STAFREP/SRP96054	
TOWN OF RICHMOND HILL *PLANNING AND DEVELOPMENT* *DEPARTMENT* *PREPARED BY: TOWN STAFF* *TELEPHONE NO.: 905-771-8910*	*PLANNING AND DEVELOPMENT* *COMMITTEE* *APRIL 9, 1996* *STAFF REPORT: SRP.96.054* *FILE NO.: D03-94005*

RECOMMENDATION:

That Planning and Development Committee receive Staff Report SRP.96.054 and approve in principle, the concept of private rear lanes in respect to the Law Development Group proposed townhouse project located on Shirley Drive subject to the following:

1) That the creation of the lane be based on mutual easements;

2) That the site plan agreement include conditions relating to the establishment of a reserve fund at the time of approval; require the developer to maintain the rear lane for a period of not less than 3 years and 80% occupancy of the units; and require the construction of the rear lane be to the satisfaction of the Commissioner of Transportation and Works; and

3) That an application for site plan approval be submitted and approved by the Town in accordance with standard Town practice.

BACKGROUND:

The Town has received a request by Law Development Group to approve a street townhouse development located at the intersection of Shirley Drive and Crosby Avenue in Official Plan Amendment 121. (refer to Attached Map 1) The concept proposed by the developer is a 48 unit townhouse project with access provided by means of a rear laneway which is to remain private and be maintained by the owners of the units. Shirley Drive is a major collector and access is restricted in order to reduce the number of driveways and points of conflict.

A report on rear lanes was previously considered by the Transportation and Works Committee on October 5, 1995, although the request by Ivanhoe at that time was for public as opposed to private rear lanes. A copy of the previous staff report is attached in Appendix "A" and sets out some of the issues related to development on rear lanes.

ISSUES:

Public Versus Private Lanes

The major concern regarding the approval of a development concept based on access from private rear lanes is the potential that in future, residents of the development may request the Town to assume responsibility for maintenance. Maintenance of the lane would include maintenance of the lighting to be provided along the lane and snow removal as well as long term maintenance i.e. repaving.

Development Standards

The proposal by Law Development Group is for a privately-owned rear lane of 6 metres. Staff previously, in considering Ivanhoe's request for laneways, indicated acceptance of a public lane with a 10 metre right-of-way and 6 metre pavement width. This was to ensure that public snow removal and garbage pick up could be undertaken. The Law proposal would not involve garbage pick-up which would be from the front of the units along Shirley Drive.

Ownership

Initially, representatives from Law Development indicated that the intention was to create one block forming the lane which was to be held in common ownership subject to a private legal agreement. If the rear lane block were created as a block separate from the individual townhouse units, it could more easily be transferred to the Town, subject to approval of the owners. Town Staff do not recommend this approach.

The best way to ensure that individual owners maintain a long term interest in the lane is to include that portion of the lane located at the rear of the lots in each of the individual parcels. Access could be accomplished through the creation of mutual easements at the rear of the lots which would be granted in favour of the other 47 unit owners. In order to transfer the ownership of the lane in future, this would require each of the individual owners to sever the rear portion. A severance would provide the Town an opportunity to comment and potentially oppose any approval for severance made to the Committee of Adjustment.

Maintenance Agreement

Law Development Group proposes to ensure the maintenance of the lane through a private agreement arrangement between owners. The solicitor for the developer advises that such an agreement could be registered on title to ensure that future purchasers are aware of the agreement prior to land transfer. The agreement would establish the basis for the creation of a landowners committee to oversee the maintenance of the lane with provisions to collect monthly fees. The fee structure, as provided by Law, would include not only short term maintenance but also legal fees associated with the collection of any default payments. This arrangement is not unlike that of a condominium corporation except that it does not have the legislative and legal protections afforded through the Condominium Act.

In a similar project developed by Law Development Group in Oakville, it is acknowledged that approximately 10% of landowners are in default of monthly payments after two years. It is the potential for disputes and financial shortfalls which raises the most concern for Staff. In addressing this issue with the developer, a number of alternatives were discussed including the following:

- Require the developer through the site plan agreement to maintain the lane at its expense for a period of 2-3 years and after 80% of the units are occupied. The basis for this recommendation is to ensure that new homeowners, inexperienced in soliciting maintenance contracts and working together, are able to take over an established arrangement as opposed to having to create their own.

- Require the development of the lane to Town standards with respect to grading and pavement during the construction phase to ensure that should the lane be turned over to the homeowners, it does not require significant maintenance costs. This would involve inspections during the construction phase. The agreement could also specify that prior to the assumption of the lane by the homeowners group, the Town does a final inspection.

- Require the developer to establish a fund up-front which represents the maintenance and replacement costs for the first five years. By having the monies secured to ensure maintenance for the initial period, there is greater flexibility for the co-owners group to maintain a reserve fund account.

It is anticipated that if there are problems in maintaining these lanes as private facilities, the problems would likely occur in the first five years when, either through inexperience or administrative problems, the homeowners request the Town to assume the lane. There is a greater opportunity for such an arrangement to be successful if there is a reasonable period where the financial, maintenance and construction concerns are secure.

Traffic Impacts

One implication of development based on rear lanes is the potential for an increase in on-street parking, either by unit owners or visitors. However, on-street parking has been shown to result in reduced traffic speeds especially on major collector roads.

Urban Design

Attached in Appendix "C" is the architectural perspective of the units from Shirley Drive. One of the major benefits of allowing development along rear lanes is improved streetscape and urban design. By removing the garages to the rear, the buildings are able to address the street more directly with the ability to achieve a more pleasing building look with the emphasis being on the entrances and windows as opposed to the garage door. Many communities in the GTA are trying to encourage increased use of rear lanes in order to accommodate the trend to smaller building lots but do so in a manner which does not compromise good urban design and community appearance.

Experience of Other Municipalities

A number of other municipalities either currently permit or are encouraging the use of rear lanes. The concept of rear lanes has recently returned to vogue in the "new urbanism" philosophy of urban design which seeks to create compact neighbourhoods with less emphasis on the car and more emphasis on street orientation of buildings and pedestrian-related streetscapes. The City of Toronto has had an uncertain history with rear lanes, some of which are private and continue to operate satisfactorily as private lanes while other lanes have been taken over as public lanes due in large part, to resident concerns. Suburban municipalities such as Oakville, North York, Markham and Aurora are beginning to allow and encourage the use of private and public lanes but to-date, they are relatively new in the suburban context. There is no evidence in the suburban context to indicate whether this reintroduction of rear lanes will in future result in demands by residents for the municipalities to assume responsibility for their maintenance.

Approval Process

The process for the approval of this development is for the applicant to enter into a site plan agreement for the block which would include specific conditions. At such time as a survey plan showing the individual lots and the easement blocks is submitted by the applicant, the Town would be requested to lift part lot control. Conditions may imposed at the time of the lifting of part lot control. Part lot control is then reimposed after the individual lots have been transferred.

CONCLUSION

Development on the basis of rear lanes providing access to garages is a relatively new phenomenon in a suburban context. It offers significant opportunities to allow townhouse developments along major arterials while eliminating concerns regarding individual accesses and traffic conflicts. Development using rear lanes also offers opportunities to improve streetscape, create more attractive housing profiles and improves urban design. In principle, Town Staff support this new form of urban development.

The request by Law Development Group for rear lane development is based on private versus public lanes with development standards and right-of-way widths significantly smaller than if the lanes were public. The proposal does not involve any municipal services. The intention is to require the creation of a homeowner's association through a legal agreement at the time of the purchase of the unit which would continue with subsequent owners.

The major concern by Town Staff is the potential that the owners will request the Town to assume responsibility for the rear lane in future if there are maintenance or administrative problems associated with the private agreement. This report was prepared to provide Council with an evaluation of the issues related to development on privately owned rear lanes. As this concept is relatively new and has not been approved elsewhere in the Town, it was decided that a report should be prepared to seek Council's direction as to whether they support the concept insofar as it relates to the development proposal by Law Development Group.

Respectfully submitted:

Janet E. Babcock, M.C.I.P.,
Commissioner of Planning and Development

B. Toporowski, P. Eng.
Commissioner of Transportation and Works

Approved by:

C.D. Weldon,
Chief Administrative Officer

DATE: MARCH 29, 1996

JEB:CDW

Attachments

APPENDIX CONTENTS

Appendix 'A' -	Staff Report SRE.95.152
Appendix 'B' -	Newspaper clipping in The Toronto Star dated Saturday, February 24, 1996 "Garages hidden in upscale Bayview townhomes"
Appendix 'C' -	Perspective of Townhouse Proposal
Map 1 -	Location Map

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Appendix "A"
SRP. 96.054
File (s) D03-94005

TRANSPORTATION AND WORKS COMMITTEE
OCTOBER 5, 1995
STAFF REPORT SRE.95.152

TOWN OF RICHMOND HILL
ENGINEERING DEPARTMENT
SEPTEMBER 25, 1995

SUBJECT: PUBLIC REAR LANE - IVANHOE RESIDENTIAL LANDS (OPA 121)
OUR FILE: T03-T-LA

RECOMMENDATION:

That Transportation and Works Committee receive staff report SRE.95.152 for information purposes.

BACKGROUND:

The Town has received a request by representatives of Ivanhoe to consider rear lane(s) in order to facilitate the development of their lands (block 2, medium density) located at the south west corner of the extension of Boake Trail and the extension of Centre Street East in OPA 121. (Appendix 1).

The request for the rear lanes is supported by a guideline document published by the Province of Ontario in the Spring of 1995, entitled "Alternative Development Standards: Making Choices" that was prepared for the Ministry of Housing and the Ministry of Municipal Affairs by a team consisting of Marshall Macklin Monaghan Limited, Consulting Engineers; and Berridge Lewinberg Greenberg Dark Gabor Ltd., Urban Design and Planning Consultants. REIC Limited and the River Oaks Group also contributed to the early stages of the study (Appendix 2).

The above noted document states that the guidelines have been developed in accordance with objectives formulated by an advisory committee representing a wide range of stakeholders including municipalities, planners, engineers, builders, developers, architects, landscape architects, utility companies and environmentalists; these guidelines being:

- enhancing the livability of communities;
- improving cost efficiency;
- supporting environmental sustainability; and
- allowing for adaptability and flexibility.

The document is divided into five chapters, these being; Introduction, Why Alternative Development Standards, Urban Design Considerations, Engineering Considerations, and, Detailed Engineering Concepts.

One of the components of Urban Design Considerations and Engineering Considerations chapters is Rear Lane. The document argues that rear lanes are "an effective way of achieving compact development. When the garage is removed from the front of the house, the lot frontage and building setback can be reduced." "Placing garages and parking spaces at the rear of the lot frees up the front of the house for such community - supporting features as garden, front porches and house entrances." This 'Old Idea' is gaining interest, the document outlines, because of the economic, environmental and social benefits lanes can offer.

Among concerns raised regarding rear lanes, the issue of the cost of snow removal and security and safety is often raised. With respect to snow removal, the document advises that municipalities should decide from the outset of a development what level of service should be offered. On this matter, two schools of thought are provided. The first one is that lane ways should receive a lower level of service than streets. They should be passable but the municipality should not strive for more, nor the resident expect more. The second view is that inevitably, purchasers will demand a level of service close to or equal to what is traditionally provided on the local street. The issue of level of service, it is concluded, must be resolved on a local basis.

On the matter of security and safety, it is suggested that "rear lanes have to be designed with these factors in mind. The same sorts of design measures applicable to streets, sidewalks and parks also apply to rear lanes, including adequate lighting, avoiding dead end spaces and allowing for views from adjacent residences."

As noted above, Ivanhoe's representatives have requested the Town to consider the use of public lanes as part of the development of Block 2 - medium density, located west of the extension of Boake Trail and south of the extension of Centre Street East. Following a series of alternative alignments submitted for discussion, the alternative shown in Appendix 3 was selected to be the most acceptable to Engineering staff. Cosburn, Patterson, Wardman Limited was also requested to provide the engineering details that would apply to the proposed rear lane(s).

Cosburn, Patterson, Wardman Limited have recommend the following as illustrated in Appendix 4:

- 10.0m right-of-way with 6.0m pavement width.
- A single road crossfall which will minimize the number of catchbasins.
- No watermain within the rear lane.
- Storm sewer, under the rear lane may be shallow and will thus only service the lane.
- The house foundation drains will connect to the Centre Street of Street 'C' storm sewer.
- Sanitary connection will be to Centre Street or Street 'C'.

- Given that the spacing for fire hydrants is 150.0m and that the rear lane will be 140.0m, the hydrants can be located at both end of the lane.
- Water service and utility services to the houses will be from the main road (Centre
- Street or Street 'C'.

Engineering staff have reviewed the concept of the rear lane for the proposed residential development fronting on the extension of Centre Street East as well as the supporting document prepared by Cosburn, Patterson, Wardman and are prepared to accept the implementation of rear lanes on a limited basis, within the Ivanhoe lands (blocks 1 and 2), as follows:

- that the rear lane be used for both rows of abutting residential lots;
- that due to the limited availability of on-street parking, that a second rear lane be provided at the rear of block 1 with access to the extension of Centre Street East and Street 'A';
- garages along the rear lane will be setback a minimum of 1.5m from the property line;
- 7.5m daylight triangles will be provided at the laneway access (at the rear of block 1) to Centre Street East;
- it is anticipated that the garbage pick-up will be done from the laneway;
- snow clearance will have a very low priority. As such the potential future owners will have to be advised of this through their purchase and sales agreement;
- should electrical transformers be needed along the rear lane, they will be located outside the 10.0m right-of-way.

It should be noted that this has been the first request for rear lanes, within OPA 100, that has been received by the Town. Another rear lane development concept is proposed within the Law Development lands but this lane is to remain private (Appendix 5).

Report Prepared By:

M. Lanteigne, B.A., C.E.T.,
Director of Transportation

Report Approved By:

NOT AVAILABLE

B. Toporowski, P. Eng.,
Commissioner of Transportation and Works

Approved By: C.D. Weldon,
Chief Administrative Officer

ML/lmd

Attach.

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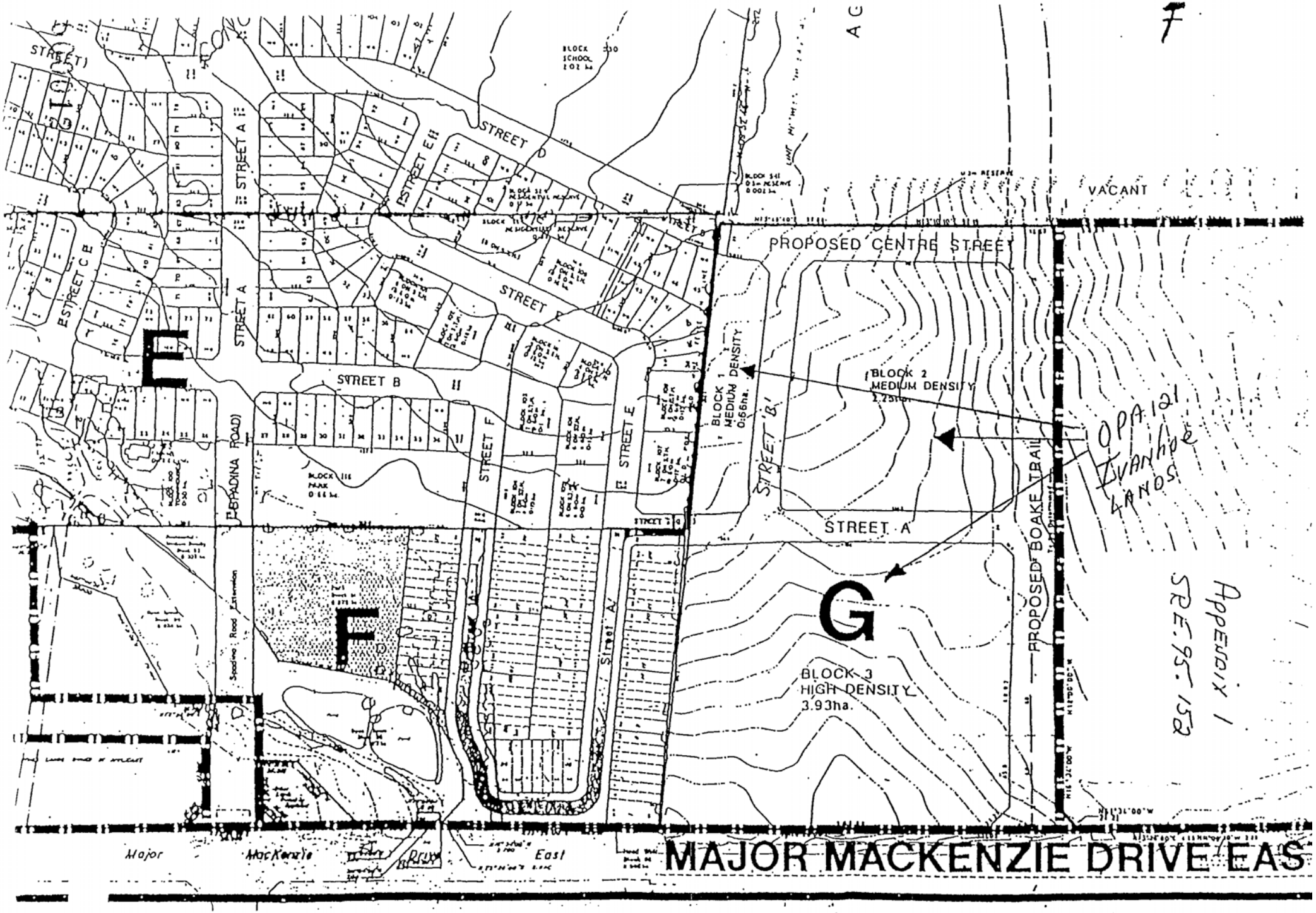
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STREET A
STREET B
STREET C
STREET D
STREET E
STREET F
STREET 'A'
STREET 'B'
STREET 'C'
STREET 'D'
STREET 'E'
STREET 'F'
BRADINA ROAD
PROPOSED CENTRE STREET
VACANT
BLOCK 1
MEDIUM DENSITY
0.66ha.
BLOCK 2
MEDIUM DENSITY
1.25ha.
BLOCK 3
HIGH DENSITY
3.93ha.
PROPOSED BOAKE TRAIL
Spadina Road Extension
G
OPA 121
Tivanhe
Lands
Appendix 1
SRE.95.152
Major MacKenzie East
MAJOR MACKENZIE DRIVE EAS

Ontario

ALTERNATIVE DEVELOPMENT STANDARDS

Making Choices

Appendix 2
SRE. 95. 152

GUIDELINE

Planning reform in Ontario

Table of Contents

3.6 Sidewalks

Sidewalks are multi-functional spaces that allow streets to play a more significant role in the community. They are places for pedestrian movement, children's play and neighbours' socializing. Sidewalks are key to reducing dependence on the automobile and improving the liveability of communities. Sidewalks encourage walking as urban transportation, walking to transit and walking for pleasure.

"Sidewalks enhance safety and convenience for able-bodied transit users, and are vital for seniors, the disabled, parents pushing baby strollers, or residents pulling shopping carts". Transit-Supportive Land Use Planning Guidelines

The approach to determining the need for sidewalks discussed by the Advisory Committee and utilized in this guideline is based on the Model Zoning Ordinance found in *The Subdivision and Site Plan Handbook* by David Listokin and Carole Walker (see "Further Reading"). Under this approach, the need for a sidewalk or sidewalks is based on assessing the conditions which are likely to generate the need:

- the intensity of development;
- the type of street - its function and traffic volumes; and
- the connections that the street provides to local amenities.

As the intensity or density of development increases, distances between activities are shortened, making walking more viable. The amount of pedestrian traffic likely to be generated is also increased because of the greater population density. It only makes sense then that denser areas have adequate provision for sidewalks. The Province's *Transit-Supportive Land Use Planning Guidelines* recommend sidewalks on at least one side of all streets, and both sides of streets with transit services.

The traffic function, volume and speed of traffic on a street are also important considerations in determining the need for a sidewalk or sidewalks. Where traffic moves quickly or is frequently heavy, sidewalks are necessary to ensure pedestrian safety.

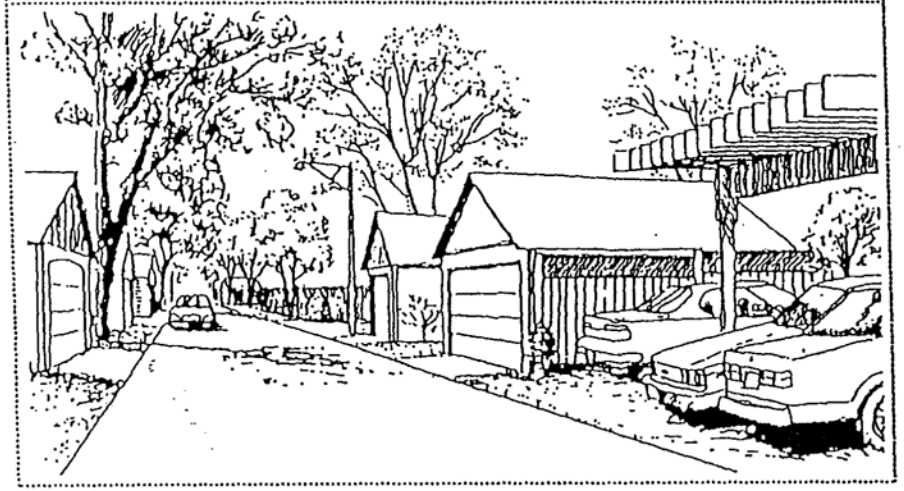
As a general rule, at least one sidewalk should be provided on all residential streets. Only in very low-density settings or very short cul-de-sacs would sidewalks not be necessary. Streets in compact developments and streets with fast or heavy traffic should have two sidewalks. Streets that play a significant connecting role in a neighbourhood should also always have sidewalks on each side. This includes streets that act as regular routes to local amenities, such as parks, schools, recreation centres, shopping or areas of future development.

3.7 Rear Lanes

Recently community planners have taken a fresh look at an old idea – the rear lane. In the pre-war period, rear lanes were widely used in both residential and commercial development in Ontario. Today, there is renewed interest because of the economic, environmental and social benefits lanes can offer.

Rear lanes are an effective way of achieving compact development. When the garage is removed from the front of the house, the lot frontage and building setback can be reduced. Narrow lot frontages as small as 5.5 m become possible, highly functional, and with a high-quality, lively streetscape. (As mentioned previously, while narrow lots without rear lanes are possible, the streetscape tends to be dominated by garages.) Narrow lots served by rear lanes can mean significant land savings, and

Figure 3.2 Rear Lane



because most subdivision infrastructure is linear in nature, they also bring down the capital cost per housing unit of roads, pavement, street lights and underground services. The additional costs of providing a second access to houses with rear lanes are offset at least in part by the savings from narrower lots.

Rear lanes can also provide an improved streetscape. Placing garages and parking spaces at the rear of the lot frees up the front of the house for such community-supporting features as gardens, front porches and house entrances. The internal layout of houses can also be improved with the front of the house entirely devoted to living space. Security on the street may be enhanced with more "eyes on the street" from street-level windows. Finally, where utilities are placed in the lane, the width of the street right-of-way can be reduced.

Although there is increasing acceptance for rear lanes as an additional choice on the urban design menu, some concerns have been raised.

The concern most frequently raised is the potential cost of snow removal if the lanes are public and residents expect the same level of service as on the street. This, along with other servicing issues, is discussed in the next chapter. Other concerns relate to security and safety. Like all elements of public space, rear lanes have to be designed with these factors in mind. The same sorts of design measures applicable to streets, sidewalks and parks also apply to rear lanes, including adequate lighting, avoiding dead end spaces and allowing for views from adjacent residences.

3.8 Alternative Street Types

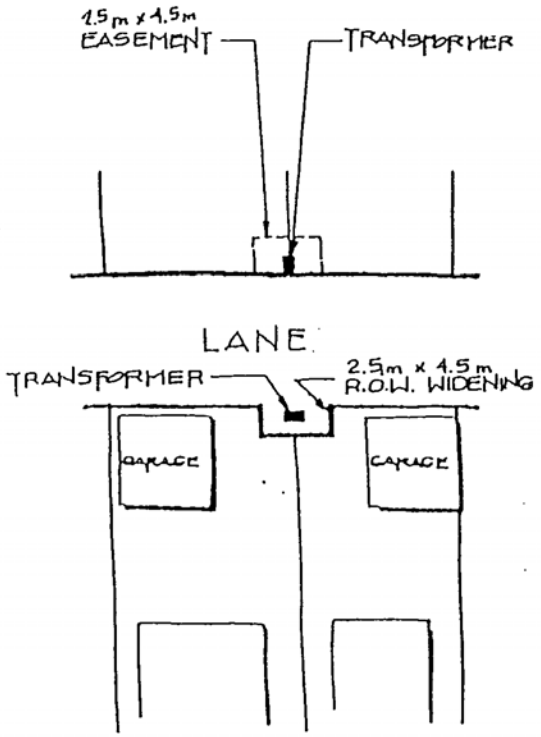
Ten street types bringing together alternative development standards are presented on the pages that follow. The ten streets are grouped by the hierarchy or neighbourhood that they fit into – "more urban" or "less urban". A bird's-eye view of the neighbourhood precedes the related group of streets. For each street, there are notes on setbacks, parking, road widths, dwelling types and other issues, plus a perspective drawing, a plan view and a cross-section showing servicing and other details. Servicing issues and views are discussed in greater depth in Chapter 4.

A wide variety of building types and lot configurations are shown in the drawings. These, however, do not represent the full range of possibilities. The combinations of alternative standards appropriate to a particular municipality or neighbourhood will depend on local conditions and practices.

The treatment of elements in the street right-of-way will vary with the density of development. Streets in more urban neighbourhoods will be more likely to need two sidewalks, and the sidewalks will more likely be located at the curb. In a less urban context, sidewalks may only be required on one side of the street and

Finally, where there are rear lanes and the electrical lines are located in the lanes, the transformers can be located in widenings or easements in the lanes. Provided the minimum separations can be achieved, locating transformers in lanes can be an aesthetically appealing option. They can be tucked among the garages and fences and somewhat hidden from the view from the house or yard, while continuing to be accessible to hydro maintenance crews. Local hydro concerns and Code requirements with respect to access, separations from property lines and back-yard swimming pools and requirements for ducting must be considered in assessing the feasibility of this approach.

Figure 4.8 Transformers in Rear Lanes



To this point, the discussion has been about the conventional, above-grade, pad-mounted transformer. Two alternatives to this were considered in the course of the study.

The first is the underground transformer. While aesthetically pleasing (basically unseen except for the access grate), the use of underground transformers in lower-density residential areas is generally undesirable from a cost, operating and maintenance point of view. Underground transformers (and related facilities) can cost two to four times as much as comparable above-grade transformers. As well, they require more space, either in an alignment in the right-of-way or on private property.

The second alternative is the dry transformer, which does not require a 6 m setback. Unfortunately, the large size and significant noise emission of the dry transformers currently available make them inappropriate for most residential streets. Future technological developments in the transformer field should be closely monitored for opportunities to overcome constraints that transformers pose for compact urban development.

4.5 Rear Lanes

The main function of rear lanes is to provide vehicle access to homes. In addressing this function, the first determination to be made is the level of local emergency servicing requirements. Depending on the type of homes (single-detached, townhouses, etc.), there may or may not be a need to access the lane with large emergency vehicles such as fire trucks. If fire trucks must access

the lane, appropriate local requirements must be met. If, on the other hand, the lane is not viewed as an essential component of the emergency access regime but as an auxiliary access in addition to what is normally available, then there is greater flexibility in the sizing of the lane.

Other issues that will dictate the width of the lane include:

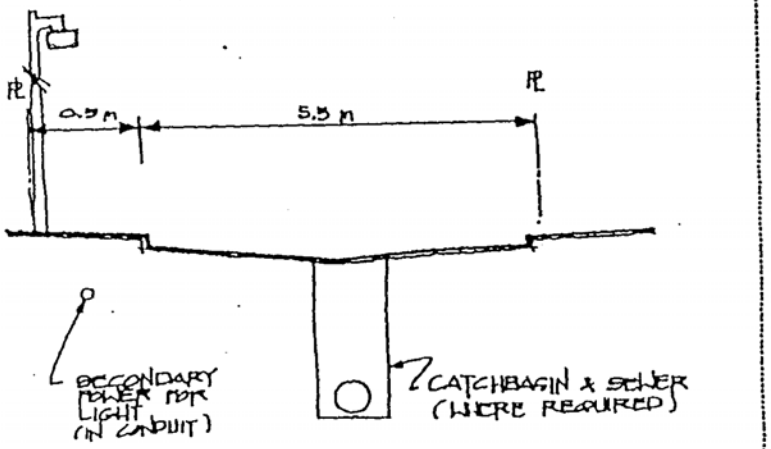
- maintenance and snow clearing requirements (truck movements);
- whether parking is allowed (not recommended); and
- the setback of garages from the lane (related to the turning movement of vehicles entering and leaving garages).

Unless these considerations dictate a greater width, a minimum lane pavement width of 5.5 m is recommended. Generally speaking, lanes should be designed to allow two-way vehicle access (but at very low speeds) for greatest flexibility.

It is recommended that lanes be designed with a "dished" section so that drainage is conveyed along the centre of the lane and kept away from the private property and garages. This approach also controls construction costs since only a single line of catchbasins is required. Since water ponding and freezing are a concern, catchbasins should be kept away from intersections. Depending on local requirements and pavement type, a small curb, 50 mm to 75 mm high, can be utilized to define and protect the edge of the pavement. Lane construction details should be developed locally. Some experimentation is recommended in order to allow appropriate techniques to emerge.

Public lighting of lanes is recommended. To accommodate lights, and the secondary cable for the lights, it is recommended that the right-of-way be at least 6 m wide (with an offset pavement) if the

Figure 4.9 Typical Lane Cross-Section

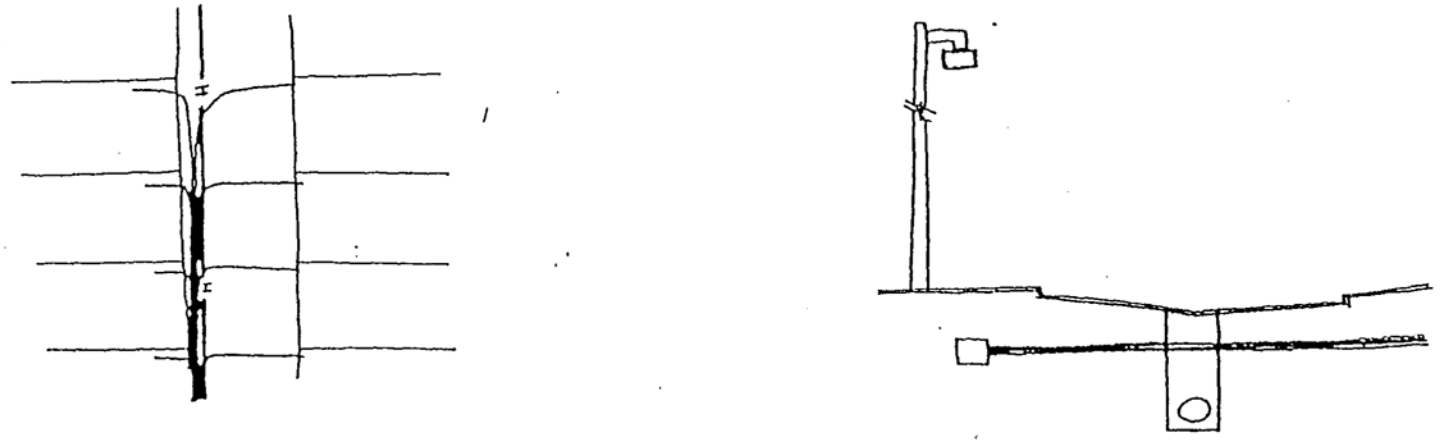


lights can be located on easements adjacent to the right-of-way. If they cannot, then a slightly greater right-of-way width is required. Depending on the approach taken to snow plowing, it may also be necessary to widen the lane right-of-way to accommodate snow storage.

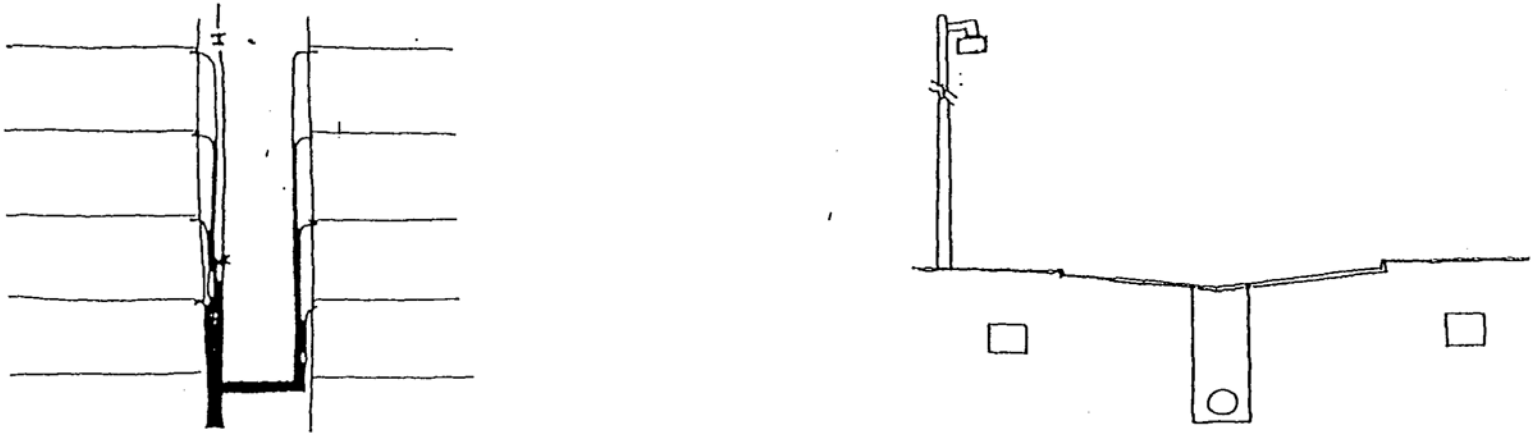
Another function that lanes can perform is as a location for cabled utilities. The aesthetic and urban design merits of locating hydro cables in the lane and hydro transformers in widenings or easements adjacent to the lane were mentioned in Chapter 3. If hydro is located in the lane, then it also makes sense to locate the telephone and cable television lines there. In that instance, a wider right-of-way will be needed.

There are two options for locating utility services in the lane. One is to place them on both sides of the lane, as is done with local streets. The other is to locate them on one side only and run con-

Figure 4.10 Utilities in Lanes



Utilities on One Side (Less Length, More Crossings)



Utilities on Both Sides (Greater Length, Fewer Crossings)

nections across the lane. Local right-of-way widenings will be required for transformers and utility pedestals. Lot widths and local requirements and preferences will dictate the approach selected.

Additional factors to consider when locating services in lanes include:

- Where will utility meters be installed? Since the rear walls of houses will typically be unaccessible for meter reading because of fencing, garage walls (preferred) or poles at the rear of the lot are recommended for meters and utility connection points.
- What happens if garages cover the full width of the lots? In this instance, the service connections must be constructed in a concrete-encased duct under garage slabs.
- The CSA requires significant separations between underground hydro and swimming pools.

Where utilities are installed in the lanes, it will likely be necessary to maintain a location for primary lines on the street right-of-way to allow for continuity of service because the lane network may not be continuous. The desire of the local gas company to be able to locate its services in the lane, where necessary, should also be considered in developing a design that includes lanes. If gas is to be in the lane, a location (likely under the pavement) must be selected. A suitable meter location should be determined early in the design process. The timing of the construction of the lane vis-a-vis the gas connections must also be considered.

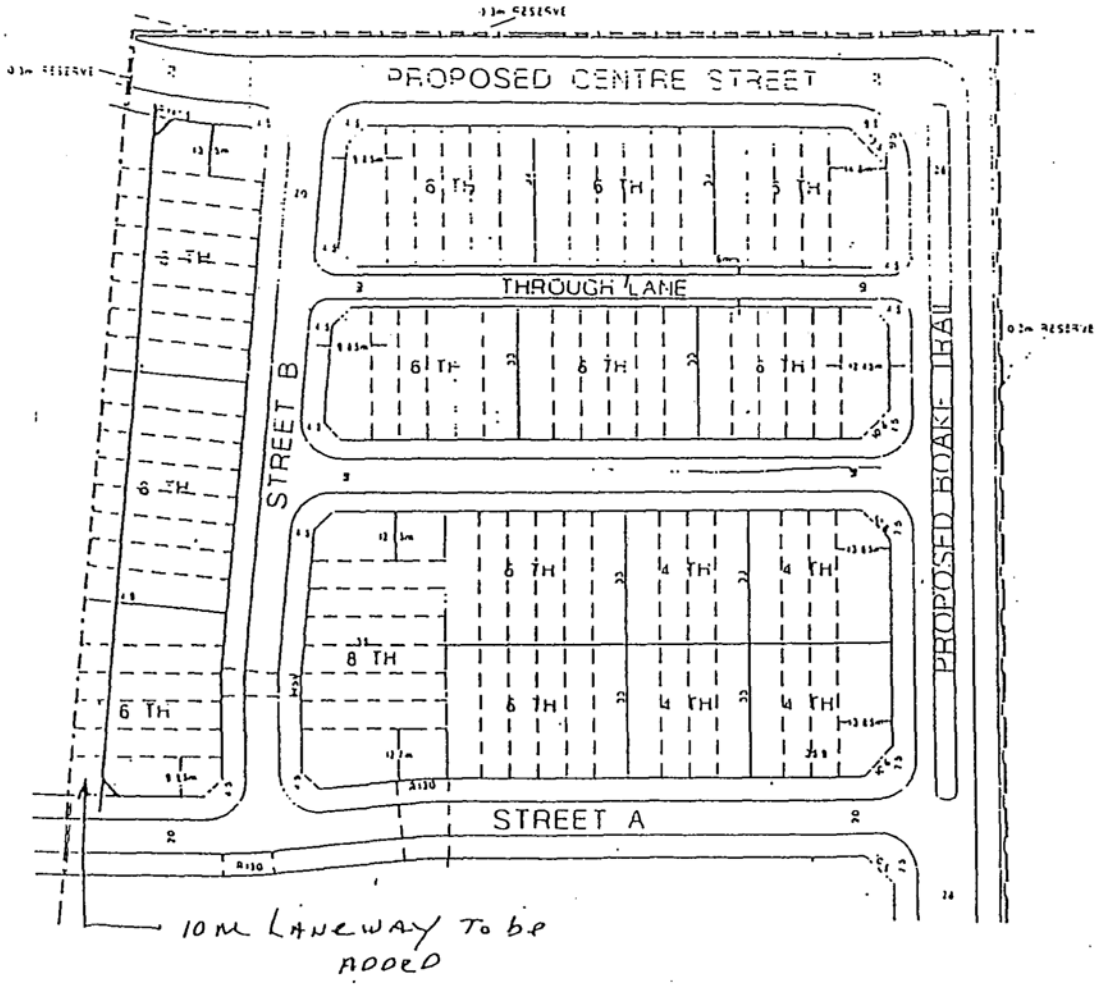
One further option for installing cabled utilities in lanes that should be mentioned is placing them above ground on poles. The Advisory Committee discussed the old standard of putting wires on poles on the street. This was ultimately rejected, chiefly for aesthetic reasons. There was, however, some support for above-ground utilities in lanes as they would be less intrusive than on the street. Above-ground utilities offer advantages over underground utilities in terms of saving both costs and space. Utility authorities are divided over whether or not aboveground utilities are preferable from a maintenance standpoint.

4.6 Trees

Trees are an important element in the creation of liveable communities. Trees add colour and contrast to the street. They move, moderate the micro climate of the street, filter pollution and can act as a separator between uses.

Many consider the right-of-way the most appropriate location for trees since this gives the municipality clear control over their care, protection and, when necessary, replacement. Some parks departments suggest that the tree be given the status of a utility and that a location within the right-of-way be reserved for it. Formal and organized tree planting programs on private lots are, however, an alternative to locating trees within the right-of-way. When the latter approach is utilized, selected tree species are typically planted in set locations by the developer or house builder. The advantage of this approach is that trees can often be located farther from underground and surface elements of the right-of-way and thus are less likely to be disturbed. The disadvantage is that the care and maintenance of trees are not guaranteed since they become a home owner rather than a municipal responsibility.

Selection of tree species is important to the success of the streetscape particularly in compact communities. There is a trend towards native trees being used in all designs to ensure that inva-



Lotting Concept

BLOCKS 1&2
REVISED 19T-93026

73 UNITS @6.35m Frontage

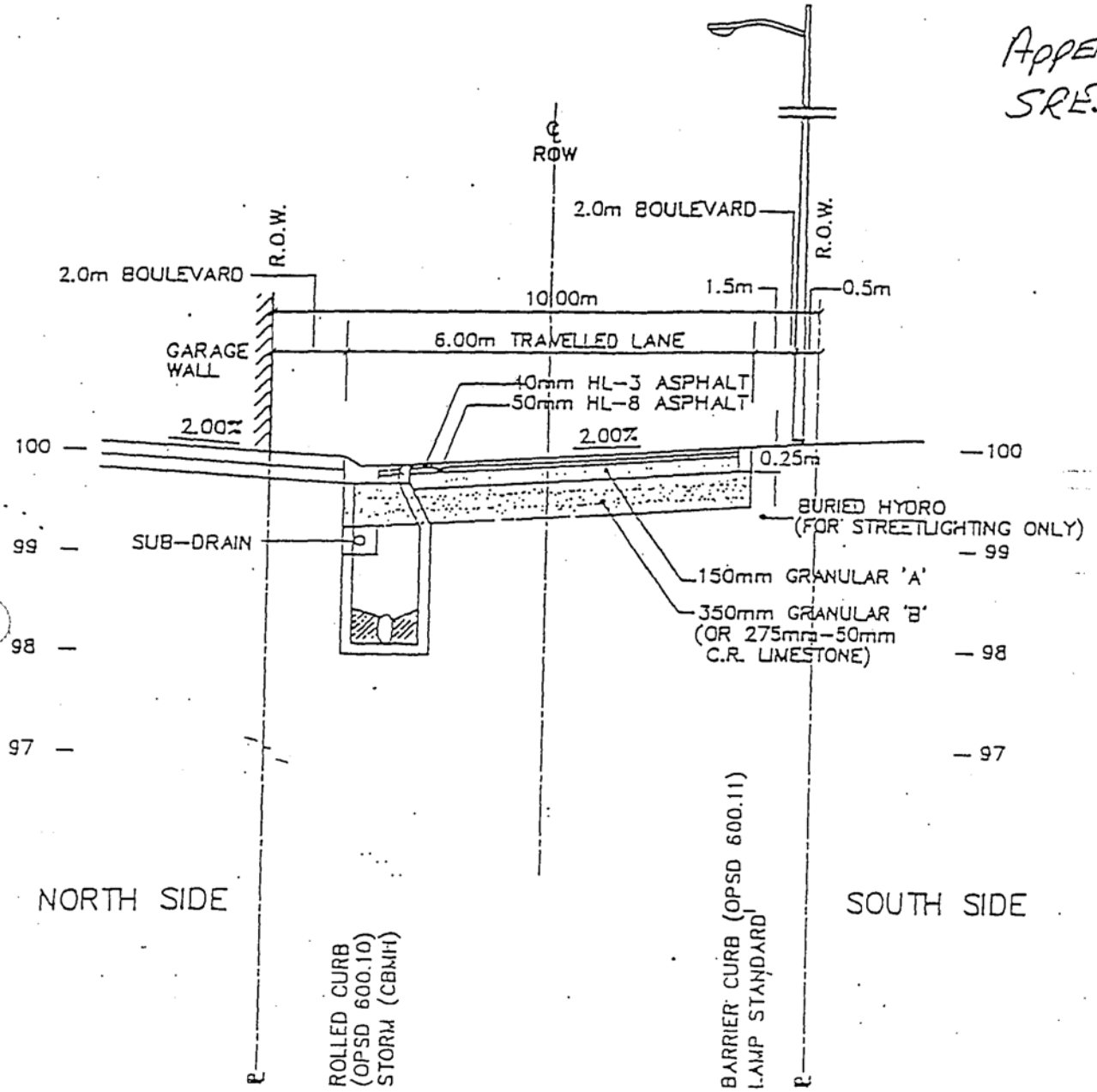
MACAULAY SHIOMI HOWSON LTD.

NOT TO SCALE

APPENDIX 3
SRE. 95.152

IVANHOE RESIDENTIAL SUBDIVISION
LANE CROSS SECTION

Appendix 4
SRE.95.152



REAR LANE SECTION

NOTE : SANITARY SEWERS, WATERMAIN, AND UTILITIES TO BE LOCATED ON FRONTING STREETS. (CENTRE ST. AND STREET C)

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COSBURN PATTERSON WARDMAN LIMITED
CONSULTING ENGINEERS

FIG. 2

t Bridlepath on
windows — won't

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omes

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other two, the garden
room can be convert-
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great room has a 12-
ceiling in all designs.
allest unit has three
including two identi-
r suites on the top
with walk-in closets,
kylights and one has
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ridlepath sales office
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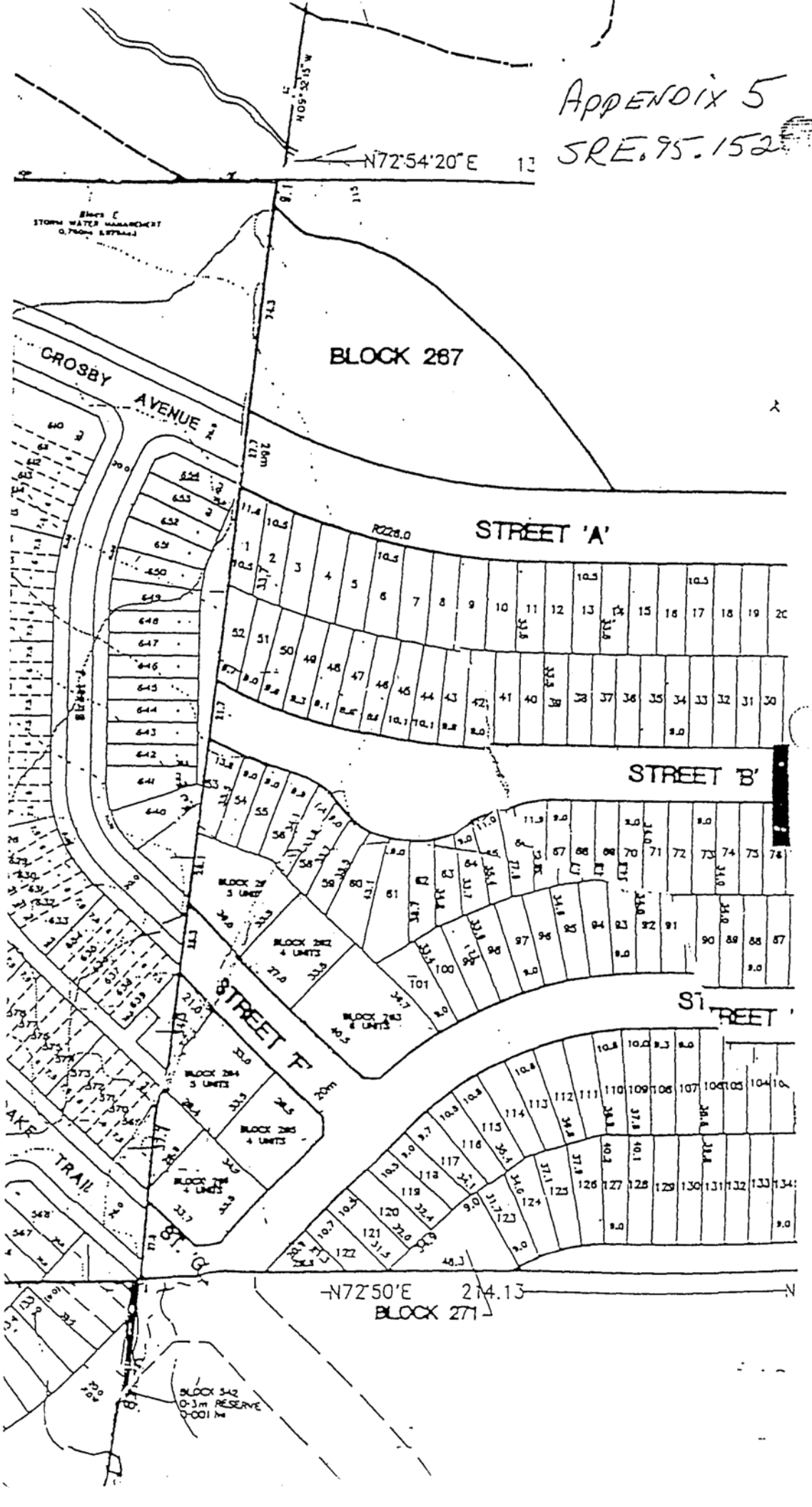
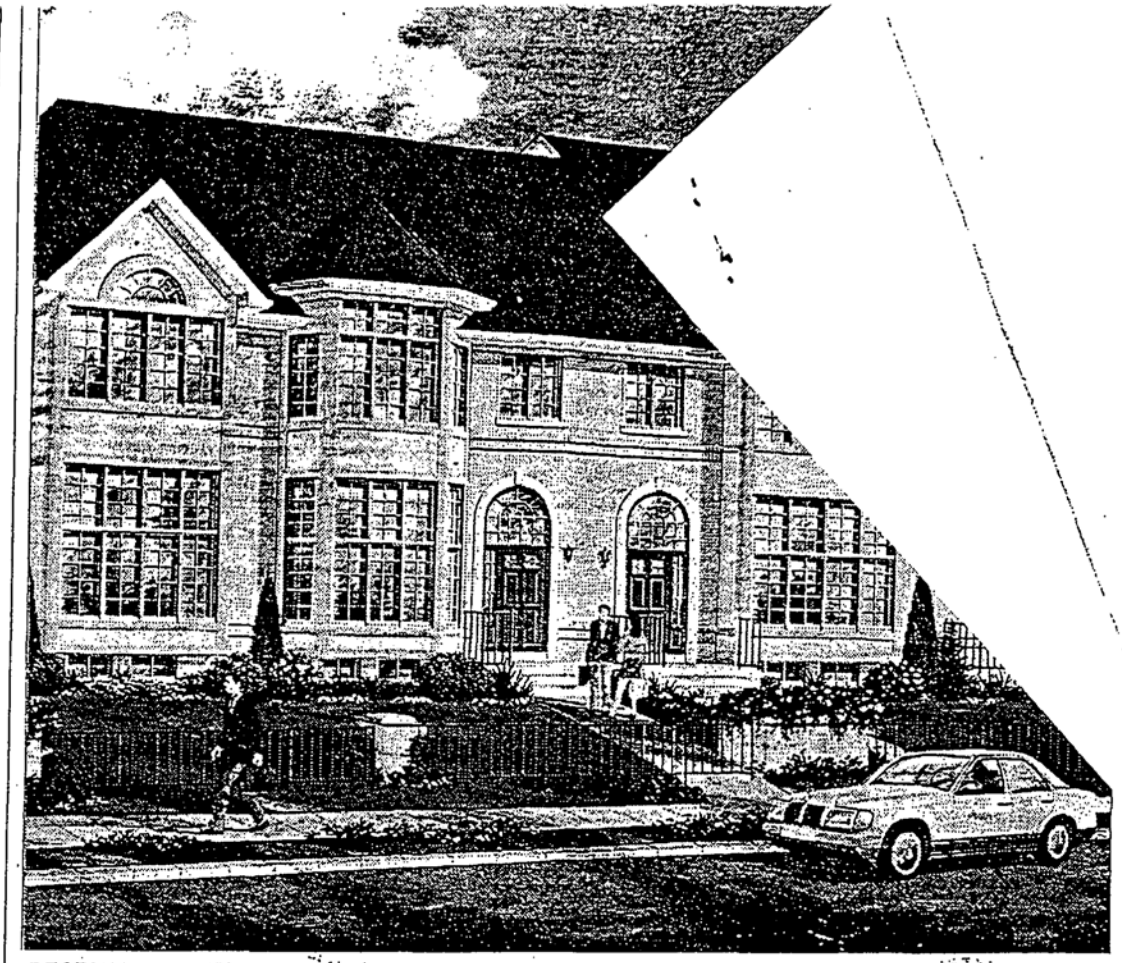
Appendix 5
SRE.95.152





PEOPLE FRIENDLY: The front face of new townhomes to be built at Bridlepath on Bayview in Richmond Hill — with their double-decker front windows — won't have their curb appeal tarnished with a garage and driveway.

Garages hidden in rear at upscale Bayview homes

Continued from F1

rather than automobiles encourages people to walk their neighborhood streets and that's one of the best ways to create a community atmosphere in a new housing area," said Law.

His four styles of Bridlepath townhomes are priced from $229,980 for 2,000 sq. ft. of living area to $269,980 for 2,771 sq. ft.

Avril Lister, marketing director at Law, said their new townhomes have also been designed in keeping with the new reality in family make-ups.

"With adult children taking a lot longer to move out of the family home and the increasing trend for elderly parents to be moving in with their married children, we've been trying to create designs that can better accommodate the extended family," said Lister.

"For instance, each of our four styles has a separate bedroom and washroom on the lowest level of the home, which can give a teenager or a grandparent some privacy from the rest of the house."

The entrance to these townhomes from the detached garage is via a walkout from the lower level.

This lower level, called a garden room, is finished with a two-sided fireplace, a full bathroom, an optional wet bar and in two of the four designs there is a room designed as a home office.

In the other two, the garden room bedroom can be converted to a home office.

On the main floor, the living room or great room has a 12-foot-high ceiling in all designs.

The smallest unit has three bedrooms, including two identical master suites on the top floor, both with walk-in closets, optional skylights and one has an optional fireplace while the other gets an oval bathtub.

Law is selling this final phase from its Bridlepath sales office on Bayview Ave. just north of Major Mackenzie Dr. in Richmond Hill.

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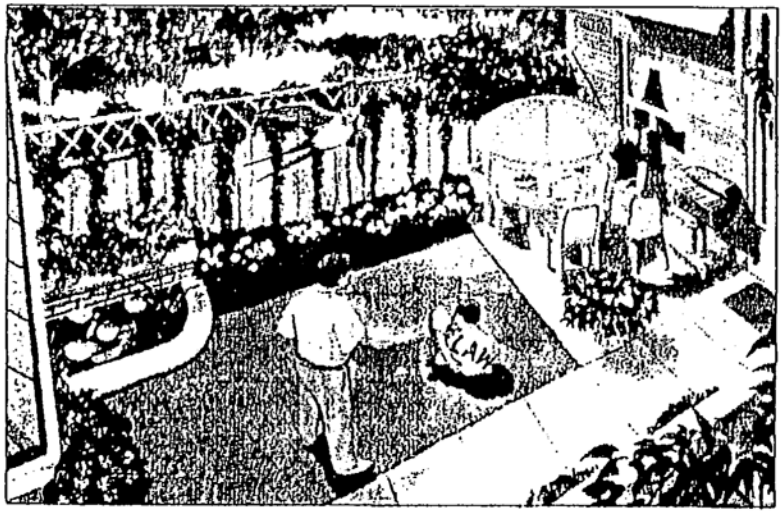
WHAT'S RIGHT

THE TORONTO STAR

NEW IN HOMES

Saturday, February 24, 1996 Section F

Garages hidden in upscale Bayview townhomes



PRIVACY COURT: Detached garages on rear lanes will get the cars off streets and create privacy courts for Law's townhomes in Bayview and Major Mackenzie area.

BY PAT BRENNAN
NEW IN HOMES EDITOR

It was the most successful new home site in the province last year.

The police were often called in to bring order to the weekend traffic on Bayview Ave. at Major Mackenzie Dr. in Richmond Hill and two of the five builders there — Law Development Group and Mattamy Homes — sold more than 500 houses between them since June.

Now Law, the developer of the large housing project it calls Bridlepath on Bayview (Mattamy call the same site Bayview Hills), is introducing its final housing phase with a streetscape of upscale townhomes.

They're so upscale, some homes have two master bedrooms.

And each townhome has a two-car garage, but you won't see it.

You will if you go around to the laneway at the back of these homes because these are some of the first new homes Richmond Hill has approved with rear-lane detached garages.

That means the front face of these townhomes, with their double-decker front windows, won't have their curb appeal tarnished with a garage and driveway creating a first impression.

Larry Law, a principal of Law Development Group, said the private courtyard created between the home and the detached garage adds to the home security which is high on the must-list for most new home shoppers.

"And getting the garages, driveways and cars away from the front of the home and off the street is one of the main principles of the new urbanism movement to make new neighborhoods a more people-friendly place," said Law who has worked in California and Hong Kong as an architect.

"Giving a higher priority to people

☛ Please see Garages, F4

Housing

PAT BR

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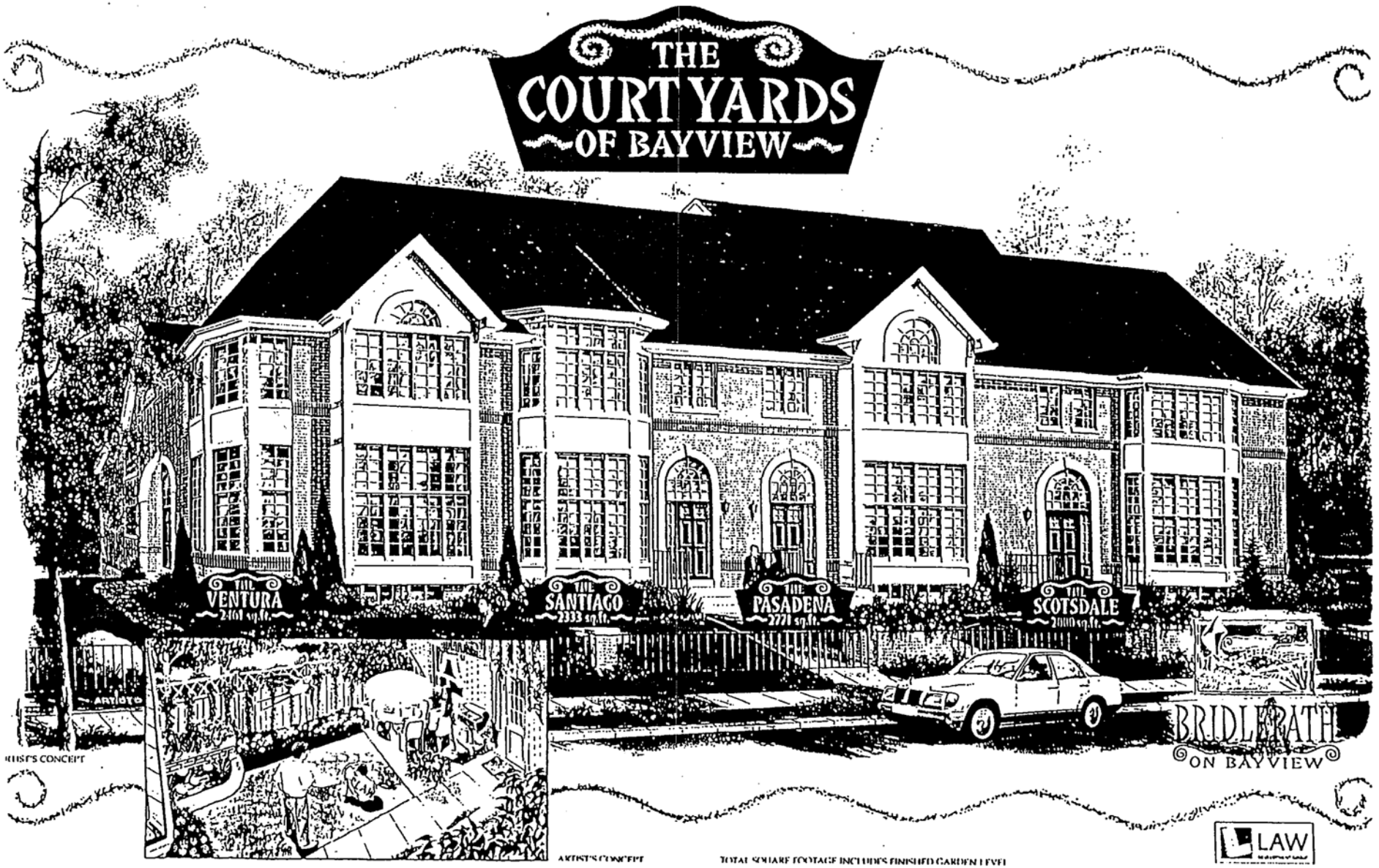

ARTIST'S CONCEPT

ARTIST'S CONCEPT

TOTAL SQUARE FOOTAGE INCLUDES FINISHED GARDEN LEVEL

ARCHITECTURAL PERSPECTIVE

APPENDIX "C"

JB / MM / SS SRP. 96.054 MAP.

TOWN OF RICHMOND HILL
PLANNING DEPARTMENT

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LOCATION MAP

: SUBJECT LANDS

JB / MM / SS SRP. 96.054 MAP. I

TOWN OF RICHMOND HILL
PLANNING DEPARTMENT