Appendix A

City of Toronto

Development Infrastructure Policy & Standards

Policy and Standards for Public Local Residential Streets And Private Streets

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Policy and Standards For Public Local Residential Streets and Private Streets

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City of Toronto

Development Infrastructure Policy & Standards

Policy and Standards For
Public Local Residential Streets and Private Streets

1.0 Scope

The policy and standards in this document apply to public local streets and private streets (or mews) that are created to serve grade-related residential developments. Grade-related residential developments are singles, semis and townhouse units with their own footprints and they are not located above a shared structure such as an underground parking garage and do not share servicing or centralized waste collection area. This policy document also applies to grade-related residential units that form part of a bigger development proposal with other types of development (e.g. high density residential development, mixed residential-commercial development.) For the purpose of this policy, ground floor units of apartment buildings are not considered grade-related residential units.

2.0 Authority

To be inserted after Council approval.

3.0 Public Streets

3.1 Public Street Standards – Local Residential Streets

Local residential streets are categorized into 3 types: major, intermediate and minor. A well designed neighbourhood will generally consist of a range of street types. Each street type is chosen to meet the diverse role of that street, in relationship with the larger pattern of the public realm and fitting with the adjacent development. It is not intended that larger subdivisions containing a number of new streets will only have one type of street.

The following public street standards apply to local residential streets:

Table 1 – Standards for New Public Local Residential Streets/Rear Lanes

Street Type	ROW Width	Pavement Width	Sidewalk
Major Local Street – Option A	20.0m	8.5m	Both Sides – Adjacent to curb
Major Local Street – Option B	20.0m	8.5m	Both Sides – Away from curb
Intermediate Local Street – Option A	18.5m	8.5m	Both Sides – Adjacent to curb
Intermediate Local Street – Option B	18.5m	8.5m	Both Sides – Away from curb
Minor Local Street – Option A	16.5m	8.0m	Both Sides – Adjacent to curb
Minor Local Street – Option B	16.5m	8.0m	One Side – Adjacent to curb
Rear Lane	6.0m	6.0m	No sidewalk

Drawing Nos. DIPS-1 through -3 show the cross-sections and locations of utilities and services and are attached at the end of this document.

A single loaded street is one that has development only on one side. The other side could be facing a park, rail corridor or other non-development space. For any local street (Major, Intermediate or Minor) with no utilities or sidewalk on one side, the boulevard width on that side can be reduced to a minimum of 1.0m and where trees are planted, a minimum width of 3.0m is required.

3.2 Public Street Standards – Rear Lanes

Rear Lanes are the smallest public ROW for residential grade-related developments that have frontages on another public street, see Drawing No. DIPS-4. The function of Rear Lanes is to provide vehicular access to parking garages/areas located at the rear of a house. Since the pavement takes up the whole ROW and Rear Lanes do not have sidewalks and boulevards, it is necessary to have a minimum setback of 0.5m to any structure. Space for street light poles will be located in easements. There will be no municipal infrastructure in rear lanes other than streetlighting and drainage. There may be some exceptional situations where solid waste and recyclables collection will be carried out from the rear lanes.

3.3 Notes to be read in conjunction with Public Street Standards

The following notes apply to the engineering cross-sections:

1. Drawings are to be read in conjunction with City of Toronto Construction Standards and Specifications.
2. If utilities cannot be installed in accordance with the standards, they are to be installed as close as possible to the prescribed location subject to the City of Toronto's approval.
3. Utility plant should not change to the opposite side of the ROW in mid block.
4. Underground lighting conduits should be located with hydro conduit.

5. Depths of cover shown are minimum.
6. Shut-off valves for water service connections shall be located at street line or within 300mm of the street line inside the ROW.
7. Standard location for water main is on the north side and east side of the street.
8. Trees to be located at a minimum of 1.5m from the curb.
9. On-street parking is generally permitted on one side only.
10. Any setbacks shown are minimum and subject to the applicable zoning requirements.

3.4 Criteria for Use

Staff will apply two main considerations when determining which type of local residential street is required in a new residential development proposal:

a) Function: traffic and pedestrian demands, continuity of road hierarchy, other design criteria such as space required for infrastructure or special functions not normally found in or associated with that design, and
b) Context: the street design has to integrate with the existing context of the neighbourhood such as in the case of extension of an existing street. In particular, the location of sidewalks will depend on the context and the pattern of the neighbourhood streetscape rather than on a technical design consideration.

1) Major Local Residential Streets (20.0m ROW) include some or all of the following functions and characteristics;

a) Serve adjacent or lead to higher density developments which generate high pedestrian and vehicular traffic as well as requiring more municipal and utility services,
b) Provide a higher proportion of "through" traffic,
c) Connect arterial or collector roads to Intermediate or Minor local residential streets,
d) Need to accommodate existing or future transit service,
e) Meet other design needs: e.g. major trunk utility/municipal service corridors, major overland flow routes for conveyance of storm water,
f) Extend existing streets with similar characteristics.

2) Intermediate Local Residential Streets (18.5m ROW) have functions and characteristics somewhere between the Major and Minor Local Street types. It serves as a link between the Major and Minor Local streets. It should be recognized that not all subdivisions will necessarily have both Major and Intermediate Local streets. In some cases, an Intermediate Local Street can be used to connect to arterial or collector roads.

3) Minor Local Residential Streets (16.5m ROW) include some or all of the following functions and characteristics:

a) Serve grade-related, low density developments, i.e. singles, semis and townhouses,
b) Provide access to adjacent property is the main function and accommodate local traffic only,
c) Connect to other local streets (Major or Intermediate)
d) Carry low pedestrian and vehicular volumes
e) Extend existing streets with similar characteristics.

3.5 Turning Circles

Standard turning circles for dead-end public local residential streets will have a minimum radius of 12.5m to the curb and the boulevard will be a minimum of 2.75m wide, see Drawing No. DIPS-5. No sidewalks will be provided within a turning circle. The standard turning circle will match the different street standards by applying the appropriate transition curves.

3.6 Municipal Services provided on Public Streets

All municipal services are provided on public streets. For Major Local Street – Option A, Intermediate Local Street – Option A, Minor Local Street both options, there will be no sidewalk winter maintenance and no windrow clearing at driveway locations. This condition will be conveyed to owners and occupants of these residential units through the appropriate subdivision agreement conditions to be registered on title.

3.7 Creation of Public Streets

Public Streets will be generally created through a Plan of Subdivision.

3.8 Deviation from Street Standards

Any deviation from the Street Standards will require the approval of the Executive Director, Technical Services.

4.0 Private Streets or Mews

4.1 Conditions where a Development with Mews can be Considered:

a) Mews for small sites

The City has many lots that are deep enough to allow for more than a single building with a direct fronting relationship to the street. They may be too small to fit the design standards for public streets to access the full depth of the lot for grade-related residential development. On sites that meet planning criteria for development beyond a single row of houses along a street, the design standards for public streets may limit desirable grade-related intensification. This may result in lost opportunities for intensification or may encourage applications for higher density forms of development that may not fit as well with its neighbours. Other considerations when determining if mews are appropriate for a development include the presence of environmental features and heritage buildings.

Mews should be located perpendicular to the public street in such a manner that residential units are not lined up front to back.

Diagram A provides a plan illustration of the layout and dimensions of a typical double loaded mews with a hammerhead turnaround facility for City solid waste collection vehicles.

b) Mews for Townhouses that front onto a park

The "Infill Townhouse Guidelines" recommend that townhouses be sited and organized to "define the edges of and face onto public parks and accessible open space in order to enclose and provide overlook for these spaces". On large sites that include new parks and open spaces or development next to existing parks and open spaces the ideal relationship of new grade-related homes is to provide a new public street between the open spaces and the development sites. On smaller infill sites, the design standards for a new public street along the park and open space edge may make intensification with the proper fronting relationship not possible. Mews in the rear will provide vehicular access, utilities, fire access and City waste collection. Pedestrian access would be from a 1.7m wide walkway along the front of the units. The townhouses would be organized to front the park, with a rear and garages to the mews in response to the unique but recurring urban condition.

Diagram B provides an illustration of a through block mews that allows for a fronting relationship to an adjacent park or accessible open space.

Staff will endeavour to ensure future occupants of residential units on mews be informed that municipal services are typically not provided. Any private streets and infrastructure should generally be owned by a single entity such as a condominium corporation.

4.2 Standards for Private Streets or Mews

Private streets have to meet the Official Plan goals on the role of streets and the design criteria for new streets. The following are the design standards for private streets:

1. Pavement – minimum width of 8.0m for two way traffic with parking permitted on one side.

2. Length of Street – maximum 45m from the curb of existing a public street.

3. Number of Units – maximum 10 units (not counting units that front onto an existing public street.)

4. Sidewalk – one 1.7m sidewalk or no sidewalk if paved with upgraded paving materials, with appropriate drainage and appropriate safe refuge areas for pedestrians provided.

5. Tree planting – an average of one tree per eight metres of unit frontage for the development. Provide 15 m^3 of soil per tree and allow for "sharing" of soil between trees.

6. Lighting – appropriate levels of lighting to provide safe year round use of the space by cars and pedestrians. Light fixtures can be integrated into the landscape and or the buildings. Use of light triggered photo cells or other technologies are encouraged.

7. Solid Waste and Recyclables Collection – adequate space for setting out waste and recyclables for City curbside collection with a hammerhead turning arrangement where applicable.

4.3 Municipal Services provided on Mews

No municipal services are provided for Mews with the exception of City solid waste and recyclables collection. Where the mews is a dead-end street, the standard turning circle (Drawing No. DIPS-5) or a hammerhead (Drawing No. DIPS-6) has to be provided for the solid waste collection truck to turn round.