Designing Toronto's Future Streets Consultation Process

A Report on the Public Consultation Process for the Development Infrastructure Policy and Standards (DIPS) Review

NOVEMBER 2005

TORONTO

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1.0 Introduction

1.1 Purpose of the Report

The purpose of this report is to document the implementation and results of the *Development Infrastructure Policy and Standards (DIPS)*[1] consultation process.

1.2 Project Background

The design of new local public residential streets and lanes across the City generally 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 are a manifestation of the different city building philosophies of the former municipalities.

To resolve the problem of different standards for local streets and lanes across the City, Technical Services – Development Engineering staff along with staff from different sections of City Planning, Urban Forestry, Fire Services, Solid Waste Management, Transportation Services, and Toronto Water embarked on the *Development Infrastructure Policy & Standards Review (DIPS)* project. The objective of DIPS is to understand and resolve the issues surrounding the roles of streets and lanes and how to achieve balanced designs for development infrastructure.

At its meeting of April 12, 13, and 14, 2005 City Council adopted a report from the Acting Commissioner of Works and Emergency Services and the Commissioner of Urban Development Services recommending that staff:

- continue to develop a range of new standards for local public streets for application throughout the City;
- develop criteria to identify where a private street may be considered as an appropriate exception to the Official Plan policy; and
- analyze the cost implications, including options for cost recovery, of local public streets serving residential areas being built at the new standards.

Staff were further directed to consult with stakeholders, including the development industry; residents in existing infill developments; the Toronto Public Utilities Coordinating Committee, the Roundtable on a Beautiful City; and the Pedestrian Committee. The following report summarizes the outcome of the consultation process implemented by project team members and staff of the Public Consultation Unit.

1.3 Goal and Objectives of the Consultation Process

The goal of the consultation process was to develop standardized designs for new local residential streets and lanes and to establish criteria to determine when private streets and lanes are appropriate by actively engaging and taking into account input from a broad range of affected stakeholders.

[1] During the consultation process the project was referred to as ‘Designing Toronto’s Future Streets’ in the public domain.

The objectives of the stakeholder consultations were to:

- Ensure that internal and external stakeholders were informed of the review process and were given the opportunity to contribute to the development of the design standards in an effective and timely manner;
- Offer flexible and appropriate consultation mechanisms that met the needs of the different stakeholder groups;
- Ensure that stakeholder ideas and experience could influence the development of the design standards before decisions were made; and
- Provide timely responses to comments, suggestions and concerns received.

1.4 Identification of Stakeholders

For the purposes of developing the consultation plan, three stakeholder groups were identified as follows:

Development Industry and Development Related Businesses - The Greater Toronto development industry is made up of a full range of businesses, associations and organizations, large and small, including engineering consultants, architects and planners.

General Public **-** The general public, including interest groups, ratepayers associations and unaffiliated members of the public would have an opportunity to become involved in the consultation process. This group could also include organizations that champion street user or tenants / owners rights.

Other Internal & External Stakeholders / Agencies - The inter-departmental nature of the DIPS process ensured that departmental representatives had an opportunity to participate through an internally established forum. In addition, the input of other City of Toronto committees such as the Roundtable on a Beautiful City, Pedestrian and Cycling committees and the Development Application Review Project (DARP) was actively sought. This stakeholder group included the Toronto Public Utility Coordinating Committee (TPUCC).

2.0 Methodology

2.1 Consultation Activities

One of the key objectives of the consultation process was to offer flexible and appropriate consultation mechanisms that met the needs of the different stakeholder groups. The following section summarizes the various opportunities provided to stakeholders to be engaged in the DIPS review process.

E-consultation:
A comprehensive project website containing background information, project materials and information about how to become involved in the process was established at the outset. The inclusion of two online surveys (one targeted towards the development industry and the other to the general public) elevated the website to being more than just a tool for notification and communication purposes. The website became an 'e-consultation' tool that provided an opportunity for interested parties to be engaged electronically.

Open House and Workshops:
Facilitated workshops were organized for stakeholders who wanted to participate in a working environment designed to promote exchanges of ideas between participants and City staff. Each workshop consisted of a brief open house, presentation, question and answer session, followed by a facilitated discussion focused on a series of questions outlined in the workshop workbooks. Five workshops were hosted in total, one attended by representatives of the development industry and the remainder by members of the general public.

Etobicoke York Public Workshop:
June 14th, Assembly Hall, Etobicoke
Scarborough Public Workshop:
June 15th, Scarborough Civic Centre, Scarborough
Development Industry Workshop:
June 17th, Metro Hall, Toronto
North York Public Workshop:
June 21st, Fairview Library, North York
Toronto & East York Public Workshop:
June 23rd, Metro Hall, Toronto

***Internal and External Stakeholders / Agency Meetings*:**
Individual meetings were held with various stakeholder groups throughout the consultation process. Although the format of these meetings varied, they essentially provided an opportunity for the DIPS project team to present the work completed so far and to solicit feedback and comment from each of the individual committees:

May 10th - Private Sector Liaison Group
May 11th – Toronto Pedestrian Committee
May 12th , Oct 13th & Oct 28th - Toronto Public Utilities Coordinating Committee
June 20th – Toronto Cycling Committee
June 21st - Roundtable on a Clean and Beautiful City
June 27th - Urban Design Subcommittee of Pedestrian Committee
July 27th – West Don Lands Committee

September 27th – Habitat for Humanity
October 11th - Toronto Community Housing Corporation
September 28th, October 5th & 20th - Greater Toronto Home Builders Association

Targeted Mailout Surveys:
In order to make informed judgements about the impact of alternative street standards, the DIPS project team wanted to ensure feedback from residents from a variety of street design contexts. A series of public narrow, public wide and private streets from across the City were selected by the project team to receive a survey that would seek opinions on street design and operation. The surveys were delivered to 676 properties in all four districts.

Street Surveys:
A series of informal walking tours of selected public and private residential neighbourhoods that provided an opportunity for project staff to meet with residents 'on site' to hear and view preferences and challenges with respect to street design. Not a widely used consultation technique, but one that was appropriate for the subject area and one that further strengthened the validity of the consultation process by providing a range of appropriate opportunities for stakeholders to be engaged.

Other Commenting Opportunities:
Throughout the duration of the consultation process, interested stakeholders were invited to share their comments with the project team by using mail, project email, fax or phone.

2.2 Communication Methods

A communication plan was prepared prior to the implementation of the consultation process. The main objective of the communication plan was to identify ways to reach out to interested stakeholder and inform them of opportunities to become involved in the process. The following communication items were used during the consultation process:

- Comprehensive project website
- Advertisement for public workshops in all the Metroland community newspapers
- Councillor briefing notes distributed by email
- Development Industry brochure distributed by email to development industry contacts
- Advertisement for the development industry workshop in the Novae Res Urbis publication
- Letter of invitation sent to 450 ratepayer and community associations
- Media release
- Street Survey Flyers

See Appendix B1 for copies of the communication items.

3.0 Development Industry Workshop

3.1 Overview

The Development Industry Workshop was held on Friday 17th June, 2005 at Metro Hall. There were 27 workshop participants representing various development companies, consultants and agencies. The workshop was opened by the City's Chief Planner, Ted Tyndorf and then followed by a presentation on the DIPS project by the Director of Development Engineering, Kathleen Llewellyn-Thomas. After a brief question and answer period, workshop participants were invited to participate in facilitated roundtable discussions and to complete and submit a workshop workbook (see Appendix B2).

3.2 Objective

The objective of the workshop was to obtain feedback from representatives of the development industry on the challenges and preferences related to local residential street design and its relationship to land development.

3.3 Results

The following section summarizes the comments and suggestions provided by workshop participants either in the individual workbooks submitted or as recorded on flipcharts by table facilitators.

Workbook Question #1. Considerations for selecting alternative street designs:

Participants were presented with a draft list of criteria for selecting alternative street designs and were asked to suggest any additional criteria and to highlight what they considered to be the most important criteria.

There was a general endorsement of the draft list along with additional criteria that participants believed should be added. A number of the additional criteria reflected the ***financial*** concerns that had been expressed prior to the consultation process. Reference was made to the 'financial viability' of individual developments and the 'affordability' of residential units in the context of infill housing development.

The suggestion to add micro-climate and stormwater management issues to the draft list of criteria reflected the ***environmental*** considerations discussed by participants during the workshop.

Commenting on ***urban design*** aspects, some participants suggested that greater consideration should be given to the relationship between the front of the property (e.g. setbacks, parking etc)

and the design to the rear of the property. They suggested that the alternative cross-sections presented during the workshop should have considered the arrangements to the rear of the property. e.g. would the development include a rear lane, and if so, how does this affect the right-of-way (ROW) at the front?

Examples of additional criteria suggested by participants:	***Examples of the most important criteria suggested by participants:***
• Proposed off-street parking • Presence of street furniture/fixtures (this affects boulevard width) • Need to accommodate potential future development • Need to accommodate emergency vehicles • Impact on affordable housing • Function of street (is it meant to be a pedestrian street or a vehicular street?) • Safety and Security (lighting) • Permeability	• Relationship to proposed housing form. • Accommodating trees • Future traffic volume • Type of municipal services required on the street • Permeability • Pedestrian friendly environment • Accommodating utilities • Street parking

General comments received about the criteria:

- Criteria should not be too prescriptive, and should allow for flexibility. Otherwise, the criteria would result in a lowering of density.
- Flexibility in rules that allow updates/changes.
- Option to decrease standard road widths if new technologies can be used to collect/store waste (in event that garbage trucks no longer needed)
- City should look at smaller vehicles (e.g. ambulances, fire trucks, garbage trucks, etc.)

Workbook question #2. Comments on the proposed cross-sections:

Participants were presented with copies of the eight street cross-sections currently being considered by the project team. They were asked to review each of the cross-sections and provide comments. Feedback on additional cross-sections to be considered was also requested.

Comments on the three options within the 20m ROW:

In general, participants indicated that a 20m ROW was too wide for local residential streets. There were repeated comments that the 20m ROW options were unnecessary and that the objectives of a public street could be accommodated on a narrower ROW. However, it should be noted that some participants thought that this option could be acceptable if setback requirements were reduced.

Comments on the three options within the 18.5m ROW:

There was some general support for the 18.5m ROW and in particular the 7.5m pavement width option. The 18.5m ROW was seen as ‘better’ than the 20m ROW option, however, consideration should be given to reducing setbacks. There were consistent calls from some participants to explore narrower cross-sections than both the 20m and 18.5m ROW’s.

Comments on the two options within the 16.5m ROW:

There was greater support for the options within the 16.5m ROW than in the 20m and 18.5m ROW's. Participants suggested that the project team consider looking at common utility trenches and whether or not sidewalks were required on both sides of all streets. Once again, there were individual requests for the project team to consider narrower ROW's than 16.5m.

Some example suggestions on additional cross-sections:

- 12.5m ROW is suitable for one-way traffic
- 10.5 meters is OK, because it can be done and it meets the objective
- Narrowest width is preferable
- Narrower ROW without losing key elements and features ie: trees
- The cross-sections need to be substantially narrower to replace the current private roads
- Should also look at one-way streets or single-loaded street cross-sections or streets with one sidewalk

Examples of general comments on proposed cross-sections:

- Ask the question 'what is the road width that will accommodate medium density housing? The question is not what standards should we apply
- There was an observation that all cross-sections presume 2-way traffic and on-street parking. This is not a valid presumption for all developments
- For all cross-sections, some members of the groups expressed concern about the sidewalk so close to the curb (bad for snow storage and ploughing), while others like this arrangement
- There was a question as to whether a parked car in front of a garage can overhang the ROW

Workbook Question #3. Proposed laneway cross-section:

A draft laneway cross-section was presented for comment during the workshop. Participants were also asked to suggest any additional laneway cross-sections.

Comments on laneway cross-section:

The comments received on the lane cross-section mainly centred on requests for a narrower ROW than 9m. Discussions focussed on the relative merits of having a 1.5m driveway on either side of the 6m pavement width. Some participants commented that the driveway should be narrower (there was a suggestion of 0.5m) whilst others believed that no driveway was required and that the laneway could work as a 6m ROW. Issues related to parking in the laneway and speeding vehicles were cited as reasons for having a narrower ROW.

There was a suggestion that with 9m ROW there would be space for utilities to be located here rather than on the street. Creativity in dealing with lighting issues was also requested, with suggestions that lighting could be fixed to garages rather than on individual lighting posts.

Workbook Question #4. Criteria for private streets and lanes:

This question seeks to identify under what circumstance participants considered private streets to be appropriate. A draft list of criteria for private streets was presented to workshop participants. Participants were asked to consider any additional criteria and to highlight what they considered to be the most important criteria.

Suggested additional criteria:

- Ground related (gardens, play areas, visitor parking, etc.) considerations
- When it works!
- As a starting point, the following question should have to be answered: "Will a private road result in a more innovative design?/ Will the public standard stifle innovation?"
- If public street is not practical/feasible
- "No existing or future links to public property" change this criterion to "No existing or future links to public *assets*" e.g. schools
- Suitable location exists for piled waste collection or private pickup
- Type of municipal services required on the street (winter maintenance, garbage collection etc)
- Pedestrian access to other streets

It's clear from the responses received during the workshops that there were a number of participants who believed that under particular development situations, private streets were more desirable than public.

When asked if there were any criteria that were deemed inappropriate, the most frequently cited was that of the unit count. The suggested unit count of 4-6 units was considered to be either too low (a unit count of 20 was suggested) or irrelevant by some participants. Suggestions were also made to remove 'street length' and 'street connectivity' from the list of criteria.

General comments on private roads:

- Single point pick-up must be an option – City Council must reconsider this.
- City must permit more intensification if DIPS is enforced without flexibility.
- If you can design a private street that meets objectives, then it should be permitted (if it achieves what a public street would).
- In the absence of private roads, objectives of good density and good price point would not be achieved.
- By using a private road, intensification would be achieved.
- Private streets should be considered where current municipal standards are not appropriate for the particular development. Development should be reviewed based on its merits not based on the above criteria.

Workbook Question #5 Recommendations to city staff / general comments.

The final question in the workshop workbook provided participants with an opportunity to highlight any other additional observations or comments related to the DIPS review.

Observations / comments:

- The City should realize that most developers prefer public roads – they only go for private because the public standards are too demanding
- The first step in the decision-making process should be an assessment of whether there is any reason why the street could not be public?
- There should be a municipal incentive for developers to meet/enhance public street standards
- If a private street is built, and the City is not providing the same level of services, the City should provide either a property tax reduction or some other credit to property owners/residents
- The City needs to be willing to maintain streets
- Can setbacks be reduced if a wider ROW is provided? The decision should be based on how far apart buildings should be

The development industry workshop was closed following a reporting back session by table facilitators. Participants were asked to monitor the project website for updates on the progress of the project and to participate in the online surveys.

3.4 Observations

- Workshop participants were generally supportive of the draft list of criteria for selecting alternative street designs, however they did suggest a number of additional criteria related to environmental, financial and urban design issues

- Concern was expressed about the impact of street design on the financial viability of development schemes. Particular mention of ‘unit yield’ and the loss of grade related townhouses as a housing format were expressed

- Participants believed that council’s objectives could be achieved within ROW’s at the narrower end of the range presented during the workshop. More preference was given towards the 16.5m ROW

- Some participants believed that there is a role to be played for private streets, and whilst there was general agreement with the criteria for private streets, concern over the use of ‘unit count’ was expressed

- Rather than using ‘standardized designs’, some participants requested greater flexibility and the opportunity for design innovation. The development of ‘street design guidelines’ was suggested

- Overall the workshop results would appear to confirm some of the anecdotal issues that had been raised by representatives of the development industry prior to the consultation process

4.0 General Public Workshops

4.1 Overview:

Four general public workshops were hosted during the month of June, one in each of the City's four districts. As commented earlier in this report, workshop attendance was anticipated to be low. This assumption was confirmed with relatively low numbers participating in three of the four workshops: Etobicoke York - 12; Scarborough - 5; North York - 12; and Toronto & East York.- 21. However, the number of participants did not undermine the value of the sessions for city staff who were able to use the workshops as 'focus group' sessions. Workshop participants expressed appreciation for the opportunity to discuss the issues directly with staff in an informal and interactive environment.

Each of the workshops followed the same format as outlined for the development industry workshop, with the exception that on these occasions the presentation on the project was provided by the DIPS Project Manager, Brian Lee.

The facilitated discussion portion of the workshop was structured around a series of questions outlined in the general public workshop workbook (see Appendix B3). The questions in these workbooks were designed to acknowledge varying degrees of capacity and knowledge of street design issues amongst participants. The questions therefore were supported and structured around a series of visual aids that were clearly explained by city staff before each question.

4.2 Objective:

The objective of the public workshops was to obtain feedback from residents of Toronto on their challenges and preferences with *current* local residential street design to help inform the development of standardized street standards for *new* local residential streets.

4.3 Results:

The following section ***summarizes*** the comments and suggestions provided by workshop participants either in the individual workbooks submitted or as recorded on flipcharts by the table facilitators.

Workbook question #1. Comments on existing streetscapes.

Participants were presented with a series of four streetscapes each containing different design aspects that typify the diversity of Toronto's streetscapes. Participants were asked to highlight their 'likes' and 'dislikes' with each of the streetscapes and then to select their preferred streetscape.

Streetscape #1:

The majority of participants were critical of the design of this particular street. Far more negative than positive comments were received for this streetscape.

The most common dislike was the fact that there are no sidewalks to be found on the street. This was considered to be unacceptable by a majority of workshop participants. Repeated comments were made about the dominance of cars and driveways within the streetscape, resulting in a lack of 'greenspace' and no front gardens. The short setback between the pavement and building face was another undesirable feature for some participants. For others the setback would be fine if there was no driveway parking.

On the positive side, participants were pleased to see that trees had been planted and that they liked the height and density of the built form.

These comments were consistent across all four workshops. When asked to identify their preferred streetscape, none of the participants voted for this streetscape.

Streetscape #2

The response to the design components of this streetscape were more positive than those for #1. Participants were more articulate about the way in which streetscape #2 would make them feel as 'users'. This streetscape was considered to be "inviting", "friendlier", "intimate" and "pleasing". This was mostly attributed to the presence of trees in the streetscape. In particular, comment was made about the mature tree 'canopy' that spanned both the sidewalks and pavement.

The majority of participants liked the on-street parking provided on this street. However there was no clear consensus on whether parking was preferred on one side or both sides of the street. Those who were supportive of parking on both sides of the street stated that it acted as a natural traffic calming measure. Advocates of parking on one side were concerned that there was insufficient room for a two-way flow of traffic.

Other positive aspects for this street included the presence of sidewalks and the amount of setback.

With respect to 'dislikes' the most frequently highlighted was the parking arrangements. As mentioned above, there were some participants who disliked the on-street parking and would prefer to have a private driveway. Concern was also raised about the quality of lighting on this street. Discussions centred on the location of street light posts in relation to the street trees. Lighting was deemed ineffective when located too close or within the tree canopy.

This streetscape consistently (in all four districts) received the highest number of votes as the preferred streetscape.

Streetscape #3

The third streetscape received a mixed response and further highlighted participants' differing preferences on street design. The only points of consensus on this streetscape included the fact that there were: sidewalks on both sides; parking on one side; and trees incorporated into the design (however, concern was expressed about the proximity of the trees to the building face.

For all other aspects there was a mixed response. For example, comments about the relationship between the ROW and the built form ranged from "appropriate" and "urban" to "boring" and "congested". Comments on setbacks and ROW width were equally diverse.

From a street user perspective, winter maintenance and solid waste collection were identified as potential problems on this particular streetscape. The issue was a perceived lack of space on the sidewalk to store snow and set out garbage and recycling containers. Some participants mentioned that this was made worse by the inclusion of fencing at the back edge of the sidewalk. These concerns were mainly expressed by participants at the Toronto and East York workshop.

This streetscape was a joint second with streetscape #4 when participants were asked to select their preferred streetscape.

Streetscape #4

The fourth and final streetscape stirred a considerable amount of emotion amongst workshop participants. Initial verbal reactions to this streetscape included "alienating", "cold", "barren", "inhospitable" and "uninviting" (comments received mainly by participants at the Toronto & East York and Etobicoke York workshops). However it should be noted that not all participants responded in this manner. Some participants (mainly in the Scarborough and North York districts) felt this streetscape offered a good 'quality of life'.

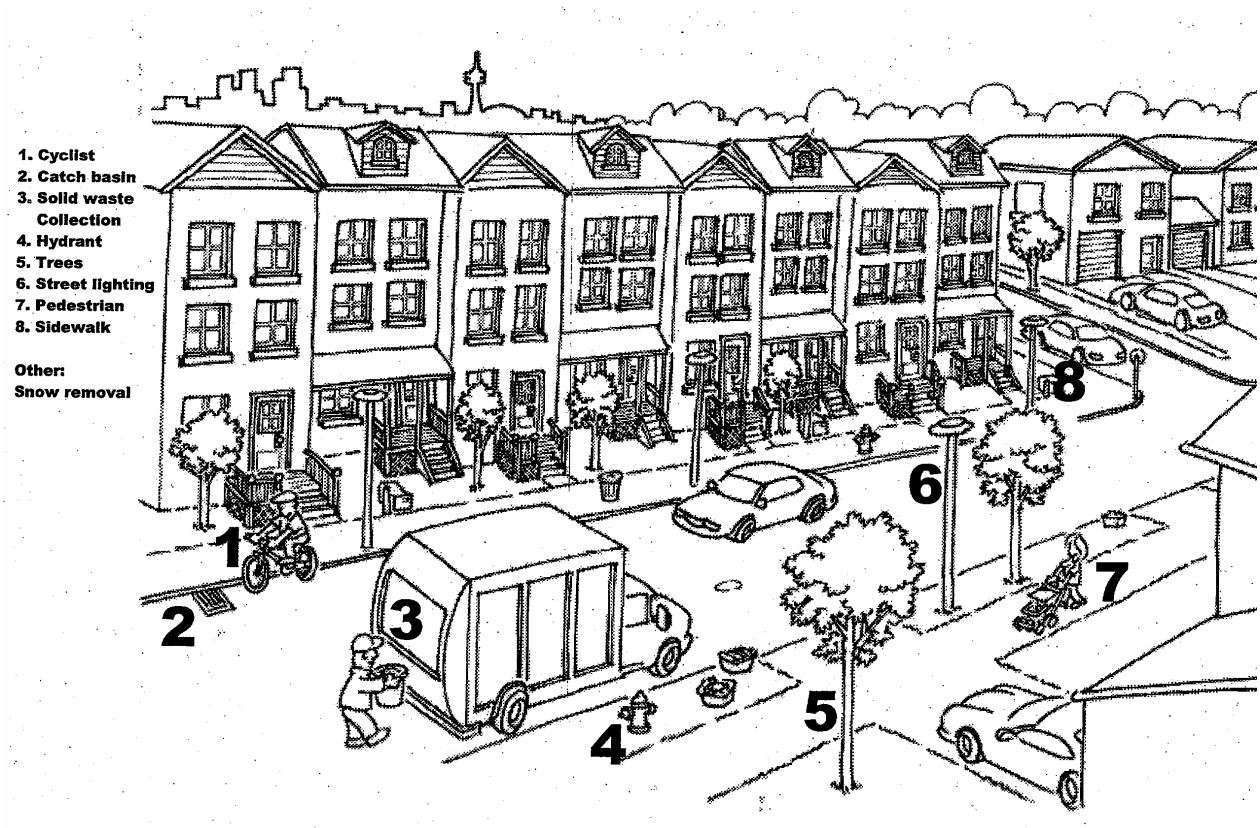
The most frequent ‘likes’ included the width and location of the sidewalks, the inclusion of a boulevard with trees and the wide ROW. Again, sidewalks on both sides of the street were a common preference amongst workshop participants.

The most common ‘dislikes’ expressed were the ROW (which was deemed too wide) and the pavement width (again considered to be too wide). It was felt that the pavement width encouraged speeding and was a waste of space.

The majority of votes for this streetscape could be found in the Scarborough and North York workshops.

Workbook Question #2: Street Challenges and Preferences

The annotated sketch (below) was used in this question to assist participants in a discussion about the challenges and preferences they have as street users. Participants were asked to consider the list of street activities and features and to provide comments on these and others.



Sample comments received on street challenges and preferences:

Cycling:
- Cyclists more likely to ride on sidewalk when boulevard present.
- Consider cycle lanes.
- Parking, catch basins and sidewalk cuts all potential difficulties for cyclists.

Sidewalks:
- Often too steep towards pavement.
- Need to be wide enough for garbage and people.
- Consider 'pinch points' to calm traffic.
- Reduce the number of curb cuts in sidewalks.
- Too many obstacles in the sidewalk
- Consider pedestrian access between blocks.

Garbage:
- Often block sidewalks.

Utilities:
- Catch basin grate should be at 90 degree angles to curb.

Lighting:
- Needs to be maintained at a pedestrian scale.
- High pressure sodium destroys proper colour rendition.
- Relationship to the location of trees.

Trees:
- Need adequate space to root and grow.
- Prefer at least one tree per house.

Winter maintenance:
- Lack of space for snow storage.

Other:
- Consider using smaller trucks to provide municipal services.

Workbook Question #3. Criteria for selecting alternative street cross-sections

Participants were presented with a draft list of criteria (see Appendix B3) for selecting alternative street designs and were asked to suggest any additional criteria and to highlight what they considered to be the most important criteria.

Overall there was general endorsement of the draft list of criteria. However, a number of additional criteria to be considered by the project team were suggested by participants.

Examples of additional criteria suggested:

- Storm water management
- Width of sidewalks
- Greenspace
- Shadow impact
- Length of block
- Setbacks
- Building face to building face distance
- Disabled access
- Connectivity to transit
- Proposed back yard parking

Examples of criteria suggested to be deleted:
- Need for front yard parking
- Future traffic volume
- Relationship to proposed housing form
- Length of street
- Lot width

When workshop participants were asked to highlight their most important criteria when determining the selection of alternative street cross-sections, three criteria received the majority of the votes. The criteria with the highest number of votes was ‘street trees’, followed by ‘compatibility with neighbourhood’ and ‘relationship to proposed housing’.

Workbook Question #4. Proposed cross-sections

Participants were presented with copies of the eight street cross-sections currently being considered by the project team. They were asked to review each of the cross-sections and provide comments. Feedback on additional cross-sections to be considered was also requested.

Comments on the three options within the 20m ROW:

There was clearly mixed opinions about the 20m ROW width. The spectrum of comment was wide with no clear consensus. At the South district workshop participants were more likely to express dislike for a ROW considered ‘too wide’. Support for this ROW width could be found in the Scarborough and North York workshops. There was no discernible preference about the location of the sidewalks (away or at the curb). Again support for the 7.5m pavement width was more likely to be expressed by participants at the Toronto & East York workshop.

Comments on the three options within the 18.5m ROW:

The views expressed on this ROW width appeared to be less diverse. Participants who considered the 20m ROW too wide, considered the 18.5m ROW to be ‘better’. However amongst some individuals (attendees at Toronto & East York workshop) 18.5m ROW was still considered too wide. There was continued support for the 7.5m pavement width amongst these participants.

Considerations of this ROW width stimulated more discussion about potential ‘trade-offs’ with respect to street features. Amongst those that had supported the 20m ROW, the 18.5m ROW was considered acceptable but not at the expense of the boulevard. They were more willing to consider a 7.5m pavement width so that sidewalks and trees could be accommodated with a wider boulevard.

Comments on the two options within the 16.5m ROW:

Comments on this ROW width were of a similar nature to those received for the 20m ROW. There was an equal amount of support and rejection of the 16.5m ROW that exemplified the differing opinions about ROW width. The ROW was deemed too narrow amongst the majority of participants at the North York workshop and individuals as other 3 workshops. Participants in the Toronto & East York workshop were more likely to support the options in this ROW width and to suggest narrower ROW’s.

Suggestions on additional cross-sections to be considered:

A limited number of participants (mainly from Toronto & East York workshop) encouraged the DIPS project team to consider ROW’s narrower than 16.5m. Similarly, consideration to explore narrower pavement width than 7.5m was also requested.

Other comments on this question related more to street layout rather than cross-section. For example, the introduction of ‘pinch points’ at intersections was a reoccurring comment.

Workbook Question #5: Other recommendations to City staff

The final question in the workbook provided participants with an opportunity to highlight any other additional observations or comments related to the DIPS review.

Sample of observations / comments:

- Adopt a pedestrian orientated design.
- Consider pedestrian scale lighting.
- Consider cyclist and pedestrians as equal to cars.
- Consider more rear lanes.
- City should keep control of streets (should not be private).
- Major streets need to have sidewalks on both sides of road.
- City should consider 6.5m pavement width.
- Front yard parking pads should not be allowed.
- City vehicles should be designed for the streets.
- Introduce more green spaces.
- Do not put trees under street lighting.
- Would like to see 'residential' streets referred to as 'local' streets. We should not continue to entrench the idea of segregated zoning.
- Only allow private streets if public standards are unreasonable as they are now (too wide).
- Undertake consultations for other street types.

4.4 Observations

- Diversity of comment was greater in the public workshops and on some occasions preferences appeared to reflect the current design standards typical of the district within which the workshops were held. Personal preferences were diverse.

- However there were some preferred street design features common to participants across all four workshops. The two main ones were that streets should always have sidewalks, preferably on both sides and that trees should be planted so that in the long term they create an extensive canopy.

- There were requests that street designs be pedestrian friendly and that walking be acknowledged as an important mode of transport. Whilst it was evident that some participants were 'anti-car', there was a considerable portion that acknowledged the importance of accommodating cars but requested that they not be the primary consideration when determining street designs.

- Participants expressed a number of different street user challenges, the most frequent of which included snow storage and removal, and space for setting out waste and recycling.

- Workshop participants were generally supportive of the draft list of criteria. However they did suggest a number of additional criteria for consideration. The most important criteria highlighted included street trees, compatibility with neighbourhood, and relationship to proposed housing.

- Residents acknowledged that the City needs to develop a range of street widths. However, some preferred the ROW's at the narrower end of the proposed range, whilst others would prefer the wider ROW options. Of those that supported the 20m ROW, their main concern was for adequate space for landscaping and sidewalks, rather than the pavement width.

- There was a clear message from workshop participants that they would prefer that residential streets be public streets.

5.0 E-consultation - Online Surveys

5.1 Overview:

From the outset of the consultation process, consideration was given to providing a range of opportunities for stakeholder engagement. The two online surveys were designed to provide stakeholders with an alternative mechanism to share their comments on the DIPS review. The content of the project website provided survey participants with as much background information as possible so that they could make informed responses.

A total of 71 completed surveys were submitted during the consultation period. Sixty-nine of the surveys were completed by members of the general public and 2 were completed by the development industry. Given the small number of development industry surveys completed, it is not possible to undertake any quantitative analysis of the survey results. This chapter therefore focuses on the results of the general public surveys.

5.2 Objective:

The objective of the online surveys was to obtain feedback from residents of Toronto and representatives of the development industry on the development of standardized designs for new local residential streets. The comments obtained through this consultation method would be used to complement the feedback received in the workshops.

5.3 Results:

Of the 69 survey responses received, 4 were from residents of private street developments with the remainder from residents of public streets. Again, there is insufficient numbers of private street respondents to undertake any rigorous analysis of the views of public versus private street residents. The following highlights the responses for some of the key questions in the survey.

Profile of respondents:

Street Location	Unit Type
43 Toronto	23 Detached House
8 East York	22 Semi-detached
8 North York	16 Apartment
4 Scarborough	4 Townhouse
4 Etobicoke	2 Duplex
1 York	1 Row House
	1 Not specified

Have you experienced any street-related concerns or problems with the following?:

Concern or Problem	# of times highlighted
Snow Removal	26
Pedestrian Access	17
Garbage	16
Other*	14
Private Vehicle Access	9
Emergency Vehicle Access	5

* The most frequently listed ‘other’ concerns included impact of utility repairs, parking and traffic speed.

Please identify how important you feel the following criteria are in developing a set of standards for new local residential streets? (rated at a scale of 1 to 5, with 5 being the most important) :

Criteria	Average[2]	#5[3]	#1[4]
Design of a safe and comfortable pedestrian environment.	4.67	44	3
Inclusion of street trees in order to increase the City's tree canopy.	4.66	46	0
Environmentally sustainable designs to minimize stormwater run-off.	4.44	46	1
Design of a safe and comfortable cycling environment.	4.27	43	4
Publicly accessible for vehicles and pedestrians for connections to schools, parks, and transit.	4.13	33	2
Full / reasonable access for persons with disabilities.	4.11	32	1
Adequate emergency access for Fire, Ambulance and Police vehicles.	4.05	34	6
Clean and convenient solid waste and recycling collection.	3.73	24	3
Delivery of solid waste collection services by the City.	3.60	19	2
Sufficient space for winter maintenance services by the City.	3.52	19	4
Space to accommodate and maintain utilities (e.g. telephone, cable, gas etc…).	3.35	14	4
Cost and service efficiencies for City maintenance (e.g. snow ploughing) and services (water and sewer services).	3.25	14	5
Space for on-street parking.	2.86	17	20
Access for cars.	2.77	8	15

Given that respondents could select a level of importance from a scale of 1 – 5, it would appear that on average all of 14 criteria were viewed as medium to high importance. Here are a few notable observations:

- Approximately 2/3 of respondents gave 'most important' rankings to: a safe and comfortable pedestrian environment; inclusion of street trees, environmentally sustainable designs; and a safe and comfortable cycling environment.

- Although snow storage was highlighted as the most frequent street challenge (see above), sufficient space for winter maintenance was ranked 10th out of the 14 criteria for street design.

- Access for cars received the lowest average rating with only 11% of respondents considering this to be one of the most important criteria.

[2] Average number assigned by 69 respondents
[3] No. of times a 5 (most important) was assigned by respondents
[4] No. of times a 1 (least important) was assigned by respondents

- The most frequently highlighted additional criteria were ‘connectivity to existing street pattern’ and ‘arrangements for off-street parking’.

Please review the proposed cross-sections and provide a response to each:

ROW	Pavement Width	Location of Sidewalk to curb	Acceptable	Unacceptable
20A	8.4	Next	24 (48%)	25 (52%)
20B	8.4	Away	37 (74%)	13 (26%)
20C	7.5	Next	24 (51%)	23 (49%)
18.5A	8.4	Next	22 (46%)	25 (54%)
18.5B	8.4	Away	28 (57%)	21 (43%)
18.5C	7.5	Next	24 (52%)	22 (48%)
16.5A	8.4	Next	17 (36%)	29 (64%)
16.5B	7.5	Next	29 (64%)	17 (36%)
Rear Lane (9m)	6.0	No sidewalk	29 (74%)	10 (26%)

The highest levels of acceptance were expressed for the 20B, 16.5B and rear lane options. The highest level of unacceptability were highlighted for the 16.5A option.

Which of the above street options do you prefer?

Of the 69 respondents, 38 offered a cross-section preference. In some cases respondents highlighted more than one preferred cross-section.

ROW	Votes for individual cross-section	Votes for ROW width
20A	6	29
20B	17	
20C	6	
18.5A	4	20
18.5B	13	
18.5C	3	
16.5A	4	13
16.5B	9	

‘B” options in the 20m and 18.5m ROW received 30 votes, indicating that the 8.4m pavement with sidewalk away from curb is the preferred option amongst a number of the respondents.

5.4 Observations

- Comments on street challenges were consistent with those expressed during the public workshops. E.g. Snow storage and removal, pedestrian access and space for garbage and recycling.

- When asked to identify most important considerations, greatest support was given to a safe and comfortable pedestrian environment, inclusion of street trees, environmentally sustainable designs, and a safe and comfortable cycling environment.

- As with the public workshops, there was no clear preference on ROW or pavement widths. A similar amount of support could be found for the 20m ROW and the narrower 16.5m ROW.

6.0 Targeted Surveys

6.1 Overview:

Another consultation method used to complement the results of the workshops was the targeted mail-out survey. Surveys were mailed to residences situated on a variety of pre-determined public wide, public narrow and private streets across the city. Public wide streets were considered to be streets with a pavement width greater than 8.5m and public narrow were considered to be less than or equal to 8.5m. Private streets were determined to be those streets not owned or serviced by the City of Toronto regardless of pavement width. The surveys delivered to these locations were the same except for the private street surveys which contained additional questions that related specifically to private street issues (See Appendix B4). Residents were asked to send completed surveys back to the City using a pre-addressed postage paid envelope.

6.2 Objective:

The objective of the targeted surveys was to obtain feedback from residents of public narrow, public wide and private streets across the city on the development of standardized designs for new local residential streets. The results would help to identify whether the residents of these alternative street contexts experienced similar or different user challenges. The comments obtained through this consultation method would be used to complement the feedback received in the workshops.

6.3 Results:

A total of 676 surveys (212 private, 217 narrow and 247 wide) were delivered across the City by public consultation staff. A total of 47 surveys were returned (20 private, 15 narrow and 12 wide). A return rate of 7% is insufficient for any kind of rigorous quantitative analysis. However the responses still highlight some valuable observations.

Likes and dislikes of street design:

When respondents were asked to highlight the likes and dislikes of their street design the residents of public wide and private streets identified a longer list of dislikes versus residents of public narrow streets. Residents of private streets highlighted a lack of sidewalks, limited landscaping and too much paved surface amongst other issues. The residents of public wide streets identified traffic speed, landscaping and street lighting as concerns. Space for garbage, parking and traffic management were highlighted by residents of public narrow streets as areas of concern. Across all street types, the presence of trees and landscaping were mentioned as a common like.

Observations on street features:

Sidewalks

- Of the private street responses, 6 residents lived on streets with one sidewalk and 11 had no sidewalks. Of the 11 without sidewalks, 9 were fine without having sidewalks.
- Of the 4 residents of public streets with no sidewalks, all 4 are also fine having no sidewalks.
- Overall, sidewalk widths were deemed satisfactory on all street types.

Trees

- Twelve of all respondents did not have a tree in their front yard.
- Nine of the 12 would like to have a tree located in their front yard.

Laneways

- Twenty-four respondents had laneways, with the highest number associated with properties fronting public narrow streets.

- The most frequent user challenges associated with laneways were snow storage, pedestrian safety and traffic movement.

Street lighting

- Overall, street lighting was deemed satisfactory for all three street contexts.

Setbacks

- Dissatisfaction with setback distances were more prevalent with residents on public wide (18%) and private streets (56%). In all instances the setbacks were considered too short.
- There were no concerns regarding setback on public narrow streets.

Observations on 'street safety':

- Approximately three-quarters of respondents on all street types believed that there was sufficient space for vehicles to drive safely.
- Three quarters of respondents believed that there was sufficient space to cycle safely.
- Concern for sufficient sidewalk space was raised by 40% of residents on private streets.

Observations on space for garbage and winter maintenance:

- All of the private street respondents have curbside (majority of which were assumed to be private) pickup for garbage collection, four of which believed that there was insufficient space for garbage set-out.
- Of the 27 public street respondents, 9 expressed concerns about sufficient space for garbage collection. The concerns were mainly related to access for trucks especially during the winter months.
- More than half of the total respondents (57%) highlighted that they had experienced problems with snow clearing.

Private street residents:

- The majority of private street residents (85%) were aware that they lived on a private street.
- The same number were aware that they were responsible for the maintenance and repair of the street, the underground services and some utilities except one respondent who was not aware that they were responsible for the underground services.
- More than a third were not aware of these responsibilities *prior* to purchasing the property.
- More than half of the respondents highlighted that it was difficult for delivery people to find their address. This was mainly attributed to the numbering of the units and a lack of signage.
- When asked whether they agreed with the official plan statement that relates to private street developments, 3 respondents 'very strongly agreed', 5 'agreed', 8 'disagreed' while a further 4 'very strongly disagreed'.

6.4 Observations:

- Comments on street design 'likes' and 'dislikes' were consistent with those expressed in the public workshops.

- One exception was on the issue of sidewalks. It would appear from the responses received that those residents who do not have sidewalks are fine without having any sidewalks. These findings run contrary to those received in the workshops that sidewalks on both sides are preferred.

- A majority of private street respondents were aware of their obligations for the maintenance of the street prior to purchasing the property. However, a third of respondents were not aware of this prior to purchasing the property.

- Snow storage and clearance appears to be the main operational challenge experienced by residents across all street contexts.

7.0 Street Surveys

7.1 Overview

For this final element of the consultation process members of the project team conducted two streets surveys. The street surveys were designed to be informal walking tours of select residential neighbourhoods that would provide an opportunity for staff to meet with residents 'on site'. Each survey began with a brief introduction by staff on the purpose of the project and the objectives of the street survey, followed by a 1 hour walking tour which included a two-way informal dialogue between residents and staff. Comments made by residents during the street survey were recorded by staff.

7.2 Objective

The objective of the street surveys was to receive comments about street design and operations from residents on public and private streets using an informal on-site method of consultation.

7.3 Observations

Street Survey #1: Harbord Village Area:

The Harbord Village Area is characterized by a variety of older ***public street*** widths and features, including laneways, intersection treatments and a unique street setting on Croft Street. The tour was hosted by representatives of the Harbord Village Residents Association (HVRD). Twelve participants attended the street survey on Saturday 15th October, with representation from HVRD, Toronto Pedestrian Committee, Feet of the Street and non-affiliated members of the Harbord Village community.

The following comments were recorded by staff during the street survey:

Sidewalks and Pedestrian Issues:

- The group preferred sidewalks on both sides. Aside from the benefit to pedestrians they liked the space for garbage set out.
- In noting the 'clearway' concept (as presented on College Street) we should note that sidewalks on local residential streets should be unencumbered.
- Consider relocating catch basins closer to intersections. Problem during the winter of pooling of melt water from snow. Difficult to traverse for pedestrians.
- All areas that are not required for driving should be handed over to pedestrians. Avoiding ambiguous space in the street.

Street Trees:

- Value the environmental and visual benefits of having trees on the street. Dislike the use of tree in concrete box as a temporary 'bulb out' at intersections. Need to design intersection features at the start.

Street Layout:

- Turning radii for access to new development should not encourage high speed turns. This could expand this to street intersections.
- The area highlighted a variety of street types, those with grassy boulevards as per Brunswick Ave and other with sidewalks at the curb. The neighbourhood did not have any street greater than 8.5m pavement width.

Parking and Vehicular Access:

- No concerns with cars being parked on the right-of-way as long as they do not overhang the sidewalk. Many preferred to have all parking associated with residential to be provided on-street to provide a traffic calming effect.
- Emergency vehicles provided regular and timely service from the resident point of view.
- City should no longer be using suburban size equipment in an urban setting.

Operational Challenges:

- On the "narrow" streets such as Robert Street north of Harbord they indicated that snow removal was a rare occurrence. The group liked this section of Robert Street. Robert Street on the south side of Harbord had a 6m pavement and was one-way.

Laneways:

- Lane maintenance is a challenge in winter since the City does not plough. Some residents don't use their cars as a result during limited times of heavy snow in the lane.
- Laneways should always have streetlights.
- Although there are some challenges with laneways, residents felt that they were more than manageable (negotiating the use of the space). They were concerned more with the corners and entry into the laneways that their width.

Croft Street:

- 4.5m pavement width, no sidewalks, one-way public lane. Unique street dimensions and context.
- Illustrates the diversity of street types in the area, each of them with their own unique features and challenges.
- Residents of Croft Street mentioned that there were challenges related to snow removal and garbage but these were manageable.

Street Survey #2: 2758 Eglinton Avenue East (Danforth and Eglinton)

2758 Eglinton Avenue East is a ***private street*** development comprised of 84 townhouse units. The street survey was conducted on Tuesday 18th October and was attended by 14 residents which included members of the condominium board.

The following comments were recorded by staff during the street survey:

Parking and Traffic Issues:

- Traffic infiltration and speeding is a problem for the site (used as a shortcut to bypass the Danforth/Eglinton intersection).
- This is a site specific issue but it becomes exacerbated on this private street because the homeowners cannot call the police to ticket speeders through the site. The lack of Police

presence due to the private street was seen as a disadvantage. They can't install any regulatory signs with any effect.

Landscaping and Setback Issues:

- Landscaped areas are too small fronting the main arterials. There is a desire for fences on the Eglinton and Danforth frontages (a reflection of the lack of setback from the front door to an arterial road).
- Landscaped areas are too small adjacent to front and rear driveways. This creates a problem for providing any significant tree planting. It also means limited space for snow storage when homeowners shovel their driveways.
- There is no safety zone for residents who must step off their stairs and thenare immediately on the street.

Sidewalks and Pedestrian Issues:

- Sidewalks on only one side of the road were ok with some owners but others thought they would like sidewalks on both sides. This could be because of the proximity of the stair to the street described above.
- Sidewalks on both sides is preferred.

Street Layout:

- Although there is the potential for the private street to align with a new street that may be located in the proposed development to the east, there are issues with rights of access between two condo corporations, etc.
- Some of the residents like their enclave and do not want to be connected to the proposed development.

Garbage Collection:

- They receive City garbage pickup - curbside and single point for a few units. - single point collection pads are difficult to maintain - messy and stained.
- There is a desire to install speed humps (to reduce speeding and traffic infiltration mentioned above), but then garbage collection by City may be withdrawn.

Winter Maintenance:

- Snow clearing is contracted privately.
- There is a general lack of snow storage space.

Other Observations:

- Several residents indicated that they feel all in all this is a successful project. Values have increased as borne out through the recent home sales in the complex.
- Despite some residents being happy with the private street, they were also asking if the City would assume the road.
- Some residents are aware they are buying properties on private streets and have to pay condo fees.
- Some residents (first time home buyers) were not aware of the implications of private streets.
- The condo board is putting away reserve funds for future maintenance.

8.0 Additional Stakeholder Comments

For the full version of items of correspondence or minutes of meetings please refer to Appendix B5.

Feet on the Street – 'promoting pedestrian rights and safety' – Highlights of correspondence dated July 24, 2005

"Feet on the Street endorses the comments submitted by the Toronto Pedestrian Committee, Urban Design Working Group regarding the DIPS review of local road standards. In addition, Feet on the Street encourages the DIPS project team to consider the comments prepared in this memo"

- *People Need and Want Public Space* – The creation of bulb-out, sometimes referred to as pinch points, is not only an effective traffic calming strategy, but also an important opportunity to create new, useable and engaging pockets of public space.
- *Healthy People Live in Healthy Environments* – Currently the primary function of streets is to move cars. We believe that the street network should be considered, and designed, as invaluable green infrastructure. For example, incorporating stormwater management functions into street design can have many benefits. The reduction of impermeable surface reduces the stress on our aging combined sewer / stormwater system and also help reduce the urban heat island effect.
- *All Parking Is Not Created Equal* – The presence of on-street parking performs two potentially important functions for pedestrians. First, the on-street parking lane acts as an additional buffer between pedestrians and vehicular traffic. Secondly, the presence of on-street parking is a distinct function for which people will be utilizing the street.
- *Liveable and Lively Laneways* – The Laneway is an integral part of our street network. We believe that both the state of existing, as well as new laneways could be greatly improved. For example, all laneways should incorporate pedestrian –scaled lighting into the design and should be designed with the assumption that streets change over time. We do not support the widening of laneways.
- *There is so Much More to Streets Than Travel Lanes* – Street widths directly impact the quality of the pedestrian experience. We think it is important to make a distinction between the street width and width of individual travel lanes. In principle, pedestrians can safely enjoy both a wide street and a narrow street.

The correspondence included a number of street cross-sections titled 'Examples of Green and Liveable Streets'.

Film Ontario – Ontario Film & Television Consortium – Highlights of correspondence dated September 13, 2005

"It is recommended that:
- There be increased setbacks for trees on boulevards;
- That grounding points be installed above ground, to avoid the necessity of grounding to fire hydrants;
- That the street width support the Fire Services minimum requirement of 10.8 metres pavement width with 2 sides for parking, in order to allow for film trucks/support vehicles, in addition to residential parking and emergency vehicle access; and
- Should the City not be able to accommodate the 10.8 metre pavement width as above, then we recommend that parking pads/boulevard parking be eliminated and replaced with back

lane parking, leaving the street to the 8 metre / one side parking pavement minimum as requested by the Fire Services department.

Film, Television and Commercial Production Industry Committee (Film Board) – Highlights of correspondence received September 22, 2005

"The Film Board requested that the attached recommendations from the Film Board's Strategic Infrastructure Work Group be forwarded to Works Department staff for their consideration as part of their stakeholder assessment:

It is recommended that:
- There be increased setbacks for trees on boulevards;
- Grounding points be installed above ground, to avoid the necessity of grounding to fire hydrants;
- That the street width support the Fire Services minimum requirement of 10.8 metres pavement width with 2 sides for parking, in order to allow for film trucks/support vehicles, in addition to residential parking and emergency vehicle access; and
- Should the City not be able to accommodate the 10.8 metre pavement width as above, then we recommend that parking pads/boulevard parking be eliminated and replaced with back lane parking, leaving the street to the 8 metre / one side parking pavement minimum as requested by the Fire Services department.

Greater Toronto Home Builder's Association – Highlights of correspondence dated August 15, 2005

"As per Council's direction, GTHBA appreciates the consultation on this issue with the industry, particularly the June 17th Industry workshop, however the significance of the policy that all new streets by public streets warrants further discussion."

The GTHBA correspondence highlighted the following points:
- The proposal to make all new streets public will add additional metres to the current ROW standards for typical infill townhouse projects which can only result in a reduction in yield.
- The City must continue to recognize the planning merit in supporting infill townhouse projects with higher densities.
- To address residents' complaints of servicing within their private condominium development, the City could embark on an education campaign without the need to significantly alter development standards.
- This City proposal has unintended consequences and will essentially eliminate an entire built form of medium density development.
- The City encouraged to pursue more compact road allowances in accordance with provincial planning documents and City's own initiatives as expressed in the Official Plan.
- Criteria can be developed to identify where a private street may be considered as an appropriate exception to the Official Plan policy.
- GTHBA would not be supportive of the staff recommendation to lobby the Provincial government to change the Condominium Act.
- Additional costs will have a negative impact on housing affordability for new home buyers. The City should be looking to encourage infill projects, and not increase the financial burden already apparent through other fees and development charges.

Meetings on September 28, October 5, and October 20
During meetings held with project staff, GHTBA representatives provided the following comments and recommendation for consideration:

Private Street Criteria
Suggestions for criteria to determine if private streets are acceptable include:

- area of development site
- length of street
- unit count
- other considerations; the shape/layout of the site, presence of natural features, heritage buildings

16.5m ROW
The 16.5m ROW cross-section appeared to be the minimum ROW width that allows two-way traffic with parking on one side and provides full services and utilities. For single loaded streets (i.e. development on one side), and where utilities are located in the rear lane, the ROW can be narrower.

Rear Lanes
The suggested cross-section for rear lanes is 6.0m ROW with 0.5m setback on each side. It was suggested that if utilities are placed in the rear lanes, the street ROW in the frontage can be further reduced

Boulevard Parking
It was suggested that there is a need to explore boulevard parking in order to reduce the building face to building face separation.

Habitat for Humanity – Notes of meeting held on September 27th 2005

Habitat for Humanity outlined some of their work in Toronto and went through specific examples (Lawrence and McLevin in the East and St. Lawrence St. in the South). Noted that it is best that streets are public, but Habitat has limited funds and this limits their options for sites. They stated that they needed a private street option to be able to develop the type of sites they can afford. This results in more affordable housing being constructed. Stated that Habitat could not survive without a Private Street option.

Roundtable on a Clean and Beautiful City - Presentation to Roundtable on June 21st 2005

The Roundtable received a presentation from project staff on the DIPS review process. No written comments received.

Toronto Community Housing Corporation – Notes of meeting held on October 11th 2005

The feedback we got from TCHC is that their projects are bigger in size and are in partnership with private developers. Most of the streets in their development projects are public streets. Developing small in-fill sites is not their focus. TCHC is not concerned about building public streets but welcome smaller ROWs. In terms of private streets, they see the benefits of private streets in terms of allowing underground parking to be under the streets. They also see the potential of allowing private streets in their developments as a selling point to attract private developers to participate in their projects. In terms of operations and long terms maintenance, public streets will reduce the overall cost for TCHC.

Toronto Cycling Committee – Correspondence dated June 22, 2005

"The Toronto Cycling Committee on June 20, 2005, recommended that the PowerPoint presentation from Brian Lee, Project Manager, Development Review Process Improvement Project, Technical Services Division, be received with thanks."

Toronto Pedestrian Committee – Highlights of response dated July 27, 2005

"The Toronto Pedestrian Committee strongly supports the aim of establishing public rather than private streets for new developments. These new public streets should be used as an opportunity to make significant improvement to the public realm.

New Public Streets must make walking both safe and attractive in order to conform to the Pedestrian Charter and fulfill the Official Plan's goal of increasing pedestrian activity."

Core Principles – The committee stated that the standards *must* specify:
- There must always be sidewalks on both sides of all streets
- All sidewalks must have a consistent, direct 1.7 metre-wide (minimum) clear path ("clearway").

Recommendations – The following provisions would greatly enhance the pedestrian realm, thus fulfilling the goals of the Pedestrian Charter and the Official Plan:
- The pavement (roadway) should be no more than 7.5 meters wide including parking.
- Pedestrians should be buffered from traffic.
- All parking lanes should be bracketed by pinch points at intersections.

New Proposals – The following are additional proposals that were recommended to be incorporated into the standards.
- Amenity Zone – section of boulevard that is outside the 1.7 metre clear sidewalk path.
- Mixing and matching – the placement of sidewalks and trees.
- Intersections - treatment thereof.
- Non-motorized Rights-of-Way – acknowledging other modes of transportation.
- Pavements of 6.0 metres without parking lanes. – an additional option to be provided.

Responses to Specific Issues – The committee provided additional comments on the following issues:
- Laneways should be narrower
- Traffic Calming
- Trees
- Right of Way
- Lighting

Toronto Public Utilities Coordinating Committee (TPUCC)

City staff had a number of meetings with representatives of the Toronto Public Utilities Coordinating Committee (TPUCC) in developing street standards that show the locations for various utilities and plants within the ROW. There is general consensus from the TPUCC on the recommended street standards.

TPUCC requested that utility members of the TPUCC including City forestry be brought into the planning consultation process sooner where there is a proposed residential unit development on

a narrow municipal right of way. And, one of the development approval requirements for a utility sign-off of a common utility coordination plan as part of the plan approval cycle.

West Don Lands Committee – highlights of correspondence dated August 11, 2005

"Given that we are talking about residential, not arterial, streets, we wish for maximum possible sidewalk space to be given to the safety and comfort of pedestrians, including the disabled, the elderly and children and we wish to see boulevards adequate to provide good tree cover for the streets. We would prefer that roadways be narrow, in proportion to the buildings on either side, and that services and utilities accommodate themselves to the ideal width, rather than vice versa.

"Taking an additive approach to the design of a standard street is a mistake. As we can see from the Cherry Street example in the West Don Lands, if you simple add up all of the engineering requirements (trees, sidewalks, parking, roadway, transit, etc) the sum is bad urban design.

"You have to begin with a building to building distance (setback to setback) that is in scale with the buildings being proposed and then prioritize what you want to happen within the road allowance. Not every case will be able to accommodate all uses, one design guideline will not fit all circumstances."