Parking regulations will need effective enforcement • Please fix the park washrooms
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Feedback by Phone and Email

About 55 communications were received by phone or email from April 5 to May 23, 2023.

Topic	Comment Summary
Pedestrian-Only Zones	<ul style="list-style-type: none"> • Supportive <ul style="list-style-type: none"> ○ Like no through traffic and resulting safety ○ Appreciate permeable pavers environmental benefits ○ Prefer less cars in the market ○ Like rolled curbs for accessibility • Unsupportive <ul style="list-style-type: none"> ○ Unnecessary because streets are already safe ○ Inconvenient commercial loading for business <ul style="list-style-type: none"> ▪ Loading zones are too limited and will be often occupied ▪ Loading opportunities are not sufficient ▪ Small business can not dictate loading times from suppliers ○ Accelerate Gentrification <ul style="list-style-type: none"> ▪ More loss of the traditional market small stores (e.g. independent grocers and fresh foods) that cater to locals ▪ Higher rents and corporate/condo property purchase ▪ Loss of character ○ Pedestrian Sunday Type Side-effects <ul style="list-style-type: none"> ▪ Traffic on residential streets e.g. Denison Square ▪ Difficult to find residential parking ▪ Noise, litter and unwelcome behaviour (e.g. performers, intoxicated people) especially late night ○ Tourist prioritized over local residents • Neutral <ul style="list-style-type: none"> ○ Concern the bikes/e-bikes/motorcycles will ride through pedestrian areas, especially for deliveries

Traffic management beyond affected streets	<ul style="list-style-type: none"> • Reduce through traffic on Nassau Street, e.g. change direction or make one-way • Add stop controls at more intersections, e.g. on Dundas Street, on Nassau Street
Public Consultation	<ul style="list-style-type: none"> • Complaints that some residents and businesses did not get a notice • Need more consultation on loading and pedestrian-only plans

Additional details about comment tracking are available on request.

Appendices

Appendix A: Survey Participant Profile