



TORONTO STAFF REPORT

March 1, 2005

To: Works Committee,
Planning & Transportation Committee

From: David C. Kaufman, Acting Commissioner, Works and Emergency Services,
Paula Dill, Commissioner, Urban Development Services

Subject: Development Infrastructure Policy and Standards Review

Purpose:

The purpose of this report is to:

- (i) inform Council of the progress of the inter-departmental Development Infrastructure Policy and Standards Review (DIPS) process;
- (ii) address issues resulting from the creation of new local residential streets in private ownership;
- (iii) advise of the consultative process being undertaken for finalizing standards for new development infrastructure;

Financial Implications and Impact Statement:

There are no immediate financial implications arising from this report. However, the City's Official Plan policy that new streets should, as a rule, be public streets implies a continued commitment to publicly fund the servicing and maintenance of an expanding network of local residential streets.

Recommendations:

It is recommended that:

1. In accordance with the Official Plan policy that all new streets should be public streets, the Commissioner of Works and Emergency Services and the Commissioner of Urban Development Services be requested to:
 - (a) continue to develop a range of new standards for local public streets for application throughout the City;
 - (b) develop criteria to identify where a private street may be considered as an appropriate exception to the Official Plan policy; and
 - (c) analyze the cost implications, including options for cost recovery, of local public streets serving residential areas being built at the new standards;
2. Staff be directed to consult with stakeholders, including the development industry; residents in existing infill developments; the Toronto Public Utilities Coordinating Committee, and the Roundtable on a Beautiful City on the work to be undertaken in Recommendation 1 above and report back to the Planning and Transportation Committee and the Works Committee, preferably at a joint meeting;
3. The work to date of the Development Infrastructure Policy and Standards (DIPS) staff working group, appended to this report, be used as the basis for the tasks described in Recommendation 1 above and for consultation with stakeholders;
4. Staff use the information in this report to inform their review of development applications until final standards are approved; and
5. Staff no longer accept single point set outs for solid waste collection in grade related developments except in circumstances where the unit count is low and when staff are of the opinion that it would be appropriate to permit the development to proceed.

Background:

City Council on September 28, 29, 30 and October 1, 2004 amended Clause 3 of Works Committee Report 8 by referring Recommendations 3 and 4 of the Works Committee to the Acting Commissioner of Works and Emergency Services and the Commissioner of Urban Development Services for a report to the Planning and Transportation Committee. These recommendations read as follows:

- “(3) a moratorium be issued on the approval of private roads and laneways in new residential developments until staff report back on the standards for public streets; and
- (4) as the Works Committee does not support centralized garbage locations in new residential developments, Works and Emergency Services staff be directed to not provide garbage collection to centralized locations in new residential developments.”

At the same meeting, Council adopted the recommendation that staff continue to pursue the standardization of geometric design standards for public streets through the inter-departmental Development Infrastructure Policy and Standards Review (DIPS) process and report back to the Works Committee in January 2005. This report addresses directions from both Works Committee and Council to report back to Works Committee and Planning and Transportation Committee.

The creation of private local residential streets, usually in conjunction with new grade-related housing including townhouse developments, is giving rise to a number of concerns ranging from broad, long-term city-building issues to those of a more immediate operational nature. Council has adopted a number of policies that are referred to in this report that are not easily achieved on private streets. Problems have been identified by residents of those developments and Councillors concerning operational issues, most notably solid waste collection and winter maintenance. The issues surrounding solid waste collection on new private residential streets are described in the August 23, 2004 report of the Acting Commissioner of Works and Emergency Services (see Clause 3 of Works Committee Report 8 attached).

The inter-departmental DIPS project has revealed that the design of new streets and their functioning as either public or private parts of the City’s infrastructure can only be determined in relation to a complex array of factors. This report responds to Council’s and Committee’s direction by describing staff’s analysis of these factors, conclusions to date and recommended next steps.

Comments:

1. Balancing the Roles of a Street

The design of new streets must work to achieve Council’s priority of making Toronto a clean and beautiful city as well as satisfy a broad range of Council’s policies and statutory obligations to improve the quality of life by providing:

- A high quality, safe and comfortable pedestrian environment to promote non-automobile trips
- Vehicular access including emergency vehicles, cars and bicycles
- Improved access for persons with disabilities
- Increases to the City’s tree canopy
- Solid waste collection and waste diversion

- Adequate emergency access
- Environmentally sustainable stormwater run-off
- Maintenance and servicing efficiencies
- Space to accommodate telecommunications and energy infrastructure provided by utility companies

New design standards for streets to serve residential development must balance these sometimes competing goals. The balancing of these objectives can best be achieved when the street system is under public control. Public streets can be designed to standards that reflect Council's planning aspirations and operational objectives. By contrast, the City has little control over the design and operation of private streets. The following sections outline in more detail Council's goals and how they can be achieved through the design of public streets:

1.1 Public Realm

Official Plan - 3.1.1

Beautiful, comfortable, safe and accessible streets, parks, open space and public buildings are a key shared asset. These public spaces draw people together, creating strong social bonds at the neighbourhood, city and regional level. They convey our public image to the world and unite us as a city. They set the stage for our festivals, parades and civic life as well as for our daily casual contact. Public space creates communities.

1.1.1 Beautiful Streets

Public streets have provided an enduring framework on which all parts of Toronto have been built. New streets must extend and compliment the high quality of streets within the existing city. Design and engineering standards for new streets must be beautiful and designed in such a manner to allow for maintenance practices that will keep them beautiful in keeping with Council's priority for a Clean and Beautiful City.

1.1.2 Accessibility, Connectivity and Gated Communities

Public streets ensure that new residents share common spaces, connections, and common interests with the broader communities that they are built in. Private streets encourage enclaves, and gated communities that do not share all interests in the broader city. Private streets and a lack of new public streets can create isolated and fragmented areas of the city which may experience a reduced level of public accessibility to community assets such as schools, parks, and transit services that can diminish the quality of everyday life for residents of these areas.

1.2 Fit to the Neighbourhood

New streets are needed in order to divide large parcels of land into appropriately scaled blocks and to give address, access, and services to all buildings in the development they

serve. These streets connect and integrate the development to the rest of the city and to adjacent neighbourhoods.

The design of the street itself has a significant role to play in integrating new development into an existing area. Each area of the City has an existing character that is in part defined by the design of streets. For example, an existing street in Cabbagetown is not the same as an existing street in Mimico. Smaller sites should have a street design that integrates with surrounding areas. Large sites that are under redevelopment should have a comprehensive plan for new streets that will balance the role of fitting into the area while providing an opportunity to create a new unique character.

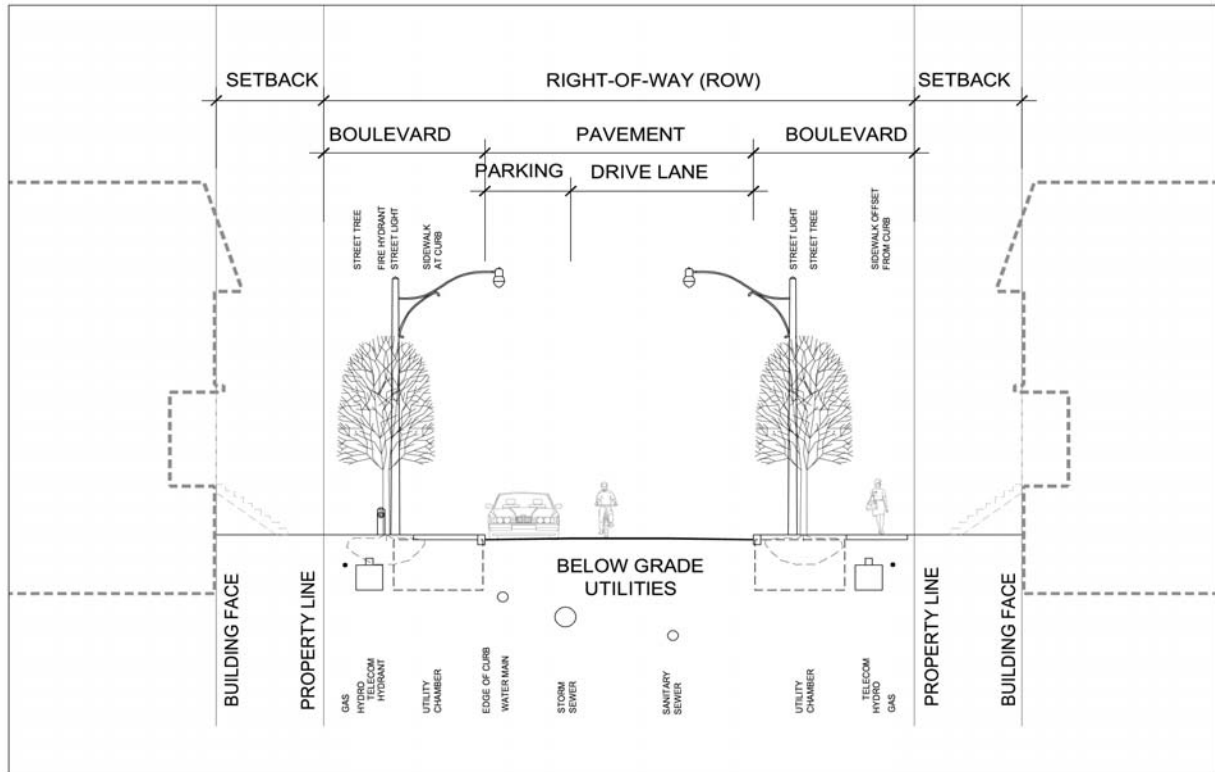
Providing a range of street design standards will allow for streets that can better connect with the neighbourhoods in which they will be built, while achieving the Official Plan's intensification objectives.

1.3 Relationship to Development

The parts of the street including the roads, curbs, sidewalks, lights and street trees are seen together with the buildings that line the street. The design of the street should be provided at an appropriate scale to the adjacent form of development. New streets that are laid out to service large apartment buildings will differ in scale and design from streets serving townhouses or grade-related units. Alternative designs for streets need to be provided to ensure appropriate design choices to match the adjacent form of development.

2. Parts of a Street

The street right-of-way (ROW) is a dedicated area of land over which people and goods have the right to pass or travel and includes the area above and below grade between the property lines on either side of the street. The various parts of a street are described below and in Exhibit No. 1.0 – Parts of a Street. The pavement is the travelled portion of the street where the full range of vehicles is accommodated including cars, bicycles, service and delivery trucks, and fire and ambulance vehicles. On-street parking may be provided on the pavement. Boulevard areas are typically located on both sides of the street ROW between the pavement and the property lines. The sidewalk(s), street lighting, trees, and fire hydrants are all located in the boulevard area. Utilities such as the sewers, watermains, gas, hydro, and telephone are located beneath the surface in the ROW. Historically, utilities such as hydro and telephone lines were installed on poles although this practice is no longer accepted. To preserve the structural integrity of the pavement and reduce maintenance costs, utilities other than sewers are typically located under the boulevard.



STREET SECTION
Toronto Urban Development Services

EXHIBIT 1.0 - PARTS OF A STREET

2004 12 21

2.1 Considerations for a Street Serving Residential Development

2.1.1 Pavement Width

The function of the pavement is to provide access to the neighbourhood for vehicles. The pavement width is the total width for the travelled lanes and space for any on-street parking.

For most local residential streets, both the design speed and traffic volume are low and traffic can be accommodated by one lane in each direction of travel. Where on-street parking is allowed and the amount of parking is anticipated to be high, adequate pavement width should be provided. The Geometric Design Guide for Canadian Roads published by the Transportation Association of Canada indicates the minimum pavement width to be 6.0 metres if there is no parking allowed, 8.4 metres if parking is allowed on one side, and 10.8 metres for parking on both sides. It also states that in order to encourage lower traffic speeds, the pavement width should be minimized. In areas of lower development intensity, it is acceptable to have opposing conflicting traffic yield to oncoming traffic by pausing in a parking lane area to allow the opposing vehicle to pass.

The report entitled “Alternative Development Standards – Making Choices” was published by the Province of Ontario in 1995. The report presents a range of alternative development standards including references to the Transportation Association of Canada recommendations to provide 2.75 metres for each travelled lane and 2.5 metres for parking. For a typical street with two-way traffic and parking on one side, this equates to a total pavement width of 8 metres.

The Ontario Building Code Act also contains provisions concerning fire access which must be considered in setting pavement widths.

2.1.2 Boulevard

The boulevard accommodates a number of items:

- Sidewalks: the “City of Toronto Pedestrian Charter” (see Appendix B) requires sidewalks for pedestrians. Sidewalks are typically placed next to the curb in an urban context. In the suburban context, the sidewalks are located away from the curb and closer to the property line. This creates an area of soft boulevard for tree planting and snow storage. Traditionally, sidewalks occupy an exclusive position within the ROW without any utilities underneath. In order to reduce the ROW and boulevard width, utility companies now accept the installation of utilities underneath sidewalks. The City of Toronto’s “Accessibility Design Guidelines” recommends 1.7 metre wide sidewalks in order to allow two wheelchairs or scooters to pass one another. Alternative designs will consider sidewalks on one side or both sides of the street.
- Trees: typically large shade trees need about 30m³ of good soil to grow to maturity. The ideal location for trees is for them to be as far away from the travelled portion of the street as possible to minimize road salt damage, but not too close to buildings which will inhibit the growth of the tree canopy. Another advantage of planting the tree closer to the property line is that soil in the front yard of the private property can be used for tree root growth. There are benefits in having trees on streets for aesthetic and environmental reasons. The City’s objectives for managing urban trees are found in “Parks and Recreation Strategic Plan - Our Common Grounds” (see Appendix B). In order to allow maintenance of the trees by the City, it is important to locate them within the ROW. In recent years, progress has been made between the City and the utility companies to allow certain types of utilities to be located below the root zone of a tree in order to reduce the boulevard width requirement.
- Space for Snow Storage: the pavement width, the location of sidewalks, and the presence of on-street parking have implications on the type of winter maintenance service that can be provided. In the suburban context where there is a soft boulevard located next to the curb, that space is used for snow storage. A snow storage area of 1.5 to 2 metres in width is required for a typical winter.

Where the sidewalk is located next to the curb, snow can be partially stored on the pavement and partly on the sidewalk. When snow accumulation reaches a point that the pavement width is reduced or on-street parking is affected, the snow will have to be removed. The removal of snow is more costly and there are environmental concerns with snow dump sites. Where lots are narrow and there are many driveways, the amount of space available for snow storage will also be reduced.

- Space for setting out solid waste and recycling materials on collection days. The boulevard also provides space for setting out waste and recycling containers on collection days for curbside pick up.
- Other items on Boulevard: the following items are located on the boulevard at certain intervals but do not take up a lot of space: (a) streetlight poles are generally located on the soft boulevard in order not to encumber the sidewalk; (b) above grade utility appurtenances, such as bell /cable pedestals; (c) fire hydrants are generally located in the same line as the streetlight poles and street trees.

2.1.3 Underground Utilities

The ROW is not only part of a public realm or transportation corridor, it is also a utility corridor that accommodates a number of underground utilities providing energy, water, and telecommunication services to neighbourhoods.

- One storm sewer and one sanitary sewer are typically located under the pavement. The storm sewer drains the surface run-off from the street through catchbasins and other hard surfaces that cannot be soaked into the soft boulevard. It also picks up stormwater from foundation drains. The sanitary sewer carries sewage from the houses on a street. The size of the sewers depends upon the anticipated volume they have to carry and they are typically located 3 metres apart from one another horizontally to allow the installation of maintenance holes for each.
- A watermain is typically located on one side of the street under the soft boulevard when it is located next to the curb. There are situations, particularly in the older areas of the City, where watermains were placed under the pavement. In considering options of different boulevard widths, the watermains may have to be placed under the pavement if the boulevard is not wide enough. The increased costs for maintenance of watermains under the pavement rather than the boulevard will have to be identified.

- Hydro has different facilities or plant within the ROW; cable ducts, transformer vaults and chambers. Utilities all have to adhere to regulated minimum safety separations and there is not a lot of space to be gained by further reducing these separations. Hydro plant is typically located on both sides of the street. The hydro duct bank is usually 0.6 to 0.75 metre wide.
- For safety reasons, gas is usually located close to the property line on both sides of the street in order to minimize the distance for connections to each house. Increasingly, gas lines are installed as part of the joint utility trench which allows all the utilities to be installed closer together at the same time. Gas requires a space of 0.6 metre with the pipe placed centrally.
- Telephone / Cable – telecommunication ducts are usually placed within the joint utility trench above the hydro ducts and therefore they do not require additional space horizontally within the boulevard.

In addition, there are lateral connections that hook up each utility with the individual properties. These connections run perpendicular to the length of the street and create further requirements for space.

3. Existing Standards for Public Streets

The design of new public streets across the City in general reflects the older municipal standards for street designs that were used in the former municipalities before amalgamation. Street design has not been harmonized since amalgamation, and the variation in the standards is a manifestation of the different city building philosophies of the former municipalities. Standards of design and services are different depending on when they were established. Today, local residential street standards vary across the amalgamated City as shown in Table 1 below.

Table 1
Range of Street Standards from Former Municipalities

District	ROW Width	Pavement Width	Comments
South (Former City of Toronto)	15m to 20m	Some less than 5m but typically 7.3m	Public rear lanes are common and are also being built in new residential developments.
(Former Borough of East York)	15.24m to 33.53m but mostly 20.12m	7.32m to 9.14m	Public rear lanes are common and are also being built in new residential developments.
West (Former City of Etobicoke)	17m	7m	This cross-section is not commonly used and on-street parking is prohibited.
	18.5m, 20m	8.5m	
(Former City of York)	15m, 20m	6.7m, 7.3m, 8.5m	Public rear lanes are common and are also being built in new residential developments.
North (Former City of North York)	18.5m, 20m	8.5m	Public rear lanes not typically permitted. First introduced at the new residential development at York University in 2003.
East (Former City of Scarborough)	18.5m, 20m	8.5m	Wider ROW width standard is used where sidewalks are required on both sides of the street. Rear lanes are built in the Morningside Heights development.

4. Development Infrastructure Policy & Standards Review (DIPS) – The Need to Develop a Set of Standards

To resolve the problem of different standards for streets across the City, staff of Works & Emergency Services (WES) embarked on the DIPS project in 2004 and involved staff from different sections of Urban Development Services and the Urban Forestry staff from Economic Development, Culture and Tourism. The objective of DIPS is to understand and resolve the issues surrounding the roles of streets and how to achieve balanced designs for development infrastructure. This is required to ensure that new developments support Council’s policy directions. A range of standardized designs for new, local residential streets will be established to guide development that supports the Official Plan’s intensification objectives while ensuring that development is compatible with adjacent communities. A published set of new standards will give developers the direction they need to submit applications reflecting approved standards, thereby making the review and approval process more efficient and effective. The new standards will provide certainty and clarity for developers, while ensuring the City achieves the quality required by its existing and future residents and business. DIPS draws together Council’s objectives established through the Official Plan, “Waste Diversion Task Force 2010 Report”, the

“Wet Weather Flow Management Master Plan”, and other policies. The design of streets is important not only from a city-building perspective, but is closely related to the types and level of service that can be provided to the residents in new neighbourhoods. A balanced design allows city-building objectives to be met while ensuring municipal services are provided efficiently and effectively and that the provision of these services is sustainable.

5. Private Streets

Developers have been increasingly opting to build private streets to maximize the unit count on their sites. This practice has been encouraged through the changes to the Province of Ontario’s Condominium Act (2001) that allows for this type of subdivision of land creating private “freehold” lots with a shared private street which is also referred to as a common element street. The maintenance costs and liability for that street, the underground services and utilities are all the responsibility of the condominium corporation and are governed by the Condominium Act. Each part of the development that uses the street is a member of the condominium. Residents on private streets do not receive the same municipal services as residents living on public streets. For example, the City does not provide winter maintenance or curbside solid waste collection on private streets. Since the introduction of the new Condominium Act, a wide range of developments using private streets have been proposed across the City, ranging from small mews streets with 4 to 6 townhouses to whole neighbourhoods with hundreds of townhouses. Private streets are favoured by the development industry, particularly for freehold townhouse developments, because they can be significantly narrower than streets built to current City standards and therefore produce a higher unit yield for the development site and allow the redevelopment of smaller sites at a lower unit cost.

Private streets typically have a ROW width of 6 to 10 metres. Many developments are built without the typical features that are found on public streets and do not meet the design objectives of new streets. The narrower ROW widths are often achieved by meeting minimum fire access requirements resulting in tighter turning radii, locating services and utilities under the pavement or on the freehold lots, providing inadequate or no sidewalks, and providing few trees and landscaped areas. While the construction of private streets may meet some desirable objectives, overall they are undesirable because they lead to a poor quality of community design. Council has also directed the City Solicitor and Chief Planner to approach the Province and express the City’s concerns with the changes to the Condominium Act and its negative impact. The outcome of this review and discussion will be included as part of the September DIPS report to the joint Works and Planning and Transportation Committee meeting.

The ideal is to have all new streets public; the challenge will be to establish reasonable standards for new public streets which will work on sites suited for new ground- related development. Since there may be limited situations where private streets make sense in small developments, we need to establish criteria for when they are appropriate.

6. Work to Date

The proposed new public street standards studied to date include 20 metre, 18.5 metre, and 16.5 metre cross-sections. Two options were also reviewed for pavement width: 8.4 metres and 7.5

metres in each of these rights-of-way. Fire Services has objected to the 7.5 metre option because, if there is on-street parking, it does not provide a clear width of 6 metres between curbs to set up firefighting apparatus. The Toronto Public Utilities Coordinating Committee (TPUCC) has expressed concerns about the 16.5 metre cross-section.

Comments and review status of the various cross-sections are included for each option in Appendix "A". These cross-sections are provided for illustration purposes only, and will form the basis of further discussions and consultation with stakeholders. It is possible in the consultation process that certain options may be eliminated and new options added.

7. Cost and Operational Impact of New Standards

Establishing a range of standards for development infrastructure will streamline this part of the development review process and add efficiencies and predictability for communities, developers, and the City. This will lead to a more equitable process and outcome. It will also have the effect of providing options that are appropriate in the different communities of Toronto, while providing certainty and consistency within the range of options. The construction of new public streets has implications on the operating budgets of many Divisions within Works and Emergency Services. Each new kilometre of public street requires solid waste collection, road and winter maintenance, maintenance of underground municipal infrastructure such as sewers and water mains.

Introducing new design standards will affect maintenance and operational practices related to roads, solid waste collection, sewer and water infrastructure, trees and emergency services. It is important that all the costs are clearly understood before decisions are made in this regard. Further work needs to be done in order to understand the costs to the City of continuing to build using existing standards compared to the operational and maintenance costs of building to a set of new standards. In addition, opportunities for cost recovery of any additional costs will need to be identified. The anticipated maintenance costs associated with using these standards and options for cost recovery will be included in the follow-up report to Council as noted in Recommendation 2 of this report.

8. Fire Services Impacts

Fire Services feel strongly that in order to provide for proper public safety they require 6.0 metres of clear width as part of the pavement width between the curbs for each new local residential street. This would allow for clear and unimpeded access for fire vehicles, associated apparatus and working area. Accordingly, Fire Services do not support those options where this clear width has not been provided as part of the pavement width (i.e. 7.5 metres with parking on one side in options 20C, 18C, and 16B in Appendix A).

The Ontario Building Code contains provisions concerning fire access which must be adhered to when setting a standard for pavement widths and which require 6.0 metres of clear width. The Building Code has been interpreted by the Building Division as permitting the required 6.0 metres of clear width to include the sidewalk.(as proposed in options 20C, 18C, and 16B in

Appendix A) provided criteria outlined in the Code are met. This interpretation is supported by the Province of Ontario report "Making Choices".

The DIPS process will consider the adequacy of access for fire fighting purposes in the further development of the proposed design standards through additional ongoing discussions with the DIPS Technical Committee but in particular, Fire Services, Buildings, and Legal.

9. Effect of New Standards on Single Point Set-Outs for Solid Waste Collection

The issue of single point pick up of solid waste has been a concern to residents living with this situation. This occurs in developments with private streets that do not meet the City's standards for curbside collection. Single point collection points are often inconvenient to residents and can be unsightly. In addition, single point collection does not support the three streams of waste that the City currently picks up in order to achieve its waste diversion goals. This report reinforces the policy that new streets should be public streets which would permit curbside collection. Further, in order to encourage source separation of solid waste, Works and Emergency Services staff will not support single point collection for waste and recyclable materials for new grade related developments. The only exceptions are: (a) if Works and Emergency Services staff have already agreed to single point pick-up for a development application in the pipeline or site plan applications that are already approved with single point collection, but not built; (b) if the site for a new development proposal is so small and the unit count so low, that single point set out will not be a nuisance and source separation will be convenient for the new residents. Where private collection is proposed in new developments, the owners will be encouraged to provide curbside pick up and collection of recyclables.

To deal with the existing developments that have single point solid waste collection, Works and Emergency Services is reporting in a separate report to Works Committee's March 2005 meeting to address the options and costs associated with replacing single point collection with curbside collection at existing townhouses that can accommodate suitable solid waste collection vehicles.

10. Need for Consultation

The work on DIPS so far has been primarily based on input from City staff and through preliminary discussions with the TPUCC. Before the standards are finalized, staff needs to hear the comments and concerns of stakeholders such as residents of existing grade-related developments, developers, the Round Table on a Beautiful City, and the TPUCC. A consultative process will be developed relying on staff experts in the consultation field to ensure the appropriate breadth and depth of the discussions. It is expected that the work to date will be expanded to include new design alternatives and that some options may be eliminated and others added as a result of this process.

The consultation process is proposed to take place between March and June 2005 with the follow-up report on the findings of this process and the recommendations of the DIPS technical staff committee for the proposed standards to be reported to the Planning and Transportation Committee and the Works Committee in September 2005.

Conclusions:

The street system is a key, defining element of the City's public realm. The Official Plan recognizes the diverse roles and functions of City streets at both the local scale and at the network level. The Official Plan seeks to protect the integrity of the City's transportation network and provides for its planned expansion through the designation of public rights-of-way. The Plan contains policies to ensure that existing streets are not closed to public use and stay within the public realm, as well as requiring that new streets should be public streets.

New public streets will be built to the City's standards and maintained and serviced by the City in the normal manner. This report recognizes that there is a need for the City to develop a range of development infrastructure standards that are appropriate to the type, scale and intensity of the residential developments they serve. The design of a street should fit the scale of the development and integrate the new development into the surrounding area and existing street network. New streets that are laid out to service large apartment buildings will not need to be of the same design and scale as a street serving townhouses or grade-related units. As contemplated in the Official Plan, this report also recognizes that there may be a limited number of situations in which local private residential streets might be appropriate.

This report recommends that City staff continue to develop, through the Development Infrastructure Policy and Standards Review (DIPS) process, a range of consistent, standardized designs for new local streets. Also included will be the development of criteria to identify those conditions under which a private street may be considered as an exception to the general policy that all new streets should be public. It is further recommended that a consultation process with stakeholders be initiated to ensure the full exploration of the complex issues surrounding the ownership, design and operation of local streets serving residential developments. Notwithstanding the views held by Fire Services on the elimination of certain alternatives based on concerns that narrow pavements are a public safety problem, this report recommends that all alternatives continue to be carried forward for review and consultation. The related work, as developed by the DIPS process to date, will be taken as the starting point for stakeholder consultation and discussion as well as for further technical analysis. To address the concerns which have arisen as a result of single point solid waste collection this report recommends that staff no longer accept single point set outs for solid waste collection in grade related developments except in circumstances where the unit count is low and when staff are of the opinion that it would be appropriate to permit the development to proceed. The issue of City solid waste collection vehicles servicing single point set outs on private residential streets, there is a separate report on the March 2005 Works Committee agenda to address the options and costs associated with replacing single point collection with curbside collection at existing townhouses.

The development of standardized designs for infrastructure serving residential developments will require a creative or innovative approach on the part of all affected parties and may lead us to alter some existing practices. As noted above, if the implementation of the new design standards are seen to produce unreasonably wide local public streets, the less desirable alternative of

private streets may well be the result. Changing the City's standards has implications for many City operations including emergency response, solid waste collection and winter maintenance and could result in higher direct and indirect costs for these services. This report recommends that such costs should be identified, estimated and included in the evaluation of alternative street design standards along with the exploration of possible cost-recovery options. On balance, any additional costs of adopting new design standards would have to be weighed against the advantages gained by ensuring that future local streets are designed, approved, built, operated, and maintained as public streets.

Contacts:

Kathleen Llewellyn-Thomas, P.Eng.
Director, Development Engineering
Tel: 416-392-8590
Fax: 416-392-4426
E-mail: Kllewel@toronto.ca

Gwen McIntosh
Acting Director, Community Planning
Tel: 416-396-7006
Fax: 416-396-4265
E-mail: Mcintosh@toronto.ca

William G. Crowther, P.Eng.
Executive Director
Technical Services

Ted Tyndorf
Chief Planner & Executive Director
City Planning

David C. Kaufman, P. Eng.
Acting Commissioner
Works and Emergency Services

Paula Dill
Commissioner
Urban Development Services

List of Attachments:

Appendix "A" – Preliminary Cross Sections
Appendix "B" – Supporting Polices and Documents