Avenues & Mid-Rise Buildings Study

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Executive Summary

The objective of the Avenues and Mid-Rise Buildings Study is to recommend policies and processes that can be adopted by the City to catalyze the reurbanization of the Avenues through the development of well-designed mid-rise buildings.

Catalyzing the City's Avenues Initiative

As the population of Toronto grows, the City anticipates more than half a million new residents by 2031; strategies for how and where to accommodate this growth are of increasing importance.

Toronto's Official Plan encourages intensification in identified "growth areas" which comprise approximately 25% of the City's land area. The Official Plan directs that most future growth in the City will occur in designated growth areas identified in Official Plan Map 2 as the Downtown, Centres, Employment Districts and Avenues.

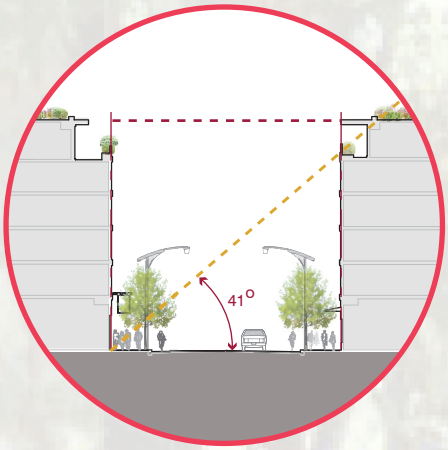
The Avenues policies in the Official Plan are intended to help the City direct growth to the City's key main streets, areas with existing infrastructure, including transit, retail, and community services, while protecting the character and stability of existing adjacent neighbourhoods.

Study Methodology & Objectives

To objective of this study is to encourage the development of mid-rise buildings on the Avenues through an updated zoning regime and other regulatory measures.

A limited consultation process has been undertaken to-date as part of this study with a variety of stakeholders representing the City, community and development industry to understand the opportunities and constraints associated with the development of mid-rise buildings on Toronto's Avenues. A community wide consultation process will be undertaken as part of later stages of this study to gather input and preliminary feedback on the interim recommendations contained in this report.

Brook McIlroy Planning + Urban Design/ Pace Architects (BMI/Pace) were commissioned in the fall of 2008 to prepare the Avenues and Mid-Rise Buildings Study in association with Quadrangle Architects Limited. BMI/Pace has extensive knowledge of the Avenue Study process, having prepared five out of seventeen Avenue Studies and Quadrangle Architects have designed a significant number of mid-rise buildings on the Avenues.



This Study builds on the directions of the City's Official Plan policies by:

a) identifying the characteristics of appropriate growth, referred to here as 'mid-rise urbanism', that will both revitalize the Avenues while protecting adjacent neighbourhoods;

b) reviewing previous City initiatives that will influence the mid-rise study, including: Main Streets Initiative, Mid-Rise Symposium, completed Avenue Studies, Heritage Conservation Districts, Transit City, Living Downtown - Tall Buildings Study, Toronto Green Standards, Green Roof By-law, and Vibrant Street Manual;

c) conducting consultation with development industry representatives, community stakeholders, and City staff including the Mid-Rise Interdivisional Team, Planning Reference Group and Mid-Rise Core Team;

d) recommending a series of mid-rise building Performance Standards and implementation methods (i.e. Zoning by-law, Urban Design Guidelines);

e) examining a series of mid-rise building precedents that have been realized on Toronto's Avenues;

f) identifying the optimal site and dimensional characteristics for efficient mid-rise development that informs a series of prototypes that are appropriate models for development, tailored to each of the prevailing right-of-way widths;

g) assessing the development potential of sites with site specific constraints in a variety of contexts.

h) recommending amendments to the regulatory framework (i.e. Official Plan, Zoning By-laws, and Design Guidelines) to create a better climate for development of mid-rise buildings on the Avenues while providing the broader community with a level of comfort about the character of development;

i) recommending modifications to City processes and procedures related to development application review, agreements and approvals processes;

j) categorizing those segments of the Avenues where the City encourages growth and identifying special circumstances that will inform how the Avenues are reurbanized, including Heritage Conservation Districts;

k) identifying opportunities for coordinated civic investments in transit, streetscaping, community facilities and public realm improvements to assist in igniting this change; and

l) identifying potential compliance alternatives related to technical requirements.

Some of the tasks listed above have been addressed in a preliminary manner in this document while others will be the subject in-depth review as the study progresses.

Section 1: Introduction

1.1

The Avenues Vision

Toronto's neighbourhoods are one of its greatest assets. They provide a setting that has supported a high quality of life for the City's residents for centuries. The protection of these neighbourhoods is a priority embedded in the policies that control the City's growth. This growth will be directed to areas of the City that can accommodate and support new development without disrupting the integrity of the neighbourhoods – areas that enjoy a high level of transit and transportation service such as the Downtown, Centres and the Avenues, as identified in the Official Plan.

The Avenues are intimately linked to the identity and vitality of the neighbourhoods that surround them. As "main streets" they have both a functional relationship, providing a range of services that are used by area residents on a daily basis, as well as a symbolic role – as the social nerve centre of communities. The character of growth that will occur on the Avenues must recognize the unique connection to these neighbourhoods through a development form that is moderate in scale and reflects high quality design and materials.

The Avenues vision calls for beautiful tree-lined streets and sun-lit sidewalks, framed by carefully articulated mid-rise buildings providing a multiplicity of retail and community uses at the sidewalk level, with residential and commercial units above. As better transit service and residents are incrementally introduced, the Avenues will be re-energized, supporting improved levels of commercial, retail and community services. Combined with investments in the streetscape and public realm, the setting for a vibrant community life will emerge.


College Street


College Street


King Street West

King Street West


Queen Street West


Queen Street West

1.2

Mid-Rise Urbanism

Mid-rise urbanism is a city form embraced by popular culture. Iconic cities internationally recognized for their beauty, vibrant public realm and quality of life are typically associated with an urban form comprised of mid-rise buildings framing beautiful streets and avenues. These iconic city spaces include the avenues of London, Paris, Amsterdam, Copenhagen, Barcelona, and Milan to name a few.

Although many of these examples emanate from an historic building fabric, the preference for mid-rise urbanism continues to be applied to new city districts. New sustainable, transit-supportive urban districts are being developed in the inner cities of Sweden, Germany, England, Canada and the U.S. utilizing the mid-rise building typology as a preferred format.


Copenhagen


London Old


020
Amsterdam

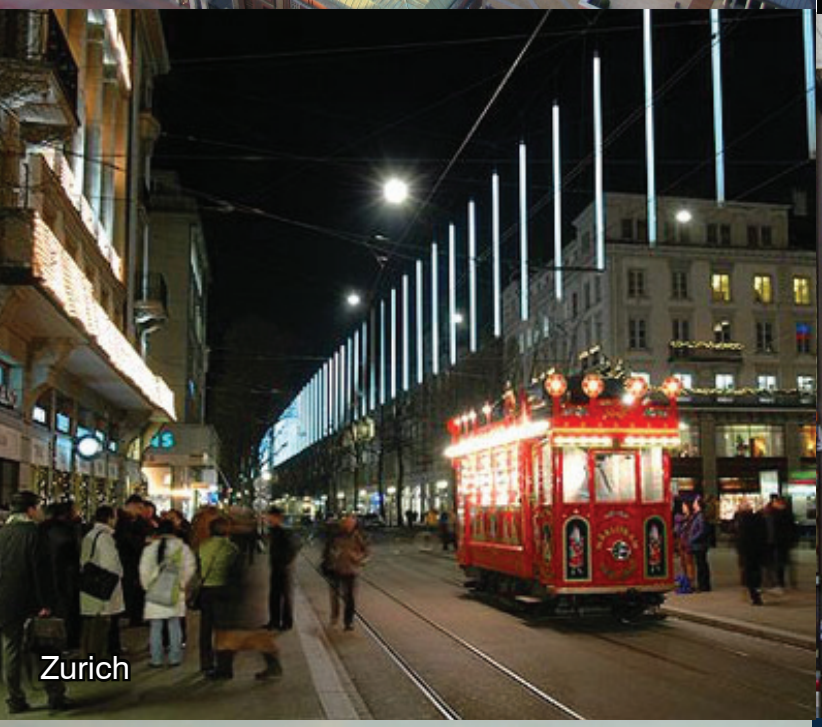

Barcelona


Hamburg


Paris


London New


New York City


Zurich


Milan


Buenos Aires


San Francisco


San Francisco

Stockholm


Charlotte


Washington


Vancouver


Atlanta

Mid-rise buildings achieve a

Mid-rise buildings are the most appropriate development form for growth on Toronto's Avenues. Although there is little empirical research to support the claim that mid-rise buildings are 'better neighbours', there is clearly a popular preference for buildings that are moderately-scaled. The extensive public consultation processes that have accompanied the seventeen Avenue studies undertaken to-date bears this out. The overwhelming response from local residents is that they don't want "high-rises" in their neighbourhood.

Where Avenues are well-used by local residents, where they have a strong link to local neighbourhoods, where the Avenue plays a significant role in defining the quality and identity of a community – mid-rise buildings are preferred.

balance that seems to work.

Why are these mid-rise districts publicly embraced not only as great places to live and work but destinations in their own right? What are the characteristics of this mid-rise urbanism that are so successful?

- The height and massing of mid-rise buildings does not overwhelm the adjacent neighbourhoods. Shadow impacts and overlook issues are minimal and can be mitigated through transitional massing.
- Anecdotal evidence suggests that occupants of mid-rise buildings feel more 'connected' both physically and socially to their urban surroundings (relative to occupants of high-rise buildings) and are therefore more likely to participate in the stewardship of their neighbourhoods.
- Building heights that are no taller than the width of the street creates a balance – there is enough enclosure of the street to create a comfortable pedestrian environment while still allowing adequate sky-views and sunlight to permeate to the sidewalk.
- Views to the sky on the Avenues are generally within one's field of perception and this seems to be an important characteristic in pedestrian comfort.
- Mid-rise buildings provide a significant amount of space for shops, businesses and residential units in a compact form without overwhelming their surroundings.
- The density of uses they contain means sufficient activity to make the Avenue lively and safe.
- People living and working in mid-rise buildings on the Avenues are more likely to use public transit as their primary mode of transportation.
- Local shops, cafes, restaurants and neighbourhood services thrive at the sidewalk and lower levels of mid-rise buildings because there are enough people living both on the Avenue and the surrounding local neighbourhoods to support them.
- The Avenue residents and workers will walk to local stores and restaurants – businesses enjoy high patronage levels that are less 'parking-dependent'.
- Conversely low-rise buildings, the one and two-storey buildings on many of Toronto's Avenues often remain marginal as retail environments, without a significant amount of people living and working on the Avenue, their patrons are limited to the surrounding low-density neighbourhoods or those who want to drive and park nearby.
- Mid-rise buildings also tend to support smaller retail spaces that make them more likely to be affordable for small independent businesses. The multiplicity of offerings gives an eclectic variety to the street which is key to the success of main street retail.
- At the same time, national chains are attracted to the retail vibrancy of these Avenues but will be somewhat limited in their size. This reduces their tendency to sterilize or overwhelm the street.

Section 2: Performance Standards for Mid-Rise Buildings

2.1

Introduction

From a review of the eleven completed Avenues Studies and from a visual survey of the Avenues throughout the City, it is clear that there is no “one size fits all” approach to the Avenues. The Avenues differ in many respects, including right-of-way widths, lot dimensions, urban context, historical evolution, prevailing land-uses, traffic volumes, transit service and retail environment. The Avenues and Mid-Rise Buildings Study recognizes that not all Avenues or segments of Avenues have or should be planned to have the same character. The categorization of the Avenues and Avenue segments is an important component of this Study and is on-going.

The Performance Standards proposed in Section 2.2 have been formulated to allow flexibility in interpretation so that the specific configuration of a development will reflect a variety of opportunities. The Avenues categorization will identify a series categories that will be used to distinguish the applicability of certain Performance Standards to certain Avenue segments.

The Performance Standards are guided by the objective to create healthy, livable and vibrant main streets while protecting the integrity of adjacent neighbourhoods. To this end, built form controls embedded in these standards will ensure that the Avenues develop in an appropriate and context-sensitive manner. The Performance Standards are intended to provide simple, straight-forward guidance for those seeking to develop mid-rise projects on the Avenues. Key provisions are as follows:

- Buildings are moderate in height - no teller than the street is wide;
- Buildings provide an adequate transition in scale to adjacent neighbourhoods;
- Sidewalks are wide enough to support tree-lined streets, a lively pedestrian culture and accessibility for all;
- Sidewalks on the north, east and west sides of the Avenues enjoy at least five hours of sunlight midday from the spring through to the fall;
- The ground floor of buildings provide uses such as retail that enliven sidewalks and create safe pedestrian conditions; and
- Streetscape and building design reflect excellence in sustainability, urban design and architecture recognizing the important public role of the Avenues in defining the quality of life for the city and its neighbourhoods.

Key recommendations contained in the Performance Standards are intended to form the basis for a new as-of-right zoning for mid-rise buildings on the Avenues. This new zoning will apply mainly to those Avenue segments designated as Mixed-Use Areas and Employment Areas. It is anticipated that this new zoning framework may alleviate the need to prepare area specific studies for all segments. However, certain areas of the Avenues with unique characteristics such as heritage districts will continue to require area specific study.

Through an as-of-right zoning strategy, the City will provide a level of certainty to the development process that is absent today. Certainty will benefit both the neighbourhoods and development community. Land owners and developers will be able to develop projects of a size and density that, while moderate compared to high-rise/high density projects, can be designed, approved, built and marketed in a straightforward and profitable manner. At the same time, the community will be offered a greater degree of assurance that the standards controlling building heights and massing will be adhered to.

Land oweners and developers working within this new regulatory framework will know how much they can build and how quickly they can build it. In return, they will be expected to build to a suitably high standard of design excellence.

The Performance Standards outlined in this document are still in draft form and some details of the Performance Standards are still under consideration. Additional Performance Standards may be added to reflect area specific characteristics.

How can Performance Standards help create great Mid-Rise buildings on the Avenues?

Performance Standards will help the City to shape mid-rise buildings and ensure that buildings are responsive to both their existing and planned context. “Performance Standards” refer to an integrated set of measurable criteria that are used to establish how existing and planned buildings behave towards each other or “perform” in relation to a set of criteria or principles, within an area specific setting or context. Performance Standards are based on best principles (Official Plan policies) and best practices (urban design criteria and guidelines).

The creation and implementation of Performance Standards for mid-rise buildings will help to ensure that a cumulative experience of a high quality, appropriately-scaled mid-rise urban form along the Avenues is attained. The creation of well-designed, pedestrian-scaled streets will result from mid-rise buildings that are of the highest design character and respond to their distinct and city-wide context.

Successful mid-rise buildings include such design strategies as street-oriented character, massing that responds to all frontages, variety of architectural detail and complementary massing. The design of Avenues-oriented buildings must be mindful of limiting shadows on sidewalks and stimulate pedestrian environments through the careful use of scale, setbacks and step-backs.

This section proposes a series of Performance Standards that will guide the design of mid-rise buildings in a manner that enhances the design of individual buildings as well as the overall effect of a mid-rise streetscape. The best way to achieve this is to ensure that individual mid-rise buildings are designed to respond to their site specific context and recognize the desire for a streetscape that addresses the existing and future context of the Avenues.

List of Performance Standards

1. Maximum Allowable Heights

The maximum allowable height of buildings on the Avenues will be no taller than the width of the Avenue right-of-way, up to a maximum mid-rise height of 12 storeys (36 metres).

2. Minimum Building Height & Street Wall

All new buildings on the Avenues must achieve a minimum height of 10.5 metres (up to 3 storeys) at the street frontage.

3. Minimum Ground Floor Height

The minimum floor to floor height of the ground floor is 4.5 metres.

4. Sunlight on Sidewalks & Front Angular Plane

Building massing will allow sunlight for a minimum of 5 hours on Avenue sidewalks (north, east and west) between March 21st and September 21st.

5A. Rear Transition to Neighbourhoods - Deep Properties

The transition between a deep Avenue property and abutting Neighbourhoods & Open Spaces to the rear should be created through setback & angular plane provisions.

5B. Rear Transition to Neighbourhoods - Shallow Properties

The transition between a shallow Avenue property and abutting Neighbourhoods to the rear should be created through alternative setback & angular plane provisions.

5C. Rear Transition to Employment

The transition between an Avenue property and abutting Employment uses to the rear should be created through setback & step-back provisions.

6. Corner Sites - Height & Angular Plane

On corner sites, the front angular plane and heights that apply to the Avenue frontage will also apply to the secondary street frontage.

7. Front Façade Alignment

The front street faces of mid-rise buildings should be built to the front property lines or applicable setback lines.

8. Pedestrian Perception Zones

“Pedestrian Perception” step-backs are required to mitigate the impact of height to create comfortable pedestrian conditions.

9. Side Yard Property Setbacks

The base of mid-rise buildings should be built to the side property lines.

10. Side Property Step-backs

Blank sidewalls should be designed as an architecturally finished surface and large expanses of blank sidewalls should be avoided.

11. Minimum Sidewalk Zones
Mid-rise buildings may be required to be setback at-grade to provide a minimum sidewalk zone.

12. Residential Uses At-Grade
Where ground floor residential uses are permitted fronting onto the Avenue, design standards are required including setbacks, raised ground floors and landscape buffers.

13. Façade Design & Articulation
Mid-rise buildings will be designed to support the public and commercial function of the Avenue through well articulated and appropriately scaled façades.

14. Streetscapes
Avenue streetscapes should provide the highest level of urban design treatment to create beautiful pedestrian environments and great places to shop, work and live.

15. Vehicular Access
Whenever possible, vehicular access should be provided via local streets and rear lanes, not the Avenue.

16. Mid-block Vehicular Access
For mid-block sites without rear lane access, a front driveway may be permitted, provided established criteria are met.

17. Loading & Servicing
Loading, servicing and other vehicular related functions should not detract from the use or attractiveness of the pedestrian realm.

18. Roofs & Roofscapes
Mechanical penthouses may exceed the maximum height limit by up to 5 metres but may not penetrate any angular planes.

19. Design Quality
Mid-rise buildings will reflect design excellence and green building innovation utilizing high-quality materials that acknowledge the public role of the Avenues.

20. Toronto Green Standards
Mid-rise buildings on the Avenues should achieve both Tier 1 and 2 of the Toronto Green Standards.

21. Heritage Buildings & Districts
All mid-rise buildings on the Avenues should respect and be sensitively integrated with heritage buildings and in the context of Heritage Conservation Districts.

Performance Standard #1:
Maximum Allowable Height

Potential Implementation Tool: Zoning By-law (applicable City-wide)

The maximum allowable height of buildings on the Avenues will be no taller than the width of the Avenue right-of-way, up to a maximum mid-rise height of 12 storeys (36 metres).

- Using the four prevailing right-of-way widths: 20, 27, 30, & 36 metres.
- The maximum height may only be achieved if the built form demonstrates compliance with all applicable Performance Standards.
- Not all sites on the Avenues will be able to achieve the maximum height. The dimensions of the development lot – particularly lot depth – impact the ability of a given site to be built to its maximum height.

R.O.W. Width	Mixed-Use		Commercial	
	storeys	height (m)	storeys	height (m)
20m	6	19.5	5	18.9
27m	8	25.5	7	26.1
30m	9	28.5	8	29.7
36m	11	34.5	9	33.3

Assumptions

1 - Mixed Use heights assume 4.5m for ground floor and 3.0m for all floors above

2 - Commercial heights assume 4.5m for ground floor and 3.6m for all floors above

Rationale

The City has generally defined mid-rise buildings within a "range in height from 4 to 12 storeys", or as being "taller than a typical house or townhouse but no taller than the width of the street's public right-of-way". For example, on a street with a 20 metre right-of-way, a mid-rise building consisting of commercial uses at-grade and residential uses above, can be up to 20 metres in height, or approximately 6 storeys.

The Avenue right-of-ways fall into one of seven widths: 20, 23, 27, 30, 33, 36, and 45 metres. There are four widths - 20, 27, 30 and 36 metres that prevail, while the others - 23, 33 and 45, are an anomaly. In instances where the right-of-way width is 23 metres, Performance Standards for a 20 metre will apply; for a 33 metre right-of-way, the 30 metre right-of-way will apply, and for 45 metres, a 36 metre right-of-way will apply.

The Living Downtown - Tall Buildings Study defines tall buildings as those which are taller than the right-of-way they are located on. For the purposes of this study, it is assumed a mid-rise building is never taller than 12 storeys or 36 metres high (equal to the width of the widest right-of-way found on the Avenues).

The former City of Toronto's Main Streets By-law (By-law 1994-0178) regime was created after a thorough study of existing context along Toronto's main streets as well as extensive public consultation. The resulting By-law created a building envelope within the 4 to 6 storey range, which is appropriate for Toronto's main streets or Avenues. However, the City has seen very little "uptake" based on this zoning regime and today there are still very few buildings in this height range along the Avenues.

The creation of a context-appropriate height regime might encourage land owners to consider the mid-rise building as a feasible typology for development.

Sites that are constrained by size or context and

cannot meet the Performance Standards for front, side and rear transitions (Performance Standards 4,5,8,9, and 10) will generally not be permitted to develop at the maximum height. The maximum allowable height defined in this Performance Standard is the determining factor for height maximums and supersedes other angular plane restrictions which could potentially be more permissive.

This study recognizes that building height is only one aspect of regulating building design. Imperative to the success of the Avenues is the ability of mid-rise buildings to fit into a variety of existing contexts and contribute positively to the overall character of the Avenues. Subsequent Performance Standards outline additional methods to shape and design mid-rise buildings.

Official Plan Reference

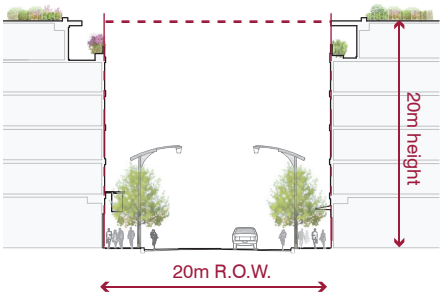
3.1.2. Built Form

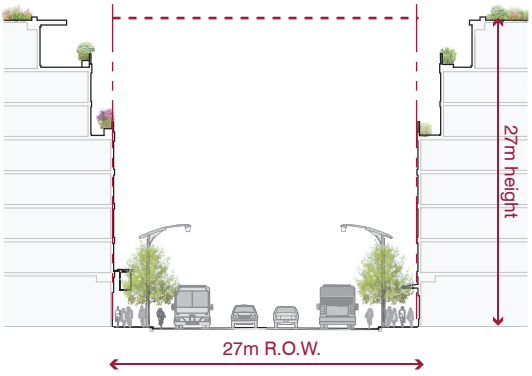
1. New development will be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development.

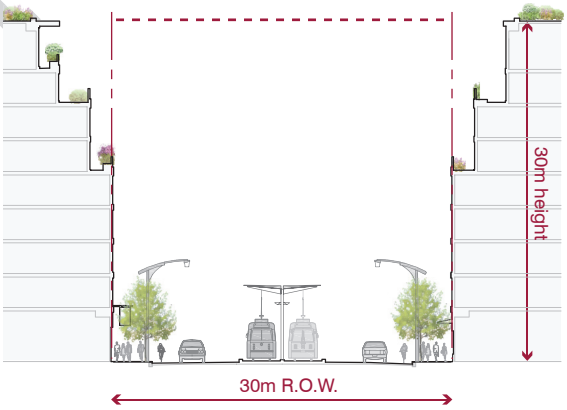
3. New development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impacts on neighbouring streets, parks, open spaces and properties by:

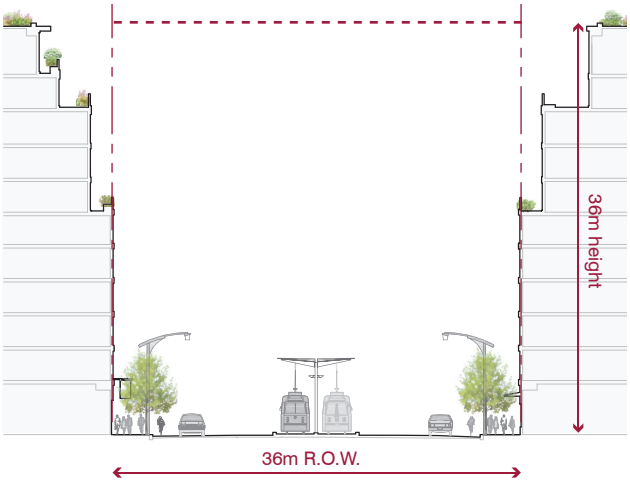
a) massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;

4. New development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas.









Maximum allowable height is determined by width of right-of-way (Note, in some cases, where sidewalk width is not sufficient, front setbacks from the property line will be necessary. This will not affect the overall height)

Performance Standard #2:
Minimum Building Height & Street Wall

Potential Implementation Tool: Zoning By-law (applicable City-wide)

All new buildings on the Avenues must achieve a minimum height of 10.5 metres (up to 3 storeys) at the street frontage.

Rationale

The City's strategy to reurbanize the Avenues will strengthen community focal points as well as intensify mixed-uses in appropriate locations. By identifying the Avenues as locations for new residents and jobs, the City can make better use of existing infrastructure and create a more vibrant street life on the Avenues. In order to do this, the City needs to prevent the inefficient development of sites on the Avenues. To achieve this, the City should require buildings of a minimum height on the Avenues. One-storey retail buildings and town-homes are examples of inefficient building typologies for the Avenues.

A minimum height of 10.5 metres will allow for up to three storeys, but different uses may result in one or two storey buildings.

The minimum building height also supports the objective to create a pedestrian environment through street walls that are generally consistent along the Avenues.

Official Plan Reference

2.2 Structuring Growth in the City: Integrating Land Use and Transportation

2. Growth will be directed to the *Centres*, Avenues, *Employment Districts* and the Downtown as shown on Map 2 in order to:

a) use municipal land, infrastructure and services efficiently;

b) concentrate jobs and people in areas well served by surface transit and rapid transit stations;

d) promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;

2.2.3 Avenues: Reurbanizing Arterial Corridors

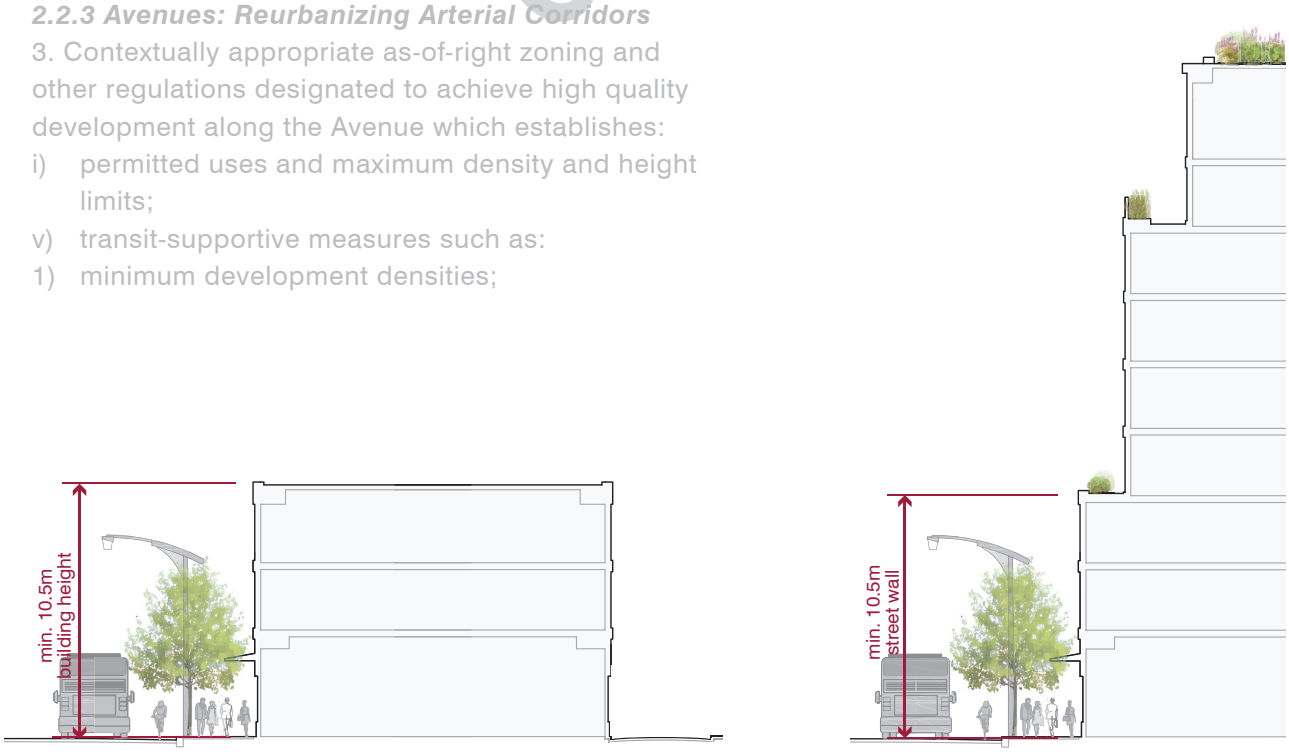
3. Contextually appropriate as-of-right zoning and other regulations designated to achieve high quality development along the Avenue which establishes:

i) permitted uses and maximum density and height limits;

v) transit-supportive measures such as:

1) minimum development densities;

Example of a 3-storey street wall.



Examples of minimum total building height and minimum street wall height.

Performance Standard #3:
Minimum Ground Floor Height

Potential Implementation Tool: Zoning By-law (applicable City-wide)

The minimum floor to floor height of the ground floor is 4.5 metres.

- Ground floor heights should be a minimum of 4.5 metres (floor to floor, measured from average grade) to accommodate retail uses and provide sufficient clearance for loading areas. Where residential uses front onto Avenues at-grade level, the vertical distance from grade to the top of the second storey floor level should also measure 4.5 metres.

Rationale

Floor heights for commercial uses are generally higher than a typical residential floor. A taller floor to floor height at-grade will provide a flexibility of grade level uses and increase the marketability of retail spaces. A floor-floor height of 4.5 metres has been cited as the desirable height to achieve this. A taller floor-floor height at the street level also emphasizes this portion of the building and thereby increases visibility of retail.

A floor to floor height of 4.5 metres provides clearance for loading spaces and trucks into internal spaces of a building (i.e. would not require double height garage door openings), which should be met at the rear of the site.

A 4.5 metres floor to floor height is also recommended for residential uses. For residential uses, the 4.5 metres height would be taken from exterior grade to the top of the second storey floor level. See Performance Standard 12 for a description of design measures for residential at-grade.

As the Avenues mature, residential uses at-grade may be converted to retail uses. The 4.5 metre height considered with a horizontal setback required for residential uses (see Performance Standard 12), provides an infill zone that can accommodate this transition.

This recommendation is consistent with recommendations made in the Tall Buildings Study.

Official Plan Reference

2.2 Structuring Growth in the City: Integrating Land Use and Transportation

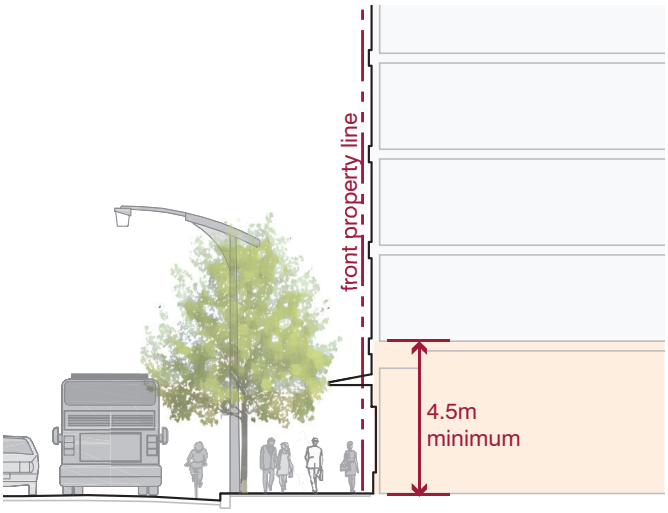
2. Growth will be directed to the Centres, Avenues, Employment Districts and the Downtown as shown on Map 2 in order to:

c) promote mixed use development to increase opportunities for living close to work and encouraging walking and cycling for local trips;

3.5.2. The Future of Retailing

Retail development along the Avenues is encouraged and will suit the local context of built form and support the establishment of a high quality pedestrian environment.

Example of tall ground floors for flexible commercial space.



Example of minimum ground floor height for commercial-retail uses.

Performance Standard #4:
Sunlight on Sidewalks & Front Angular Plane

Potential Implementation Tool: Zoning By-law (applicable City-wide)

Building massing will allow sunlight for a minimum of 5 hours on Avenue sidewalks (north, east and west) between March 21st and September 21st.

- To achieve 5 hours of sunlight on sidewalks, a 41-degree angular plane taken from the opposite street line applies to buildings fronting onto the south, east and west sides of an Avenue. (Applies to all right-of-ways)

Rationale

The success of the Avenues is contingent on the ability to create great main streets with comfortable, attractive public spaces, especially public sidewalks. The Official Plan reiterates this notion, "Great cities are judged by the look and quality of their squares, parks, streets and public spaces and the buildings which frame and define them."

The vision of the Avenues as mixed-use, mid-rise corridors, require the public sidewalks along these Avenues to be comfortable and attractive places. From the "Sun, Wind, and Pedestrian Comfort: A Study of Toronto's Central Area" study by Bosselman et al., streets that serve shoppers, rather than just residents or office workers, should strive to achieve a minimum five-hour time window of sunlight, providing comfortable climatic conditions from mid-morning to mid-afternoon (p. 22).

Given that there may be buildings as high as the right-of-way width, the upper stories of buildings will need to be massed to provide the minimum of five hours of sunlight on the opposite sidewalk. Based on massing studies and shadow testing, it has been determined that a 41-degree angular plane taken from the opposite right-of-way property line (at the same grade level) will allow for all locations (east, west and south sides of streets) to achieve the desired five hour window of sunlight. Buildings built to the front property line and to the maximum allowable height will need to step-back to fit within this angular plane. See Performance Standards 5 and 8 for further guidance on front step-backs.

This angular plane results in a minimum two metre wide zone of sunlight on Avenue sidewalks.

Buildings on the north side of east-west Avenues do not have to employ front step-backs to comply with this Performance Standard, but may require front step-backs based on Pedestrian Perception Performance Standard 8.

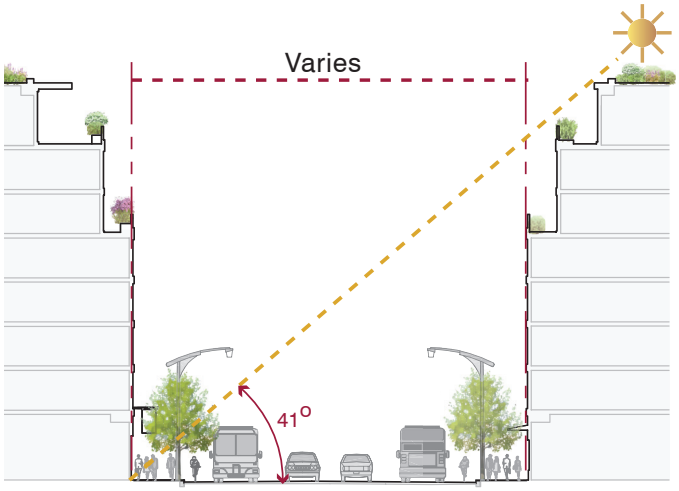
Official Plan Reference

3.1.2. Built Form

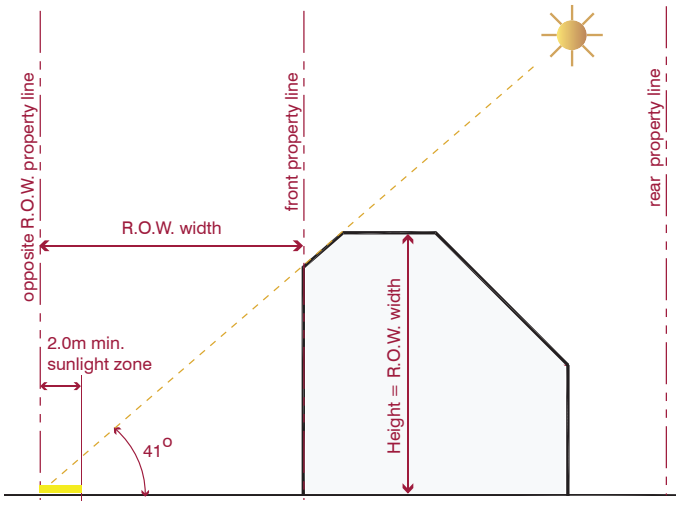
3. New development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impacts on neighbouring streets, parks, open spaces and properties by:

c) providing for adequate light and privacy;

d) adequately limiting any resulting shadowing of, and uncomfortable wind conditions on,



Building massing illustrating the 41-degree angular plane.



Building envelope illustrating the 41-degree angular plane.

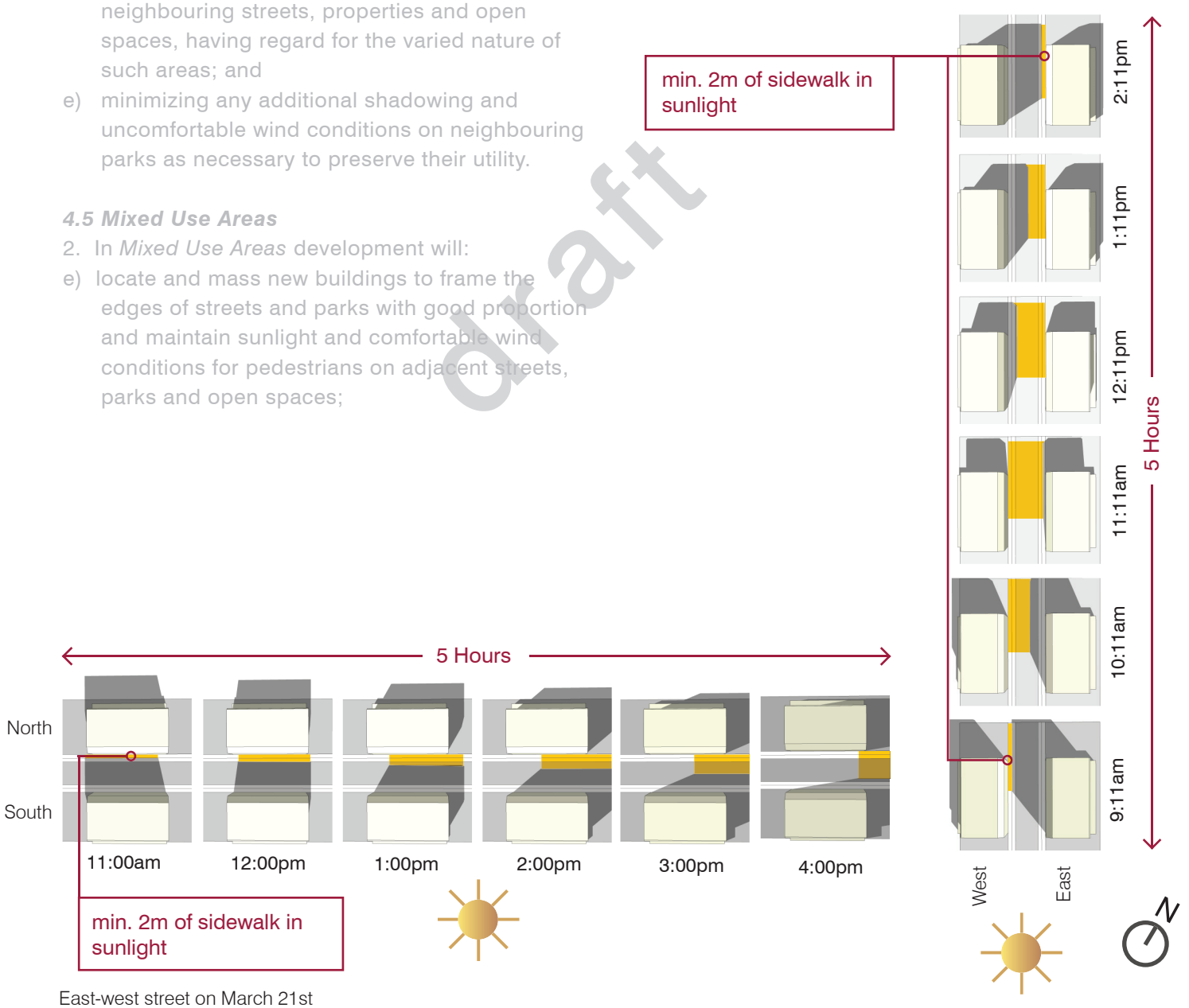
neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and

e) minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

4.5 Mixed Use Areas

2. In *Mixed Use Areas* development will:

e) locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;



East-west street on March 21st

North-south street on September 21st

Sunlight on sidewalks achieved through the 41-degree angular plane.

Performance Standard #5A:

Rear Transition to Neighbourhoods - Deep properties

Potential Implementation Tool: Zoning By-law (applicable on certain Avenues or Avenue segments)

The transition between a deep Avenue property and abutting Neighbourhoods & Open Spaces to the rear should be created through setback & angular plane provisions.

- The transition for deep properties abutting Neighbourhoods and all properties abutting an Open Space will include a minimum setback of 7.5 metres to the building face and a 45-degree angular plane from the property line. This provides a lower building at the rear and a gradual transition from the property line.
- Where a public laneway abuts a site, the laneway may be included for the purposes of establishing the setback and angular plane.
- In order to minimize overlook, principal windows should not be located closer than 10 metres from the rear property line and balconies should not be below 10 meters at the rear.

Rationale

The City's Official Plan policies are explicit in their intent to protect Toronto's Neighbourhoods. Any new guidelines or policies should continue to create an appropriate transition between the Avenues and adjacent residential communities, which the rear transition Performance Standards provide for.

The Performance Standards recognize the variation in physical property dimensions across the City's Avenues. There are shallow properties on some Avenues and deep properties on others. Table 1 below, outlines the optimal minimum site dimensions for the four prevailing right-of-way widths on the Avenues. These also consider the dimensions required to efficiently provide parking in below grade structures.

In order to respond to the variety of property depths, lots with less than the minimum depth (by right-of-way width) will be considered shallow properties, and those with a depth equal to or greater than the width identified will be considered deep properties.

Table 1

R.O.W. Width	Definition of Deep Lot is
	greater than or equal to
20m	37.5m
27m	42.5m
30m	46.5m
36m	52.5m

Official Plan Reference

3.1.2. Built Form

3. New development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impacts on neighbouring streets, parks, open spaces and properties by:

b) creating appropriate transitions in scale to neighbouring existing and/ or planned buildings for the purpose of achieving the objectives of this Plan;

c) providing for adequate light and privacy;

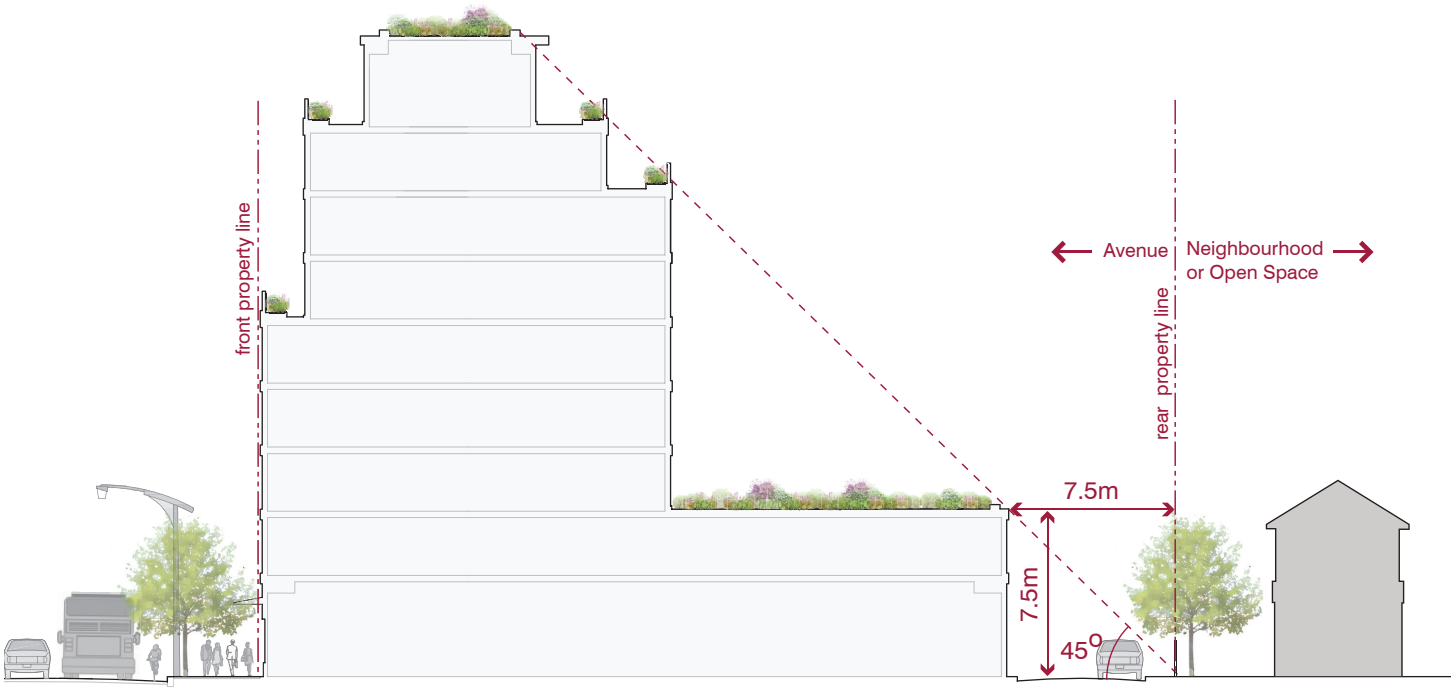
d) adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas;

4.5 Mixed Use Areas

2. In *Mixed Use Areas* development will:

c) locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;

d) locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;



Illustrating the rear transition for deep properties abutting a Neighbourhood or Open Space.

Performance Standard #5B:

Rear Transition to Neighbourhoods - Shallow properties

Potential Implementation Tool: Zoning By-law (applicable on certain Avenues or Avenue segments)

The transition between a shallow Avenue property and abutting Neighbourhoods to the rear should be created through alternative setback & angular plane provisions.

- The transition for shallow properties abutting Neighbourhoods will include a minimum setback of 7.5 metres from the property line and a 45-degree angular plane from a height of 10 metres above the 7.5 metre setback line.
- Where a public laneway abuts a site, the laneway may be included for the purposes of establishing the setback and angular plane.
- In order to minimize overlook, principal windows should not be located closer than 10 metres from the rear property line and balconies should not be below 10 meters at the rear.

Rationale

This Study proposes that alternative regulations for rear transitions adjacent to a Neighbourhood land use be adopted for shallow properties on the City's Avenues.

This performance standard is proposed for shallow properties, because it is slightly more permissive than other existing rear transition regulations across the City. This Performance Standard only applies to properties that are shallower than those indicated on Table 2.

The 7.5 metre setback allows for a two-way lane (6.0 metre), and a minimal sidewalk (1.5 metres) or landscape buffer (1.5 metres). In the instance where a property abuts a public lane, the lane may be included within the 7.5 metre setback calculation. This setback encourages the creation of a continuous rear lane system where none currently exists. Setbacks in excess of 7.5 metres may be appropriate in areas where a greater landscape buffer is necessary.

An additional provision for shallow sites could include the "Enhancement Zone" recommendation proposed for St. Clair Avenue.

The "Enhancement Zone" will create an extension of shallow Avenue properties within which the setback and angular plane can be determined to allow for a more feasible development. The "Enhancement Zone" will become an extension of an Avenues property, but will be a "no-build zone". The "Enhancement Zone" must contain a lane and landscaped strip, and may also contain surface parking, where the depth allows.

The setback and angular planes (from Performance Standard 5A) will be taken from the edge of the "Enhancement Zone" (adjacent property line).

The creation of this "Enhancement Zone" will be dependent on a number of characteristics. It is only permitted where:

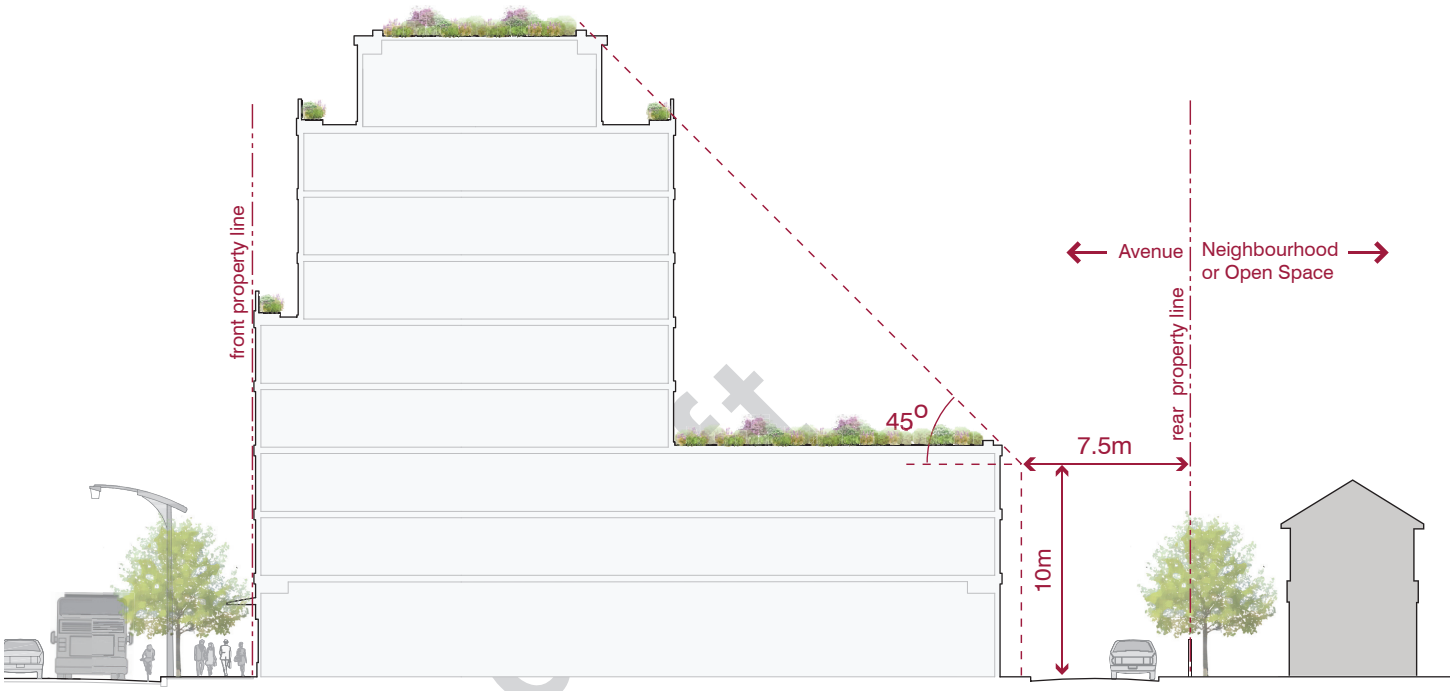
- The residential building or property is perpendicular to the Avenue property; and
- A maximum of one residential property (or one pair of semi-detached houses) can provide the depth required to achieve the "Enhancement Zone".

The "Enhancement Zone" should also be considered where buildings need to be setback for sidewalk widening or to accommodate Transit City routes.

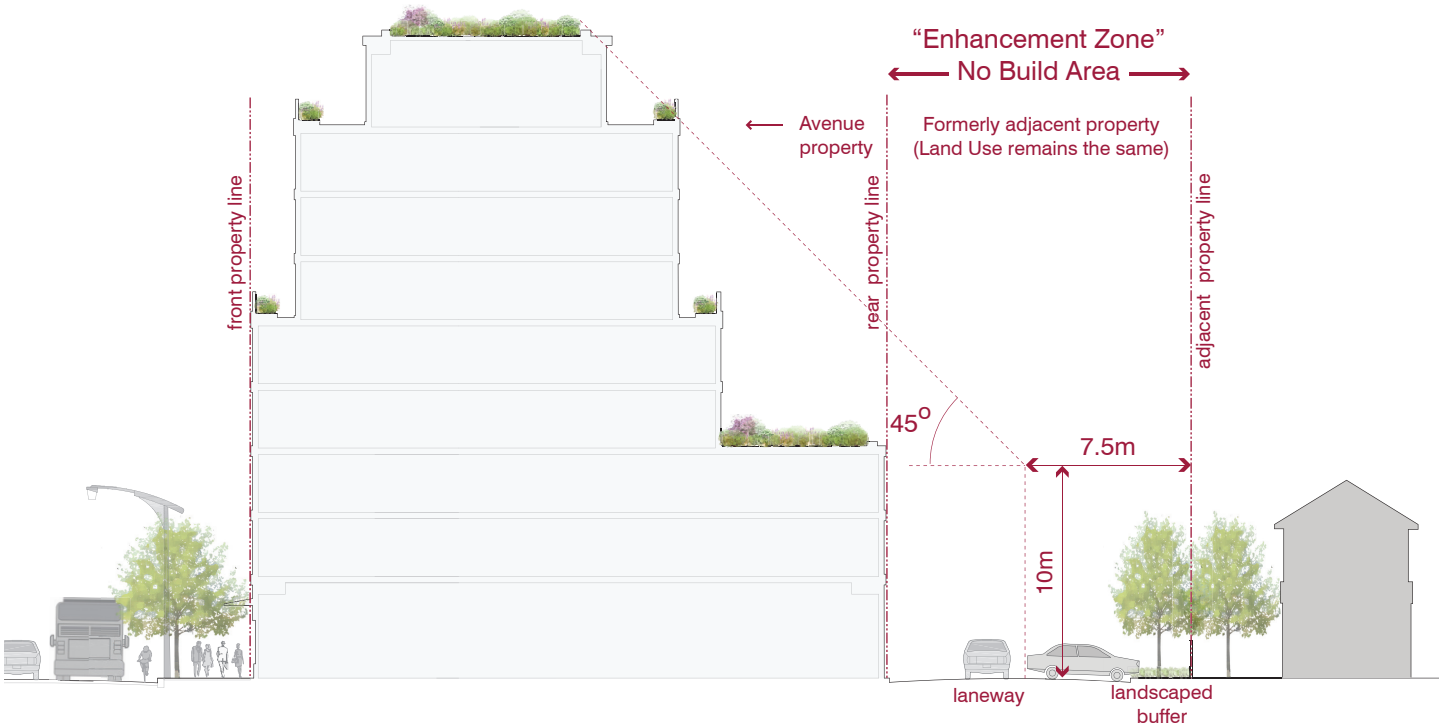
The "Enhancement Zone" will only apply on certain Avenues or Avenue segments. Prior to implementation, a property-by-property lot depth analysis should be undertaken to determine where this "Enhancement Zone" may be applied.

Table 2

R.O.W. Width	Definition of Shallow Lot is
	less than
20m	37.5m
27m	42.5m
30m	46.5m
36m	52.5m



Illustrating the alternative transition for shallow properties abutting a Neighbourhood.



Illustrating the St. Clair Avenue "Enhancement Zone" transition for properties abutting a Neighbourhood.

Performance Standard #5C:
Rear Transition to Employment

Potential Implementation Tool: Zoning By-law (applicable on certain Avenues or Avenue segments)

The transition between an Avenue property and abutting Employment uses to the rear should be created through setback & step-back provisions.

- Where a public laneway abuts a site, the laneway may be included for the purposes of establishing the setback and angular plane.

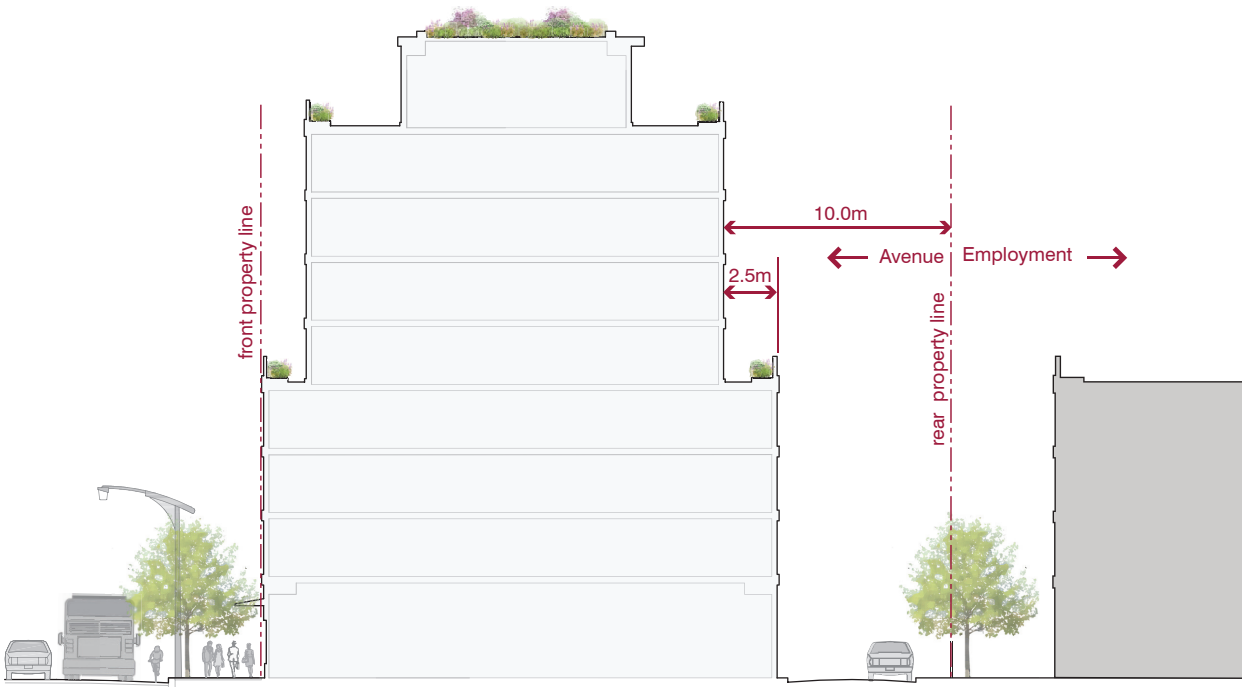
Rationale

The setback and angular plane provisions in both Performance Standards 5A and 5B protect abutting Neighbourhoods and Open Spaces and provide for privacy, sunlight, sky-views and space for rear lane.

The need for privacy, sunlight and sky-view are not as stringent for abutting Employment Uses. Typically, there is no usable outdoor space associated with these types of uses, therefore angular planes are not necessary. The transition and distance for the taller portions of buildings is not required because privacy is not an issue.

This transition will include the setback of 7.5 metres from the property line to the building face to allow for a rear lane. At the setback line, the building height is permitted up to 13.5 metres (or approximately four storeys). All floors above the 13.5 metre height must step-back an additional 2.5 metres. This equates to a total setback of 10 metres from the property line above a 13.5 metre height. The 10 metre setback is consistent with the setback for taller portions of buildings outlined in the Living Downtown - Tall Buildings Study.

This Performance Standard only applies to properties that abut Employment Uses at the rear.



Illustrating the rear transition for properties abutting an Employment or Apartment Neighbourhood Use.

Performance Standard #6:
Corner Sites - Heights & Angular Planes

Potential Implementation Tool: Zoning By-law (applicable City-wide)

On corner sites, the front angular plane and heights that apply to the Avenue frontage will also apply to the secondary street frontage.

Rationale

The front angular plane and heights should apply to the side street because it:

- Prevents awkward transitions around corners where the right-of-way is different widths
- Ensures that building height and massing has a minimal visual impact on adjacent streets
- Tapers buildings on their taller floors to ensure sun penetration
- Exceptions to this condition may include important corners (e.g. where two Avenues intersect) and design features should give prominence to a corner.

Where two Avenues intersect, the widest right-of-way will be used to determine the step-backs and heights that will apply to both frontages. Where this occurs, rear transition angles will continue to apply.

Official Plan Reference

3.1.2. Built Form

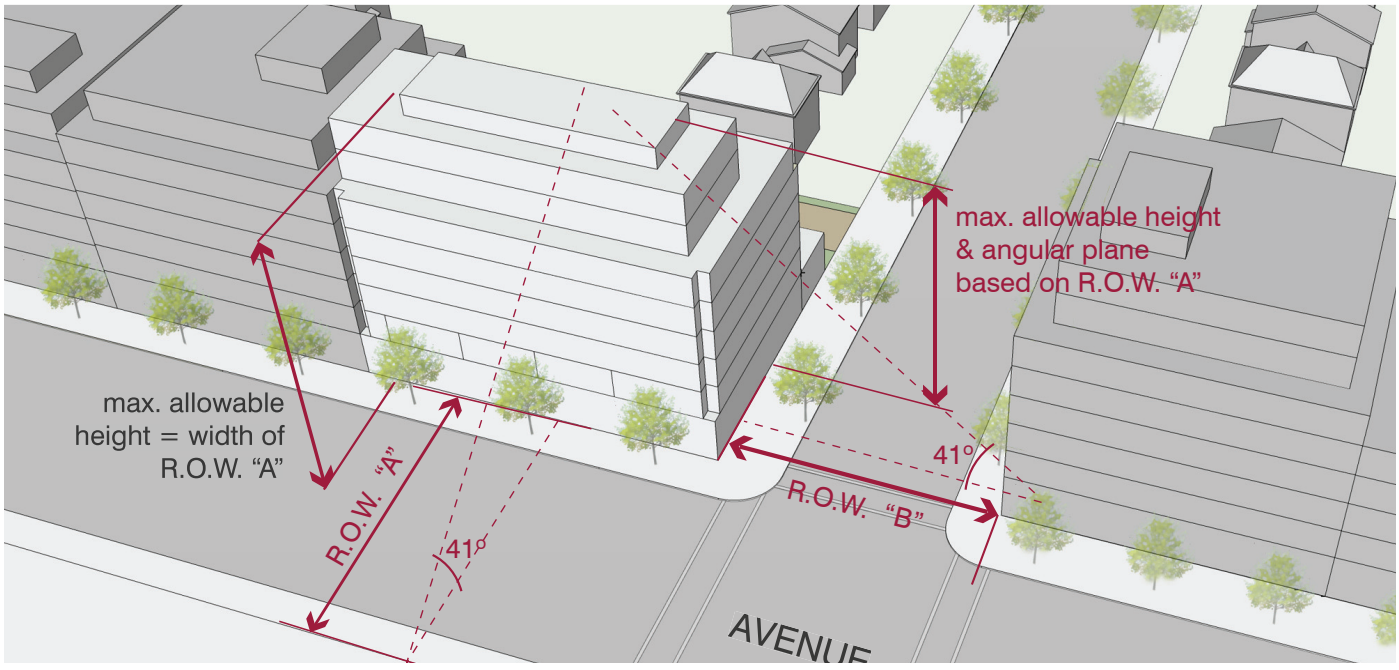
1. New development will be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development by:

a) generally locating buildings parallel to the street or along the edge of a park or open space with a consistent front yard setbacks. On a corner site, the development should be located along both adjacent street frontages and give prominence to the corner. If located at a site that ends a street corridor, development should acknowledge the prominence of that site;

4.5 Mixed Use Areas

2. In *Mixed Use Areas* development will:

c) locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;



Example of corner site conditions.

Performance Standard #7:
Front Façade Alignment

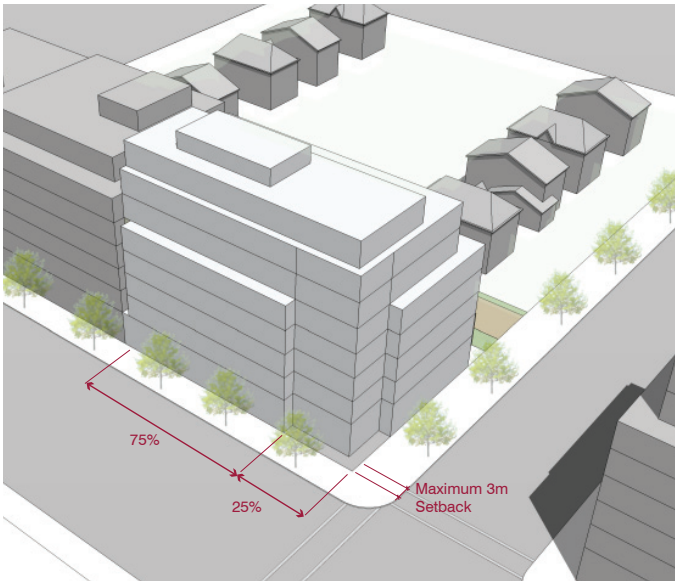
Potential Implementation Tool: Zoning By-law (applicable City-wide)

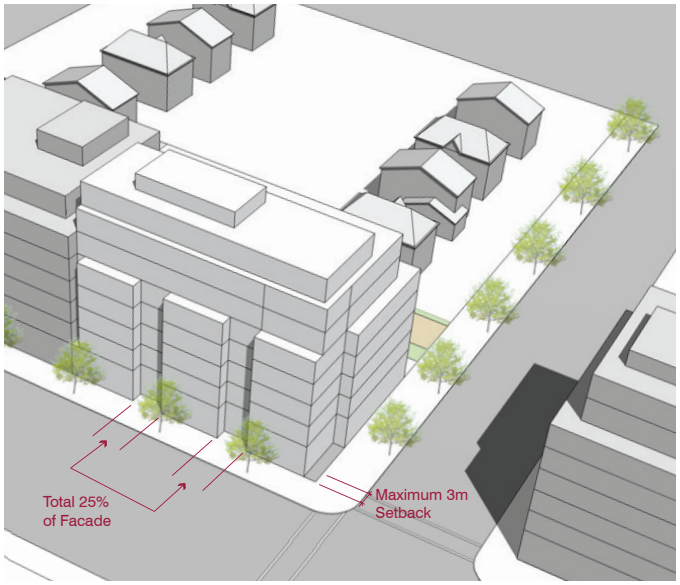
The front street faces of mid-rise buildings should be built to the front property lines or applicable setback lines.

- A minimum of 75% of the width of the frontage of the building is required to 'build-to' the property or sidewalk setback line.
- The remaining 25% may setback an additional amount up to a maximum of 3 metres to provide a deeper area for lobby entrances or outdoor marketing areas such as café seating (residential uses at-grade are governed by a separate Performance Standard).

Rationale

The ground floors of buildings are generally required to provide ground floor retail fronting onto the Avenue. Where ground floor residential uses are permitted, special setback provisions apply (Performance Standard 12). Mid-rise buildings should be built to the street property line (or sidewalk setback line) so that they contribute to a continuous street wall with direct connections between grade-related commercial and community uses and the public realm. In some instances a setback from the property line will be required to achieve the minimum 4.8 or 6.0 metre sidewalk width for Avenues. This relationship of sidewalk to grade-related uses "encourages diverse economic stimulation and social interaction at a pedestrian scale." (City's Vibrant Streets Manual, p. 26).





The façade may allow for some flexibility in design.

Additional setbacks may be desirable for a portion of the building frontage to accommodate an outdoor marketing zone, building entrances, and café and restaurant terraces.

Balconies and below-grade parking structures may not protrude into the public realm, but may extend as far as the front property line, or within the setbacks.

Official Plan Reference

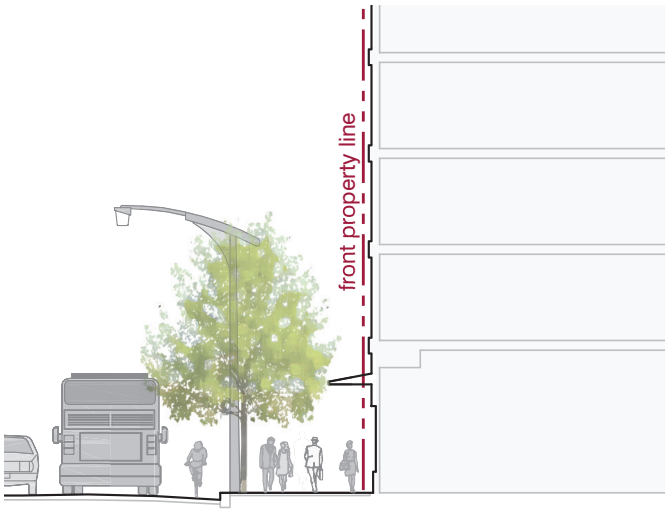
3.1.2 Built Form

1. New development will be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development by:

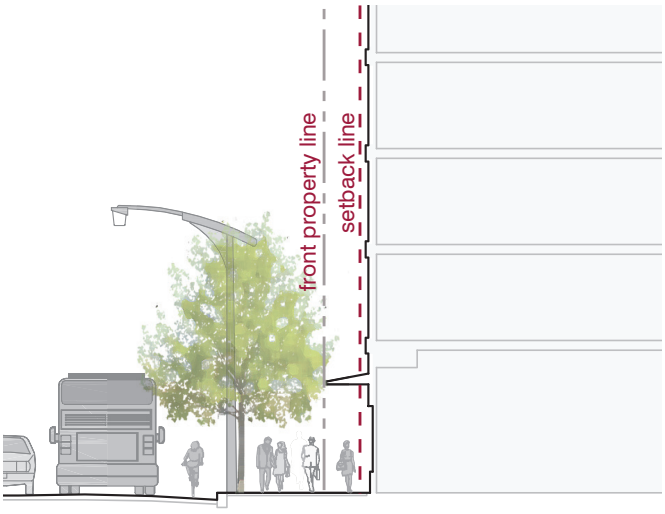
a) generally locating buildings parallel to the street or along the edge of a park or open space with a consistent front yard setbacks. On a corner site, the development should be located along both adjacent street frontages and give prominence to the corner. If located at a site that ends a street corridor, development should acknowledge the prominence of that site;

3. New development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impacts on neighbouring streets, parks, open spaces and properties by:

a) massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;



Example of property 'build-to' line.



Example of setback 'build-to' line.

Performance Standard #8:
Pedestrian Perception Zones

Potential Implementation Tool: Zoning By-law (applicable on certain Avenues or Avenue segments)

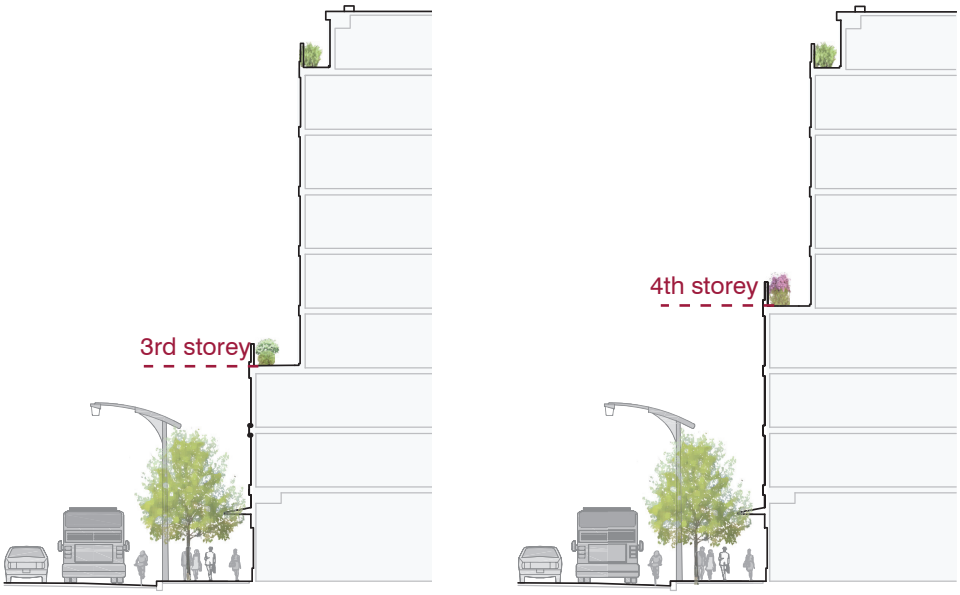
"Pedestrian Perception" step-backs are required to mitigate the impact of height to create comfortable pedestrian conditions.

Rationale

The overall maximum allowable building height is governed by a combination of the right-of-way width and angular planes. The application of "pedestrian perception" step-backs on the Avenues frontage(s) mitigate the impact of building height to create a positive pedestrian environment. By stepping back the upper floors of mid-rise buildings, the overall appearance and bulk of these buildings is reduced.

Front step-backs achieve urban design goals of articulated building massing, and reduce shadow and wind impacts within the public realm, and also help to mitigate the pedestrian's perception of height.

Pedestrian perception step-backs are not required for buildings on a 20 metre right-of-way although a step-back may be required as a result of the



Range of alternative Pedestrian Perception step-back locations applied to a 9-storey building.

41-degree sunlight angular plane (Performance Standard #4). For all other right-of-ways, at least one step-back is required on the façade facing the Avenue in the 'Pedestrian Perception Zone' (which extends between a height of 10.5 metres and 19.5 metres) for at least 75% of the width of the building's front façade. Up to a maximum of 25% of the width of the front façade may be exempt from the pedestrian perception step-back, as per Performance Standard #7. The minimum step-back dimension is 1.5 metres.

One step-back may be used to satisfy the requirements of both the sunlight angular plane and pedestrian perception Performance Standards. Additional step-backs for façade and building massing articulation are encouraged.

Official Plan Reference

Appropriate transition in scale can be achieved with many geometric relationships and design methods in different combinations including angular planes, stepping height limits, appropriate location and orientation of the building, the use of setbacks and step-backs of building mass. The larger the difference in scale of development the greater the need for transition. (p. 3-7)

3.1.2. Built Form

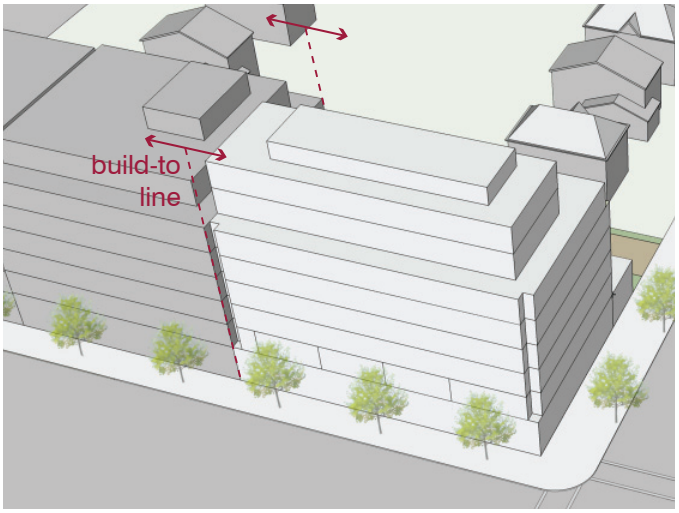
4. New development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas.

Performance Standard #9:
Side Property Setbacks

Potential Implementation Tool: Zoning By-law (applicable on certain Avenues or Avenue segments)

The base of mid-rise buildings should be built to the side property lines.

- Mid-rise buildings should be built to the side property lines for at least the first 20 metres of depth and no less than 10.5 metres of building height except where private lanes and pedestrian mews are permitted.
- Where front driveways are permitted, they should be contained within the building massing with additional floors built above the driveway.
- The construction process used to build a sidewall next to an adjacent sidewall should result in a minimal gap to avoid unsightly areas that are unusable and collect refuse.



Example of zero side yard setbacks.

Rationale

The vision for the Avenues is based on the evolution of a generally continuous street wall lined with shops, restaurants, cafes and other community and commercial services. A break in the continuity of the street wall and building fabric is disruptive to the success of the public function of the Avenue. For this reason, front yard parking, automotive uses and buildings with large setbacks are detrimental to the evolution of the Avenues in mixed-use and commercial areas. Buildings should therefore generally be built to the side property line.

Official Plan Reference

3.1.2. Built Form

1. New development will be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development by:

a) generally locating buildings parallel to the street or along the edge of a park or open space with a consistent front yard setback. On a corner site, the development should be located along both adjacent street frontages and give prominence to the corner. If located at a site that ends a street corridor, development should acknowledge the prominence of that site;

Example of zero side yard setbacks.

40 Bond Street in Manhattan designed by Herzog & de Meuron

Example of zero side yard setbacks.

Front driveway access should be incorporated into the overall building design.

Performance Standard #10:
Side Property Step-backs

Potential Implementation Tool: Zoning By-law (applicable on certain Avenues or Avenue segments)

Blank sidewalls should be designed as an architecturally finished surface and large expanses of blank sidewalls should be avoided.

- Blank side wall conditions may be temporarily acceptable up to a height of 6 storeys if treated properly
- Side step-back walls should be a minimum of 5.5 metres from the property line to allow for sufficient glazing.
- To mitigate the impact of side blank walls they should be designed with a material finish that complements the architectural character of the main building façade(s).

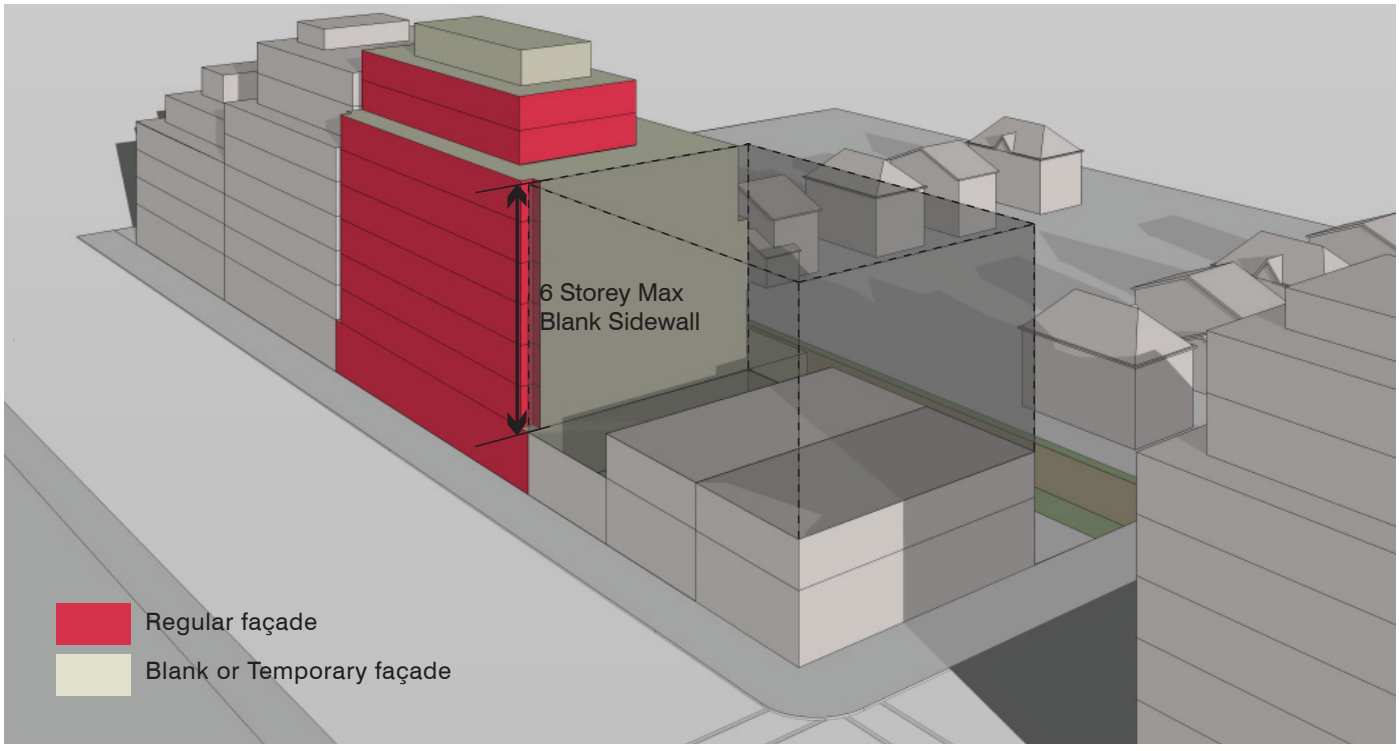
Rationale

As the Avenues reurbanize with mid-rise buildings, some buildings will be taller than existing structures or new structures that are not built to the full height limit. The extent of these blank walls is a result of both the height of adjacent buildings and whether the upper storeys of the new building step-back at the sides. While exposed blank sidewalls are to be expected during this period of transition, design standards are required to mitigate the appearance and height of blank walls.

Development sites on the post-war Avenues are less likely to be adjacent to existing properties with buildings built-to side property lines. Many of these sites also tend to have larger lot sizes and wider frontages. The development model that has emerged to-date for these larger sites demonstrates a preference for four-sided buildings that are fully glazed and employ large side property setbacks. In some instances where lots are deep, the length of the building is positioned perpendicular to the Avenue. In these cases, blank walls are generally not an issue except on the lower levels of the building that may extend closer to the side property lines. For these Avenues a more porous street wall condition should be expected.

Where properties have a wider frontage, the uppermost storeys of the building can step-back on the sides to allow for side glazing reducing the extent of blank sidewalls. Side step-backs of upper storeys will reduce the height of blank sidewalls and provide both greater light penetration and varied building rooflines.

Example of an acceptable use of materials and detailing on a blank party wall condition.



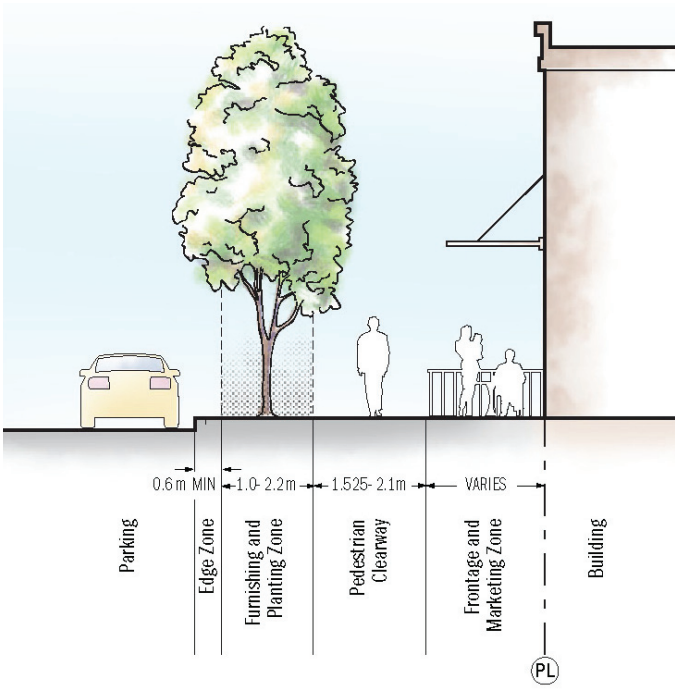
Example of corner site conditions.

Performance Standard #11:
Minimum Sidewalk Zones

Potential Implementation Tool: Zoning By-law (applicable City-wide)

Mid-rise buildings may be required to be setback at-grade to provide a minimum sidewalk zone.

- right-of-ways of 20 to 30 metres inclusive should provide a minimum sidewalk dimension of 4.8 metres.
- right-of-ways greater than 30 metres should provide a minimum sidewalk dimension of 6.0 metres.



Source: City of Toronto's Vibrant Streets Manual

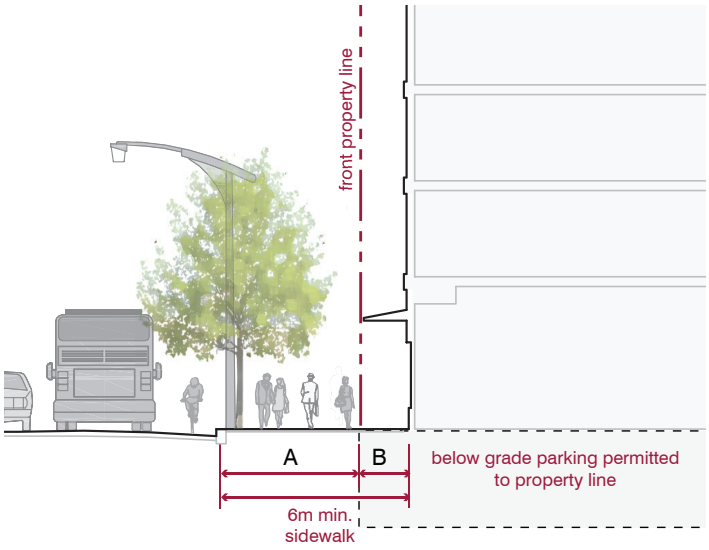
Rationale

The Avenues strategy is as much about creating an attractive, welcoming and safe pedestrian realm as it is about creating places for people to live and work. The Official Plan identifies Avenues as "important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents." (Official Plan p. 2-15). All of the City's eleven completed Avenue Studies contain recommendations regarding minimum standards for the functional and aesthetic characteristics of Avenue sidewalks.

Many Avenues are facing competing demands for space to accommodate a range of uses in the right-of-way dimension. These include sidewalks, street trees, vending areas, vehicular lanes, on-street and dedicated transit lanes, bike lanes, on-street parking and utilities. To accommodate all of these uses would result in a much wider right-of-way than exists.

New development provides an opportunity to achieve minimum standards for Avenue sidewalks through setbacks. A 4.8 metre minimum dimension is consistent with the standards from the City's Vibrant Streets Manual, which outlines the requirements for Typical Main Streets and allows for an Edge Zone, Furnishing and Planting Zone, and the Pedestrian Clearway. The 4.8 metre width does not take into account the Frontage and Marketing Zone. Portions of building frontages may require greater setbacks to accommodate this (refer to Performance Standard #7)

Example of minimum sidewalk width on right-of-ways narrower than 36m.



Example of minimum sidewalk width of 36m right-of-ways .

For right-of-ways up to 30 metres, the 4.8 metre minimum width is adequate for the Avenues. right-of-ways greater than 30 metres – which may develop with taller buildings and are likely to carry higher volumes of traffic – require wider sidewalks of at least 6.0 metres to provide for pedestrian comfort.

Setbacks should be coordinated with other City initiatives, in particular Transit City, where the existing curb may be moved. The width of the sidewalk should be determined based on proposed, or future, curb locations.

Balconies and below-grade parking structures may not protrude into the public realm, but may extend as far as the front property line, or with the setbacks.

Official Plan Reference

3.1.1. The Public Realm

5. City streets are a significant public open space that serve pedestrians and vehicles, provide space for public utilities and services, trees and landscaping, building access, amenities such as view corridors, sky view and sunlight, and are public gathering places. Streets will be designed to perform their diverse roles, balancing the spatial needs of existing and future users within the right-of-way. This includes pedestrians, people with mobility aids, transit, bicycles, automobiles, utilities and landscaping.

6. Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by:

a) providing well designed and co-ordinated tree planting and landscaping, pedestrian-scale lighting, and quality street furnishings and decorative paving as part of street improvements; and

b) locating and designing utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity.

3.1.2. Built Form

4. New development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas.

5. New development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing:

a) improvements to adjacent boulevards and sidewalks including street trees, lighting, and other street furniture;

b) co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;

Performance Standard #12:
Residential Uses At-Grade

Potential Implementation Tool: Zoning By-law (applicable on certain Avenues or Avenue segments)

Where ground floor residential uses are permitted fronting onto the Avenue, design standards are required including setbacks, raised ground floors & landscape buffers.

Rationale

On certain Avenues (categorization is in-progress) it is expected that limited portions of the Avenues may include residential uses at-grade. This is only appropriate where commercial uses are not likely to be viable. This condition is not appropriate on Avenues, where retail is preferred.

Ground floor residential uses should avoid creating conditions along the Avenues that detract from the role of the sidewalk as an inviting and attractive public space. The interface between private uses and the public sidewalk can create awkward conditions if not mitigated through a series of design measures that create adequate separation and attractive frontages. Special design standards will be applied to ground floor residential uses to ensure that:

- there is a suitable transition from the public sidewalk to private residential units;
- that landscaping and other design features are used to augment this transition zone, and;
- ground floor residential uses can transition to commercial uses in the future.

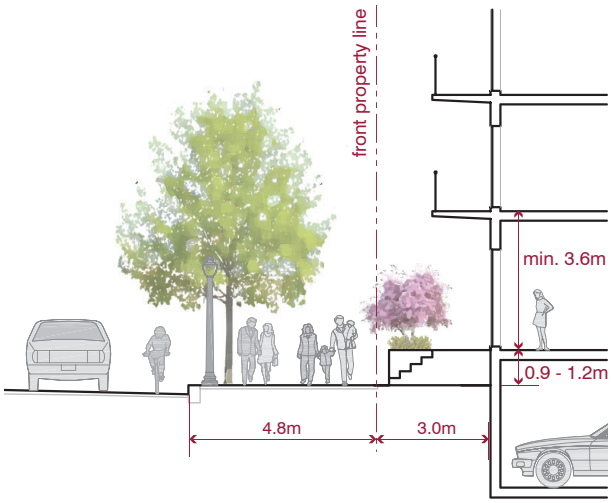
Three alternative Performance Standards can be applied to buildings that include ground floor residential units fronting onto the Avenue.

Standard 12A: is the preferred design solution that incorporates individual unit entrances accessed from the Avenue sidewalk. A minimum setback of 3.0 metres is required beyond the 4.8 or 6.0 metre sidewalk zone that contains front steps, a raised planter and porch/ terrace area. The ground floor of the residential units must be raised between 0.9 - 1.2 metres above the sidewalk level as measured from the base of the front steps. The minimum floor-to-floor height (ground floor to second floor) is 3.6 metres.

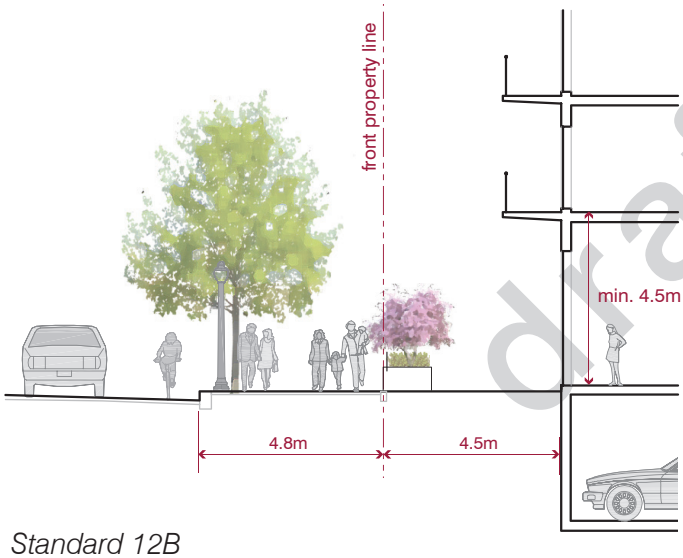
Standard 12B: applies to special circumstances where a raised ground floor cannot be provided. A minimum setback of 4.5 metres is required beyond the 4.8 metre sidewalk zone that contains a raised planter, low fencing and landscape buffer. The ground floor of the residential units may have individual entrances and can be level with the sidewalk. The minimum floor-to-floor height (ground floor to second floor) is 4.5 metres.

Standard 12C: applies to special circumstances where individual unit entrances cannot be provided. A minimum setback of 3 metres is required beyond the 4.8 metre sidewalk zone that contains a raised planter and a landscape buffer. The ground floor of the residential units must be raised a minimum of 1.2 metres above the adjacent sidewalk level. The minimum floor-to-floor height (ground floor to second floor) is 3.3 metres.

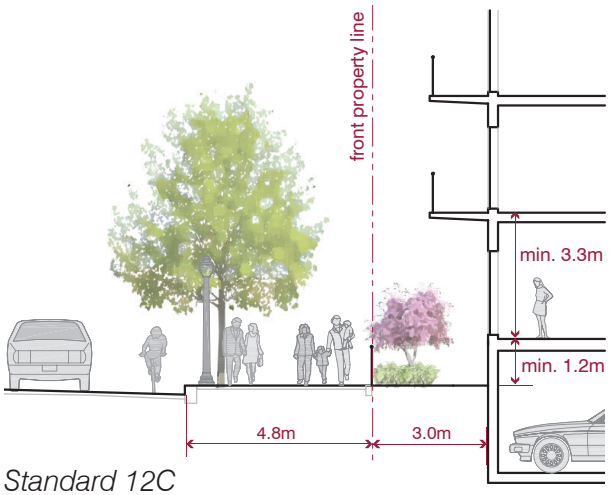
The setback zones and floor-to-floor heights recommended for each of the above configurations allow for future conversion to commercial uses.



Standard 12A



Standard 12B



Standard 12C

Performance Standard #13:
Façade Design & Articulation

Potential Implementation Tool: Urban Design Guidelines

Mid-rise buildings will be designed to support the public and commercial function of the Avenue through well articulated and appropriately scaled façades.

- The street wall of buildings on the Avenues should be designed to create a comfortable yet highly animated pedestrian environment utilizing a rhythm of multiple retail frontages architecturally articulated through materials, numerous entrances, display windows, canopies and signage.
- The ground floor of all buildings should be articulated and highly transparent, with a minimum 60% of this frontage to be glazed & transparent.
- Building materials will be high quality and contribute to a human-scaled public realm.
- Blank walls should be avoided, and should never be permitted adjacent to the public realm.
- Utilities, vents and other undesirable elements should never be located on the lower levels of façades adjacent to the public realm.

Rationale

Many of the City's successful main streets reflect a fine-grain pattern of multiple shops and businesses with narrow frontages facing the Avenues. Within a given block the variety of retail offerings, complexity of window displays and multiple entrances provide the pedestrian with a level of interest and stimulation that is directly related both to the street's public vibrancy and its commercial success. The successful performance of an Avenue is directly related to the physical characteristics of the building fabric.

As reurbanization will generally occur on sites that are wider than this traditional fabric, it is critical to apply Performance Standards to mid-rise buildings so that these characteristics of animation, complexity and multiplicity can evolve. Where appropriate, vertical articulation should resemble existing adjacent lot patterns.

Intensification will occur in a responsible manner, through the incorporation of design elements that complement positive aspects of the existing context. On Main Streets, the diversity of building typologies, heritage buildings, streetscapes and existing city fabric requires that each new building consider and respond to the surrounding context. New development will have to balance the existing urban form with the design of the planned context.

Building articulation is equally important in a building's contribution to human-scale at the street level. The application of sensitive building massing, high quality materials and design excellence will ensure that all new buildings on the Avenues contribute to a great public realm.

Example of Toronto's traditional main streets with narrow retail bays articulated through multiple entrances, window displays, materials and signage (Bloor Street West at Keele Street).

Official Plan Reference

3.1.1. The Public Realm

5. City streets are a significant public open space that serve pedestrians and vehicles, provide space for public utilities and services, trees and landscaping, building access, amenities such as view corridors, sky view and sunlight, and are public gathering places. Streets will be designed to perform their diverse roles, balancing the spatial needs of existing and future users within the right-of-way. This includes pedestrians, people with mobility aids, transit, bicycles, automobiles, utilities and landscaping.

3.1.2 Built Form

2. New development will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces by:

c) integrating services and utility functions within buildings where possible.

3. New development will be massed to fit harmoniously into its existing and/or planned context, and will limit its impacts on neighbouring streets, parks, open spaces and properties by:

b) incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development.

Articulated street wall on a contemporary mid-rise building (University of British Columbia campus).

Performance Standard #14:
Streetscapes

Potential Implementation Tool: Urban Design Guidelines

Avenue streetscapes should provide the highest level of urban design treatment to create beautiful pedestrian environments and great places to shop, work and live.

- The City's requirements for "Typical Main Streets" in the Streetscape Manual should be applied to all Avenue segments.
- Tree planting strategies that ensure sustainable conditions for the growth of mature trees should be applied to all Avenues.

Rationale

Streetscape design plays as important a role as the design of buildings in enhancing the Avenues and promoting strong pedestrian-oriented streets. Elements such as trees, lighting, street furniture, pavement materials and public art should all be used to animate the street and provide visual interest. The arrangement and location of streetscape amenities, should allow for comfortable and easy circulation and navigation for all persons including persons with disabilities.

Street trees provide beauty and create improved microclimate conditions on the Avenues. The minimum sidewalk of 4.8 metres recommended in Performance Standard 11 will allow for tree planting as well as other pedestrian amenities. On some wider right-of-ways, typically on more suburban Avenues, the 6.0 metre sidewalk zone may allow for a second row of trees to be planted in the private right-of-way.

Avenues streetscapes should be designed to include pedestrian amenities, including trees, benches, transit shelters and public art.

Official Plan Reference

3.1.1. The Public Realm

6. Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by:

a) providing well designed and co-ordinated tree planting and landscaping, pedestrian-scale lighting, and quality street furnishings and decorative paving as part of street improvements; and

b) locating and designing utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity.

10. New Streets will be designed to:

e) create adequate space for pedestrians, bicycles and landscaping as well as transit, vehicles, utilities and utility maintenance;

The City's coordinated street furniture program will be part of the Avenues streetscapes.

Performance Standard #15:
Vehicular Access

Potential Implementation Tool: Urban Design Guidelines

Whenever possible, vehicular access should be provided via side streets and rear lanes, not the Avenue.

Rationale

Avenues strategies mandate a pedestrian-focus for the Avenues. All of the previously completed Avenues Studies reviewed have recommended an uninterrupted pedestrian realm by locating driveways and vehicular access points to the rear or side of buildings.

Any new development along the City's Avenues should reiterate the importance of removing vehicular access from Avenues (whether they are currently utilized as Main Streets or not) with the following guidance:

- Side street access should generally be considered the primary solution
- Narrow sites and mid-block sites should first seek laneway access

If the only point of access available is from the Avenue, then a series of guidelines should be applied to its design, location and width. Examples of key guidelines recommendations include a maximum dimension for the entrance; no double height access points; width of entrance should be as narrow as possible and a maximum percentage of the building frontage to be located at the setback or property line. See Performance Standard #16 for mid-block vehicular access guidelines.

To improve on existing laneway systems along the Avenues, the City should seek to acquire land to extend laneways to full block length.

Official Plan Reference

3.1.2. Built Form

2. New development will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces by:

a) using shared service areas where possible within development block(s) including public and private lanes, driveways and service courts;

b) consolidating and minimizing the width of driveways and curb cuts across the public sidewalk.

4.5 Mixed Use Areas

2. In *Mixed Use Areas* development will:

i) provide good site access and circulation and an adequate supply of parking for residents and visitors;

Vehicular access points should be located off of laneways or side streets wherever possible.

Performance Standard #16:
Mid-block Vehicular Access

Potential Implementation Tool: Urban Design Guidelines

For mid-block sites without rear lane access, a front driveway may be permitted, provided:

- There is a minimum distance from the closest intersection
- There is a minimum distance from the closest driveway
- The driveway is a maximum width of 7.0 metres and should include a pedestrian walkway
- A 6.0 metre wide public rear lane is provided within the rear setback, parallel to the property line
- Adjacent mid-block properties have right of use of vehicular entrance and lane

Rationale

It is important to recognize that there is a large diversity of sites to be developed on the Avenues and in some cases, on more challenging sites, some allowance will have to be made to allow for the feasibility of mid-rise development. Mid-block vehicular access should be avoided wherever possible as it creates a poor pedestrian environment. However, achieving an entrance away from the Avenues on a mid-block site that does not have access to a laneway is impossible, so in some conditions, mid-block access should be considered. If an entrance is provided to a development, it must be designed in such a way that the access point can become a shared access for adjacent properties and that a laneway is secured for the future development of the entire block. This condition assumes that individual sites are not required to provide their own access and that one mid-block access point can provide access to a laneway that services future adjacent developments. This access method must allow for the future securement of the laneway along the entire length of the block. These types of access driveways should be limited to one per Avenue block.

On some of the more suburban Avenues, if side street or laneway access is not possible, new development sites that amalgamate several lots with multiple existing curb cuts can potentially retain one entrance on the Avenues in an appropriate location. No more than one entrance would be allowed every 100 metres

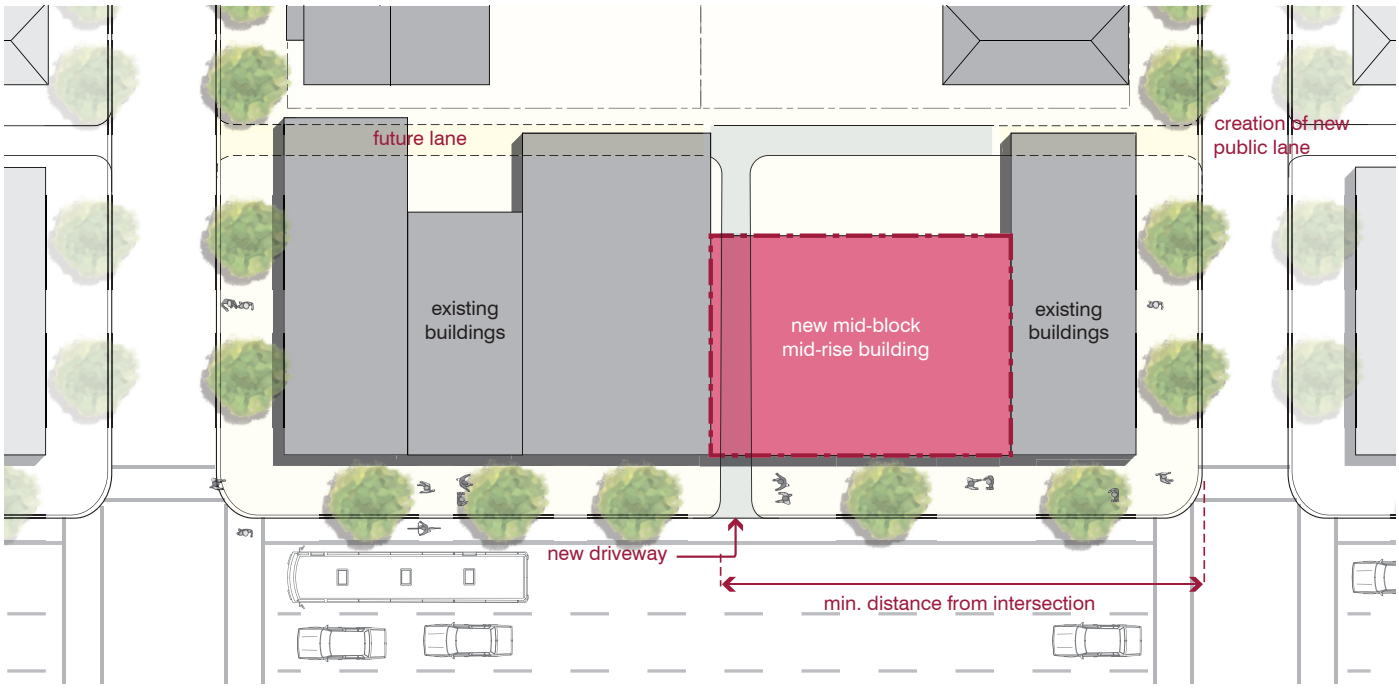
Official Plan Reference

3.1.2. Built Form

2. New development will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces by:

a) using shared service areas where possible within development block(s) including public and private lanes, driveways and service courts;

b) consolidating and minimizing the width of driveways and curb cuts across the public sidewalk.



Vehicular access points should be consolidated and/or shared wherever possible.

Performance Standard #17:
Loading & Servicing

Potential Implementation Tool: Urban Design Guidelines

Loading, servicing and other vehicular related functions should not detract from the use or attractiveness of the pedestrian realm.

- Rear lanes should always exit onto adjacent side streets

Rationale

Parking, loading and servicing are all necessary functions of a mid-rise building. Loading, servicing and other vehicular related functions should be located away from the pedestrian realm in order to create a safe, functional and attractive pedestrian environment. Ideally, garbage, loading, servicing and utility functions should be integrated within the interior of a building at the rear whenever possible, with access from a rear lane or local street. The creation of a tall ground floor as recommended in Performance Standard #3 will allow for this.

On constrained properties (very narrow or very shallow), loading and servicing may be permitted to occur on-street or on rear lanes.

Official Plan Reference

3.1.2. Built Form

2. New development will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces by:

a) using shared service areas where possible within development block(s) including public and private lanes, driveways and service courts;

b) consolidating and minimizing the width of driveways and curb cuts across the public sidewalk.

4.5 Mixed Use Areas

2. In *Mixed Use Areas* development will:

i) provide good site access and circulation and an adequate supply of parking for residents and visitors;

j) locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;

Vehicular access for loading and servicing should be integrated into the overall building design and located off of secondary streets or laneways.

Performance Standard #18:
Roofs and Roofscapes

Potential Implementation Tool: Zoning By-law (applicable City-wide)

Mechanical penthouses may exceed the maximum height limit by up to 5 metres but may not penetrate any angular planes.

- All mechanical penthouses should be clad with materials and in a manner that complements the building façades.
- The portion of the roof not utilized as mechanical penthouses should be developed as green roofs and/or usable outdoor space.

Rationale

The penetration of mechanical penthouses into allowable heights is already permitted through some of the City's zoning by-laws. Mechanical penthouses that extend above the height limit but are within the angular planes will not impact shadowing, will generally not be visible from the adjacent Avenue sidewalks and minimally visible from the opposite sidewalk. By keeping penthouses within the angular planes it will position the penthouse to the centre of the roof. However, as mechanical penthouses will be visible from adjacent properties including neighbourhoods, they must be architecturally designed with materials that are complementary to the architecture of the building. Methods for reducing the height and size of mechanical penthouses should be explored.

Where it is not possible to achieve a mechanical penthouse within these guidelines, the optimal building height may not be achieved or the mechanical penthouse will need to be located within the uppermost storey of a building.

Sustainable technologies, such as photovoltaic panels, should be encouraged for the roofs of mid-rise buildings. These technologies may take up more space than a typical rooftop mechanical penthouse, but should still be contained within the angular planes.

Sustainable technologies, such as photovoltaic panels, should be encouraged on the roof of mid-rise buildings.

Official Plan Reference

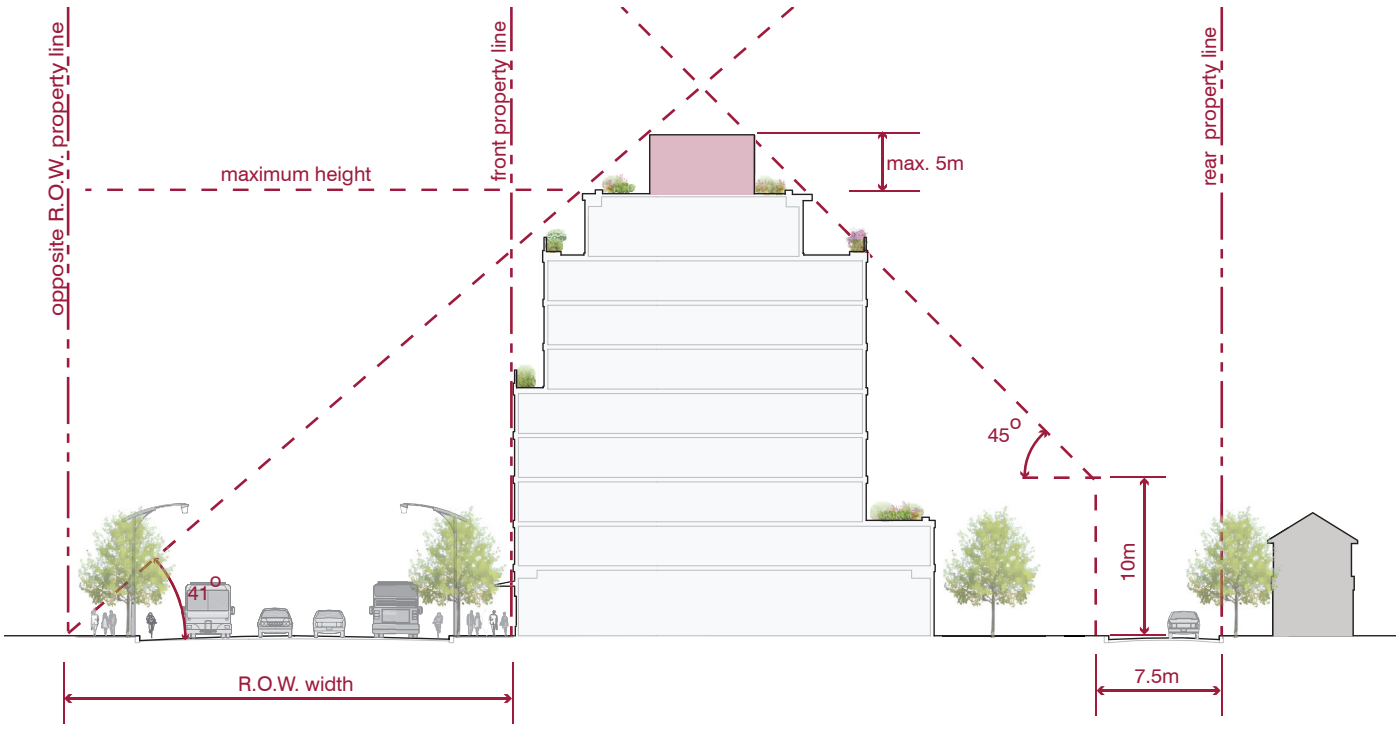
3.1.2. Built Form

3. New development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impacts on neighbouring streets, parks, open spaces and properties by:

b) creating appropriate transitions in scale to neighbouring existing and/ or planned buildings for the purpose of achieving the objectives of this Plan;

c) providing for adequate light and privacy;

d) adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas;



Example of mechanical penthouse placement within all angular planes.

Performance Standard #19:
Design Quality

Potential Implementation Tool: Urban Design Guidelines

Mid-rise buildings will reflect design excellence and green building innovation utilizing high-quality materials that acknowledge the public role of the Avenues.

- The City should coordinate and implement a design review panel that reviews mid-rise buildings located on the Avenues.

Rationale

Great design invested in a mid-rise building will catalyze reinvestment in adjacent properties. In turn, the role of the Avenue as a neighbourhood centre and destination will be strengthened and the market conditions for retail will be enhanced.

The Performance Standards recommended in this document are intended to set a framework for as-of-right zoning permissions for mid-rise buildings on Avenues. They are based on minimum Performance Standards and as zoning by-laws or urban design guidelines will not in themselves result in design excellence. Rather, they will assist in preventing unacceptable forms of development.

Buildings that meet these Performance Standards will move quickly through the approvals process, avoiding the need for rezonings and Official Plan amendments, lengthy processes that have deterred redevelopment of the Avenues in the past.

With new development rights comes an obligation from the development industry to invest in high quality design and materials, green building strategies and to assist the City in creating a spectacular public realm embodied in wide tree-lined sidewalks, parks, open spaces and public art.

Through the Site Plan Control process, applicants will be expected to demonstrate how a project embodies design excellence through:

- The use of high quality materials,
- Sustainable design measures including green roofs
- High quality streetscape treatments of the adjacent public realm
- Façade articulation
- Sensitive and creative massing of the building to create appropriate micro-climate conditions for pedestrian comfort

Examples of appropriate building mass and design.

- Appropriately scaled and attractive signage
- Transparency at the ground floor level
- Multiple entranceways
- Landscaping elements that assist in buffering mid-rise buildings from adjacent low-rise residential buildings
- Screening of utilities and loading areas
- Design of mechanical areas and penthouses that use materials that complement the architecture of the building

Example of appropriate building mass and design.

Official Plan Reference

1.5.1 Supporting the Foundations of Competitiveness

1. Economic opportunities will grow with the success of this Plan's strategy to manage growth and change in ways that:

c) encourage high quality architecture and urban design in new development;

3.1.1 The Public Realm

1. Quality architectural, landscape and urban design and construction will be promoted by:

a) committing the funds necessary to create and maintain high quality public buildings, structures, streetscapes and parks that reflect the broad objectives of this Plan;

b) using design competitions to seek design excellence and promote public interest in design quality for public works;

c) ensuring new development enhances the quality of the public realm;

d) encouraging the use of skilled professionals in the design and construction process.

Performance Standard #20:
Toronto Green Standards

Potential Implementation Tool: Urban Design Guidelines

Mid-rise buildings on the Avenues should achieve both Tier 1 and 2 of the Toronto Green Standards.

Example of planted green roof treatment.

Example of usable green roof treatment.

Rationale

The Green Standard is a set of performance measures that promote sustainable development and are intended to improve the following:

- Air quality and climate change;
- Energy use;
- Water quality and efficiency;
- Solid waste;
- Urban forest health, quality of life habitat, light pollution; and
- Economic and social health.

The Toronto Green Development Standard contains performance targets and guidelines that relate to site and building design to promote better environmental sustainability of development. The Standard is a Toronto-specific approach that integrates existing City guidelines and targets with standards from private rating systems such as Leadership in Energy and Environmental Design (LEED) and Green Globes. The Toronto Standard is intended not to compete with rating systems like LEED, but to ensure that when there is a desire to “build green” in Toronto, local environmental objectives are met.

The Standards are to be implemented in a two-tiered system:

Tier 1: Identifies the minimum sustainable performance measures to be secured during Planning Act application approval processes with the use of plans and agreements. The measures include exterior sustainable design, landscaping, site level infrastructure features (such as automobile, cycling and pedestrian infrastructure). The energy efficiency of 25% better than the Model National Energy Code for Building (MNECB) or

Examples of photovoltaic and photothermal solar cells.

Energuide 80 for low-rise development will be secured through agreements as explained in the staff report.

Tier 2: Identifies enhanced sustainable performance measures that raise the bar and encompass whole building performance such as 40% energy efficiency above MNECB or Energuide 85 for low-rise development. The enhanced measures will be encouraged through a Development Charge Refund program.

The Toronto Green Standards represent Toronto's approach to greening development practices in multi-unit high-rise residential buildings, institutional, commercial and industrial buildings and low-rise residential and non-residential development. Mid-rise buildings on the Avenues represent an opportunity to develop in a sustainable manner with buildings and streetscapes that meet the standards set out it the Toronto Green Standards. It is assumed that all buildings will meet Tier 1. Tier 2 should be easily attainable, and mid-rise buildings will be expected to meet Tier 2 of the Toronto Green Standards.

Official Plan Reference

2.2.3 Avenues: Reurbanizing Arterial Corridors

3.c) In addition to satisfying all other policies of this plan, including in particular the neighbourhood protection policies, development in *Mixed Use Areas* on an Avenue that precedes the completion of an Avenue Study will:

vii) be encouraged to incorporate environmentally sustainable building design and construction practices that:

1) reduce stormwater flows;
2) reduce the use of water;
3) reduce waste and promote recycling;
4) use renewable energy systems and energy efficient technologies; and
5) create innovative green spaces such as green roofs and designs that reduce the urban heat island effect.

3.1.2 Built Form

3. New development will be massed to fit harmoniously into its existing and/or planned context, and will limit its impacts on neighbouring streets, parks, open spaces and properties by:

b) incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development.

5.1.3 Site Plan Control

2. Site Plan control will be used to implement the policies of this Plan and to achieve attractive, well-designed, functional, safe, environmentally sustainable and universally accessible development that fits with its existing and/or planned context.

Performance Standard #21:
Heritage Buildings & Districts

Potential Implementation Tool: Urban Design Guidelines

All mid-rise buildings on the Avenues should respect and be sensitively integrated with heritage buildings and in the context of Heritage Conservation Districts.

Rationale

"The grid of Toronto's early concession roads is one of the most important legacies of the original settlement of Toronto" (Official Plan p. 2-15). These Avenues are often where a historic fabric of low and mid-rise buildings, usually with a thriving retail environment, exists.

The Avenues that have heritage character (and may or may not include listed or designated buildings) should be further studied to assess what form reurbanization and intensification should take on these Avenues.

The City of Toronto has policies in place that demonstrate the value placed on its heritage properties and districts, including requirements for how individual buildings should be protected and integrated into new developments.

Where new mid-rise buildings are developed, building design must be sympathetic to context and certain heritage characteristics. This may include, but is not limited to, overall building height, building step-backs, facade articulation, corner treatments and building materials. Where applicable, all of these design elements should be appropriate to their heritage context. For example, where the right-of-way is 27 metres, an 8-storey building may be permitted within the maximum allowable height, but a building of that height may detract from, or overwhelm a street that has an otherwise successful and recognized heritage character.

The integration of Performance Standard(s) regulating mid-rise buildings on the Avenues is being further considered through this study and will result in categorization of Avenues that should be protected and what those measures to protect them should be.

Avenues that have been categorized as having heritage character or those within Heritage Conservation Districts may be better served through alternative forms of reurbanization or intensification, such as small scale infill or buildings additions, or reuse of existing buildings.

Further detail regarding Heritage Buildings and Districts will be considered throughout the course of this Study.

Many buildings on Queen Street West have heritage character.

The scale and form of redevelopment in Heritage Conservation Districts should be context-sensitive.

Reurbanization and intensification may be accommodated through additions to existing buildings on the Avenues.

Official Plan Reference

2.2.3 Avenues: Reurbanizing Arterial Corridors

3. c) In addition to satisfying all other policies of this Plan, including in particular the neighbourhood protection policies, development in *Mixed Use Areas* on the Avenue that precedes the completion of an Avenue Study will:

v) conserve heritage properties;

3.1.2 Built Form

3. New development will be massed to fit harmoniously into its existing and planned context, and will limit its impacts on neighbouring streets, parks, open spaces and properties by:

a) massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;

3.1.5 Heritage Resources

1. Significant heritage resources, will be conserved by:

a) listing properties of architectural and/or historic interest on the City's Inventory of Heritage Properties, designating them and entering into conservation agreements with owners of designated heritage properties; and

b) designated areas with a concentration of heritage resources as Heritage Conservation Districts and adopting conservation and design guidelines to maintain and improve their character.

2. Heritage resources on properties listed on the City's Inventory of Heritage Properties will be conserved. A Heritage Impact Statement may be requested for development proposals on a property on the City's Inventory of Heritage Properties, and will be required where the development entail an amendment of the Official Plan and/or Zoning By-law. Development adjacent to properties on the City's Inventory of Heritage Properties will respect the scale, character and form of the heritage buildings and landscapes.

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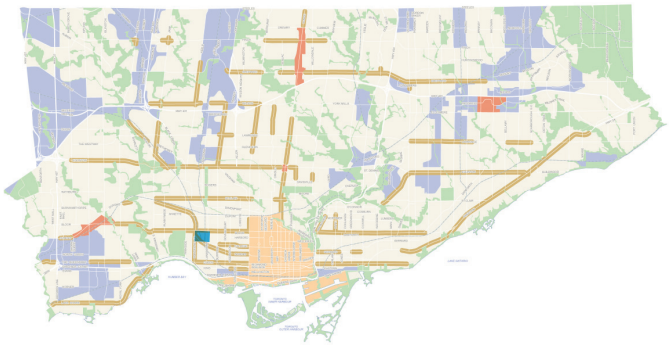
Appendices

Appendix A Summary of Completed Avenue Studies

1 Bloor-Lansdowne (Lansdowne Ave. - Dundas St. W.)

(Complete)



Prepared by: The Kirkland Partnership Inc.

Objective: to provide specific directions for future development and community improvements in the study area, as well as a generic approach to be used in planning studies and initiatives for other such areas in the future.

The study area is currently in a state of transformation from primarily industrial and low density residential uses to more intensive mixed-use and higher density residential development. In the Official Plan, the width of the right-of-way is predominantly 20m, switching to 27m at Dundas St. W.

The study recommends short, medium and long term implementation strategies to guide incremental growth, leading to a "high capacity transit node" at the Bloor-Dundas intersection 20 – 30 years in the future. This incremental growth is supported by streetscape improvements in the short term and infill initiatives in the medium term.

Avenue Study Summary

CHARACTER	Infill sites developed as mixed-use buildings
	High capacity transit node (Bloor-Dundas intersection)
	Employment opportunities provided by incubator type buildings
	Retail uses encouraged wherever possible
LAND USE	No restrictions (except heavy industrial or toxic)
	Infill sites with retail space at-grade, possible commercial space on the second floor, and residential above
	Fulfill important public objectives (i.e. library, daycare, etc.) at large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
DENSITY	3.0 FSI is recommended
	6.0 FSI could be encouraged at major transit hub (Bloor-Dundas intersection)
SECTION 37	Recommended to acquire funding for community meeting and recreation space
TRANSITIONS / ANGULAR PLANE	Angular plane guidelines should be applied to the massing of proposed buildings to ensure that sunlight reaches the street
MIN. HEIGHTS	4 storeys (ensured by as-of-right density incentives)
BASE HEIGHTS	4 storeys
MAX. HEIGHTS	Generally 4-5 storeys on the south side of Bloor St.
	10 storeys (max.) Additional height possible on sites adjacent to the railway corridors
SETBACKS	Built-to line at the street edge
	30 m from railway lines (setback area should be landscaped and part of open space system)
STEPBACKS	3 m after 4 storeys (to a max. of 10)

FRONTAGE	70% of the building frontage is required to be built to the built-to line (street frontage)
	Active frontages with accessible retail, commercial or residential
	Side street frontages in large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths) should be compatible with adjacent residential areas in terms of scale, character and use
GROUND FLOOR	Ground floor heights should be generous, even if the building is not initially planned for retail use, to encourage flexibility of use over time, and the possibility of conversion to retail in the future
ENTRANCES	Accessible directly from the street
ACCESS	New public secondary streets (where needed) can be created at large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
PARKING	On-street parking for off-peak hours
	Public district parking at large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
SERVICING	Buildings should be serviced from a lane behind the main street in keeping with the normative retail front/service back condition found all along Bloor St.
ACTIVE TRANSP.	Link existing bike paths to create a continuous linear open space network
TRANSIT	Connect TTC and GO Transit systems at Dundas W. station
	Additional entryway to enhance access
	New platforms for GO station to serve commuter rail increases in the future
	Covered platforms and glazed linkages to street
STREETSCAPE	Sidewalk paving with decorative precast concrete banding, tree planting, and low level lighting
	Murals and landscaped walls on underpasses
OPEN / GREEN SPACE	New large scale developments south of Bloor St., requiring a comprehensive plan, should allocate space in the plan for an urban park
	Network of publicly accessible open spaces to link residential neighbourhoods
	Footpaths to link existing open spaces
	New public parks and open spaces as part of large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
IMPLEMENTATION	Amendments to the policy framework to designate the area as a high capacity transit node
	Short, medium, and long-term recommendations: • Short (immediate) term – Streetscape improvements, infill vacant sites, enhance transit connections • Medium (10-20 year) term – Infill and intensify all vacant sites, promote the economic base of the area by developing incubator type buildings, complete the open space network • Long (20-30 year) term – evolve into a high capacity transit node centered around the Bloor-Dundas intersection
	Infill vacant sites with mixed-use urban avenue buildings of a scale appropriate to Bloor • 4 storey "Urban Villas," with live/work space on the ground floor, and residential above, are recommended
	Implement provisions to ensure new development adjacent to the rail corridor adds to the network of open space to eventually establish a continuous system

Staff Report Summary

DENSITY	3.0 FSI (max.)
	4.0 FSI in 4 larger development sites
MIN. HEIGHTS	16 m (where max. height is 30 m)
MAX. HEIGHTS	16 m (where existing mixed-use, low-rise development)
	30 m (in areas with high investment in transportation and other infrastructure)
IMPLEMENTATION	Amendments to the existing Policy Framework (Official Plan, Zoning by-law)

2 Bloor Street West (Mimico Creek - Prince Edward Dr.)

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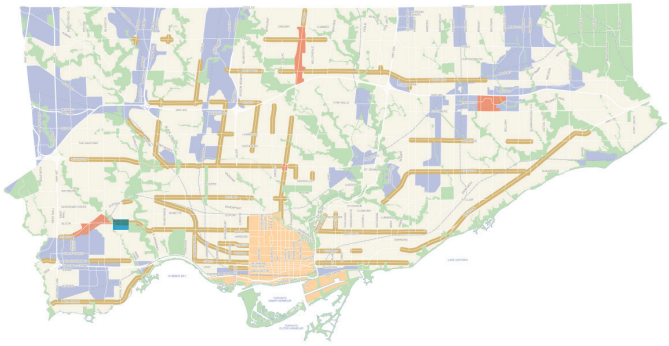

Prepared by: The City of Toronto

Objectives include:

- To identify and reinforce the distinctive character of the area
- To encourage the on-going provision of local shops, services and amenities
- To preserve and enhance the pedestrian urban experience
- To encourage an appropriate building type and design to be achieved in new development
- To accommodate intensification
- To identify appropriate parking and servicing arrangements.

This section of the Bloor St. W. right-of-way is 27m in the Official Plan.

The Urban Design Guidelines for this Avenue offer a number of recommendations concerning the pedestrian realm, built form massing and design, and open space.

Avenue Study Summary

CHARACTER	The primary function of this section of Bloor Street as a commercial amenity will be reinforced. New buildings will fit into this context with minimal negative impact. Materials of the two storey base will reflect the general character
HERITAGE	Buildings which are part of the historic fabric of the neighbourhood are encouraged to be preserved and reused
BASE HEIGHTS	New buildings will respect and continue the existing 2 Storey (7 m) base
SETBACKS	1.2 m from property line
STEPBACKS	0.6 m above the second storey Additional setbacks may be required for developments on the south side in order to preserve sunlight penetration onto the street Building heights above the fifth storey will be setback a minimum of 3 metres from all sides
FRONTAGE	A minimum lot frontage may be recommended for 6 storey buildings in the range of 30 metres, to ensure a reasonable mass and proportion
ENTRANCES	Directly accessible from the public sidewalk.
PARKING	Parking and service access will be from the rear of the lot wherever possible. No parking will be placed between the main façade of a building and the front property line Where parking areas exist along the Bloor Street frontage, new edge treatments are encouraged to separate the parking areas from the public sidewalk, such as continuous planting strips, decorative low walls or curbs
SERVICING	Service access will be from the rear of the lot wherever possible Six storey buildings on lots less than 30 metres may have to seek shared servicing arrangements.

STREETSCAPE	Awnings, canopies, signs, etc. on building facades Signage, benches, plantings, banners and sidewalk upgrades will be coordinated as new development occurs.
OPEN / GREEN SPACE	Redevelopment near significant open space should connect to paths within the open space

Staff Report Summary

DENSITY	3 FSI (max.)
TRANSITIONS / ANGULAR PLANE	All new buildings and structures shall maintain a 45-degree angular plane from any lot line abutting properties that are zoned Second Density Residential (R2)
MIN. HEIGHTS	2 Storeys (6.5 m)
MAX. HEIGHTS	6 Storeys (18 m) for new buildings 14 m (where lands back directly onto residential sites)
SETBACKS	Front Yard: • 1.2 m (min.) setback from the street line on both sides of Bloor Street No side yard or rear yard required
STEPBACKS	0.6 m after the 2nd Storey 3 m on all sides after the 5th storey
FRONTAGE	The Build-to Area shall be a minimum of 70% of the lot frontage abutting a public street. A minimum lot frontage of more than 24 metres shall be required in order to permit any new development having a building height of 6 storeys.
ENTRANCES	Main building entrances shall front onto and be directly accessible to the public street Where a new building is on a corner lot, a minimum 2.0 metre wide, 45 degree angular entrance shall be required.
PARKING	Business uses: • 2.0 spaces/93 sm of gross floor area Residential Dwelling Units (excluding townhouses) having less than 3 bedrooms: • Minimum 1.0 space/dwelling unit of which 0.2 parking spaces per dwelling unit are reserved for visitor parking • Maximum 1.25 parking spaces per dwelling unit of which 0.2 parking spaces per dwelling unit are reserved for visitor parking. Residential Dwelling Units (excluding townhouses) having 3 or more bedrooms: • Minimum 1 space/dwelling unit of which 0.2 parking spaces per dwelling unit are reserved for visitor parking • Maximum 1.4 parking spaces per dwelling unit of which 0.2 parking spaces per dwelling unit are reserved for visitor parking. Where a lot is abutting a flanking street or laneway, all vehicular access for parking shall be restricted to the flanking street or laneway.
SERVICING	Every building containing more than 400 square metres of gross floor area shall provide a loading space with minimum dimensions of 15 metres in length, 4.0 metres in width, and with a vertical clearance of 4.5 metres
IMPLEMENTATION	Amendments to the policy framework (Official Plana and Zoning Bylaws)

3 College Street (Ossington Ave. - Spadina Ave.)

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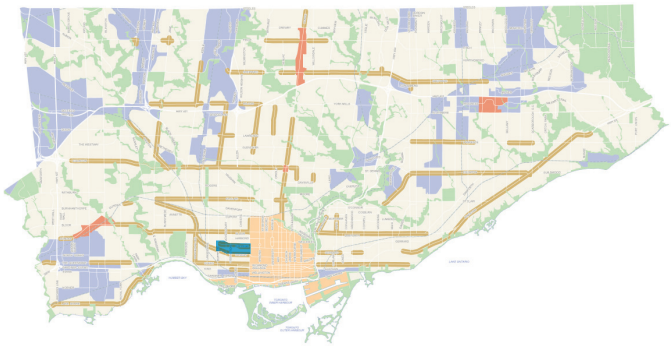

Prepared by: Brook McIlroy Inc. Planning & Urban Design / PACE Architects (BMI) and Totten Sims Hubicki for the City of Toronto.

Objectives: to provide a strategy to guide urban design characteristics of development and redevelopment; to ensure that heritage structures and surrounding neighbourhoods are protected as the area redevelops; to preserve the character and diversity of College Street; to ensure that College Street remains accessible to different modes of transportation; to promote a safe and pedestrian-friendly environment through the design of the built form, streetscape and open space; and to encourage a balance of uses and, where warranted, increased densities to help better support transit and contribute to a vibrant local economy.

The area east of Bathurst Street features inconsistent building heights, setbacks and character, and has a wide right-of-way (30m). The north side of the street is characterized by daytime-only restaurants and small stores, while the south side is an inconsistent mix of parking lots and storefronts that fail to address College Street. West of Bathurst is a more vibrant and distinct neighbourhood where the right-of-way is narrower (20m), the architecture is more continuous, and there is a variety of small, unique stores and restaurants.

A number of recommendations are made in the study, under three categories: General; Buildings; and Transportation and Streetscape. The general recommendations focus on ensuring cohesive future development. The building recommendations focus on respecting the existing context by preserving local character and promoting continuous facades along College Street that generate mixed-use with the addition of office/retail at the ground floor. The transportation and streetscape guidelines focus on enhancing the public realm with the addition of street furniture, public art and visual connections and facilitating efficient movement of all types of traffic.

Avenue Study Summary

HERITAGE	Guidelines direct development to preserve / enhance identified heritage assets.
LAND USE	A balanced mix of uses to be encouraged.
TRANSITIONS / ANGULAR PLANE	Lot depth (combined with ROW and existing context) influences recommended building heights. Different guidelines apply to north and south sides of the Avenue to provide equitable access to sunlight / daylight.
MIN. HEIGHTS	Derived from ROW and existing buildings. 2-storeys.
BASE HEIGHTS	Derived from ROW and existing buildings. Dependent on conditions (9 scenarios are identified) ranging from 3-4 storeys to 13-16 storeys.
MAX. HEIGHTS	Derived from ROW and existing buildings. 16-storeys.
SETBACKS	Based on ROW width and including 'none', 'minimal' and 'wide'.
STEPBACKS	Dependent on conditions (9 scenarios are identified). A range of stepbacks are recommended in new buildings, including at 2-storeys at rear, and at 4-6-storeys on street.
FRONTAGE	Continuous, retail-oriented facades to encourage smaller, individual businesses.
GROUND FLOOR	Retail use at grade.
PARKING	Parking provided in any new development should combine residential, visitor and short-term public spaces. Surface parking to be lit, screened and landscaped.
TRANSIT	Conditions within the 9 identified scenarios includes transit access – ie. whether the site is located on transit route or node.
IMPLEMENTATION	Land acquisition to extend existing laneways to block ends. Amend zoning to allow recommended building heights, ensure necessary rear and side set-backs, and allow for 5-storey street wall instead of 3 at key intersections.

4 Danforth Avenue (Victoria Park Ave. - Warden Ave.)

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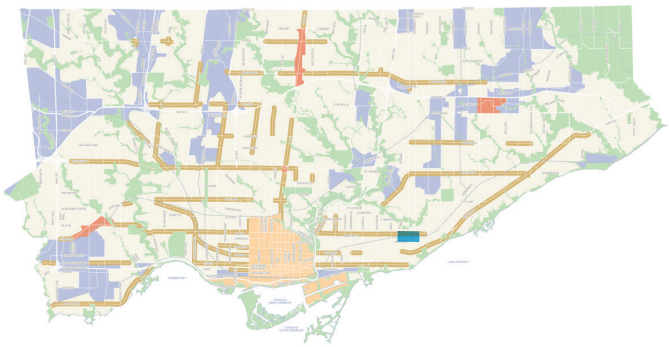

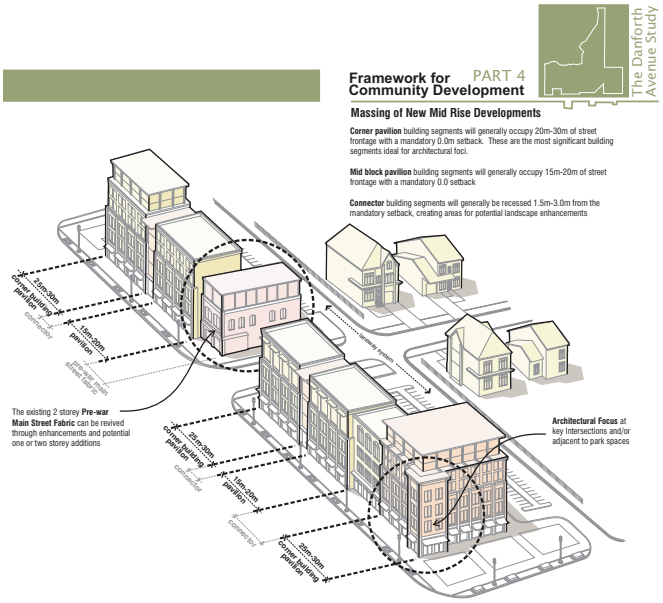

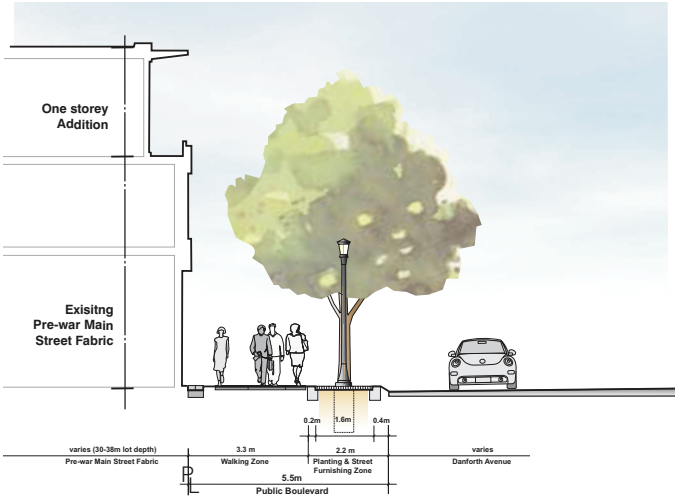

Primary Streetscape Section at Danforth Avenue and August Avenu
Illustrates existing Pre-war Main Street Fabric with the potential for a one storey addition

Prepared by: Urban Strategies Inc.

Objectives: to meet the re-urbanization objectives of the new Official Plan; to incrementally facilitate change over the next 20 years; and to maintain and improve the quality of life along Danforth Avenue.

The study area is the commercial heart of the Oakridge community and an important suburban artery in the city. Danforth Avenue has a pre-war, pedestrian-friendly “main street” character with a 27m right-of-way. The area contains both low and high-density residential buildings and small commercial buildings including a predominance of automobile sales and service operations.

This Avenue has a number of significant opportunity sites in the area but the road network and local parking do not support future growth. Furthermore, the commercial automotive uses, while having played an important economic role historically, now detract from the pedestrian experience. There are adequate opportunities but poor connections between open spaces, commercial, recreational, leisure, entertainment and institutional uses. Finally, it is recognized that complex zoning hinders the development of a clear direction for future development in the area.

The study recommends changes to the existing policy framework: amendment of the Official Plan by creating a Secondary Plan which includes high level urban design policies; a complete revision of local zoning; and the creation of urban design guidelines. These measures should result in more intensive (vibrant, mixed-use) forms of development, the integration of existing auto uses and the creation of new open spaces.

Avenue Study Summary

LAND USE	Danforth Avenue – Commercial uses at grade with commercial or multiple family dwellings above.
	Residential Streets – Stacked townhouses, duplexes, detached homes.
	Sites with existing auto related use – redevelopment subject to area-wide guidelines.
DENSITY	Danforth Avenue – (Generally) min. 2.0 FSI; max. 3.5 FSI; max. 4.5 FSI at key nodes
	Residential Streets – max. 2.0 FSI.
SECTION 37	Where development proposals exceed permitted height and/or density, S37 should be employed to secure public benefits including land for public parks, public realm and streetscape improvements and new community services and facilities.
BASE HEIGHTS	Danforth Avenue – (Generally) min. 3 storeys; 5 + 2 storey setback; 8 + 2 storey setback at key nodes.
	Residential Streets – max. 4 storeys.
SETBACKS	No setback for buildings fronting onto primary streets.
	1.5m for buildings fronting onto secondary / local streets.
STEPBACKS	1.5m from building face.
STREETSCAPE	5.5m public pedestrian zone from curb edge to edge of public right of way.
	No setback between new development and the edge of public right of way.
ACCESS	Direct vehicular access onto primary streets should be discouraged.
	Access to surface parking should be from secondary streets or rear laneways.
PARKING	Not permitted between the edge of the public right of way and the building face on any street.
	Should be located to rear of block, within interior of block or to rear of property
	Screened from view with min. 0.6m landscape buffer with min. height of 0.6m and max. height of 1m.
	(Further details re. parking for new development, organized by land-use, are included in study)
SERVICING	Via contiguous, connected private laneway system.
OPEN / GREEN SPACE	Propose 9.4 acres of open space in new and existing parks throughout study area.
	Parks to be focal points for community.
IMPLEMENTATION	Increase boundaries of the existing Community Improvement Plan area.
	Strategic land acquisitions and disposals for street reconfiguration, new public parking, improved open spaces and a new community centre.
	An architectural and design peer review process for significant new developments is recommended.
	Municipal Real Estate Investment Plan to develop quick, beneficial developments outside of the private development sphere
	Continue to encourage the involvement of residents and the BIA to continue façade and roadway improvements.

Staff Report Summary

CHARACTER	Mid-rise buildings
LAND USE	Commercial Residential (CR) zoning
DENSITY	1.0 FSI (min.) 2.5, 3.5 or 4.5 (max.)
TRANSITIONS / ANGULAR PLANE	If the property abuts a "S" or "T" zone, no portion of any building shall exceed a 45 degree angular plane.
MIN. HEIGHTS	2 Storeys
MAX. HEIGHTS	10 Storeys (not exceeding 32 m) = Key locations 7 Storeys (not exceeding 23 m) = General character
SETBACKS	3 m (max.) and 0 m (min.) along Danforth Ave. 1.5 m along other streets 7.5 m from lower density residential zones 30 m (min.) along CN railway Recessed connector segments should be setback 1.5 - 3.0 m from the street line.
STEPBACKS	Top 2 storeys
FRONTAGE	70% (min.) of the lot frontage must be occupied by the building (for lots 30 m wide or greater) 60% (min.) of the lot frontage must be occupied by the building (for lots less than 30 m wide) Mid block building segments will generally occupy 15 - 20m of the street frontage with a 0m setback from Danforth Avenue, to assert the prominence of the corner unit. Recessed connector segments should generally occupy 6 - 15m of the street frontage.
GROUND FLOOR	4.5 m (min.) height The commercial ground floor should be composed of a minimum 75% glazing for retail window displays.
STREETSCAPE	Weather protection in the form of awnings, canopies, etc. Addition of pedestrian scale street lighting; decorative elements such as banners, flower baskets, etc., special intersection paving and design treatments; and additional enhancements at key intersections Public art should be incorporated into the landscape adjacent to buildings, along paths and within parks.
ENTRANCES	Fronting onto Danforth Ave.
SUSTAINABILITY	All new development conforms to the City's Green Development Standards Green roofs and other sustainable building features are encouraged for all new developments.
ACCESS	Vehicle access to buildings fronting onto Danforth Ave. be provided from rear laneways
PARKING	No parking space shall be located in any street yard abutting Danforth Avenue. Parking for development along Danforth Avenue should be internal to the block and on parking spaces located behind the buildings that front onto Danforth Avenue. Trees and other landscaped areas are encouraged to break up large areas of parking. A 1 tree/5 parking spaces ratio should be achieved.
IMPLEMENTATION	Amendments to the policy framework (Official Plan, Zoning bylaw, etc.)

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5 Dundas Street West (Royal York Rd. - Humber River)

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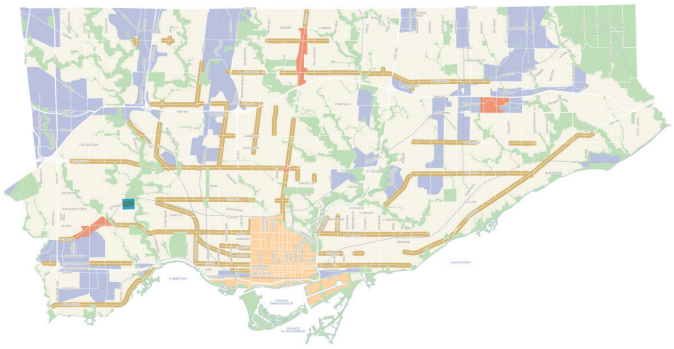

Prepared by: du Toit Allsopp Hillier / du Toit Architects Limited

Objective: to establish a framework for future development; to provide a level of certainty to the community regarding the form and character of development; and to develop urban design guidelines to be used in the review of development applications

The existing form is largely commercial strip plazas with a car-oriented environment characterized by large commercial developments and a poorly defined street edge. Some constraints to development include a low-rise neighbourhood to the south, protection of the Humber River ravine, lack of access roads and fragmented land ownership. The width of the right-of-way is approximately 27m.

The study included recommendations to satisfy the principles above, and recommendations for built form, streetscape, transportation, access, and open and natural spaces.

Avenue Study Summary

CHARACTER	Mixed-use area
HERITAGE	Architecture should respect heritage
DENSITY	1.9 – 2.6 FSI
TRANSITIONS / ANGULAR PLANE	45 degree plane for sites abutting R2 zoning: 45 degrees perpendicular to rear property line
MIN. HEIGHTS	2 Storeys (7.5 m)
MAX. HEIGHTS	6 Storeys (20 m)
SETBACKS	0.0 m (min.) – 3.0 m (max.) Residential: min. 2 m setback 7.5 m rear yard setback (with 3 m planting strip for properties adjacent to residential zone)
STEPBACKS	1.5 m after 4th storey
FRONTAGE	A minimum front yard building frontage of 70% of the front lot width
GROUND FLOOR	Permit a diversity of active ground floor uses i.e. retail, office, community services, live-work Elevate ground floor level of at-grade residential by 0.6m to 0.9m Maximize glazing on ground floor 50% of street fronting buildings must be non-residential
FIRST STOREY HEIGHT	3.6 m (min)
ENTRANCES	Facing the street
WINDOWS	Large windows opening onto the street are encouraged
BALCONIES	Well articulated building facades (balconies, awnings, windows, etc.) add visual interest to the street
ACCESS	Encourage secondary road and laneway networks

PARKING	Underground for new residential developments
	Surface parking on the side or at rear
	Off-peak street parking in key retail locations
SERVICING	Located at side or rear of building
	Screened by solid walls or landscape treatments
	Garbage storage within buildings whenever possible
ACTIVE TRANSP.	Prioritize the allocation of curbside dedicated bicycle lanes
TRANSIT	Improve access to existing transit stops
OPEN / GREEN SPACE	Encourage the development of public open space in large scale (requiring a comprehensive plan) developments
	Improve access and links to existing open space
	Improve access and signage to significant natural spaces
STREETSCAPE	Minimize curb cuts, additional pedestrian crossings, recreational pathways
	Provide a 5 m wide sidewalk from the curb
	Consistent vocabulary of light poles, benches, bicycle rings, waste receptacles, etc…
	Plantings to screen views of existing parking lots
	Encourage building elements that provide shelter, shade and visual interest
	Murals and public art to enhance identity
IMPLEMENTATION	Consolidate narrow lots to create viable redevelopment sites
	Meet with TTC to discuss the relocation of unsafe stops
	Amend the zoning by-law to permit height and uses
	Amend zoning by-laws to allow townhouses at the rear of very deep lots
	Implement a co-ordinated program for locating utilities underground
	Develop a strategy for street tree planting
	Explore measures to reduce traffic speed
	Develop initiatives to encourage landscaping on private property
	Add a buffer of 7.5m (rear yard)
	Create a “facade zone” to help define the public space
	Further investigate the feasibility of on-street parking
	Encourage the formation of a Business Improvement Association

Staff Report Summary

DENSITY	Density will range between 2.0 and 2.5 FSI based on consideration of potential future lot characteristics such as lot area
SECTION 37	Any building with a height greater than 14 metres should use Section 37 (including street trees, furniture, gateway features, and green space improvements)
TRANSITIONS / ANGULAR PLANE	45 degree plane for sites abutting R2 zoning: 45 degrees perpendicular to rear property line
MIN. HEIGHTS	2 Storeys
MAX. HEIGHTS	General Commercial – Avenues (AV) = 5 Storeys (14 m)
SETBACKS	Front Yard: • 0 m (min.) (except residential, which is 2 m min.) • 3 m (max.) in all cases
	Rear and Side Yard: • Vary depending on location
STEPBACKS	1.5 m at 4 storeys (13 m)
FRONTAGE	70 % (min.) of the lot frontage to be occupied by a building
GROUND FLOOR	Ground floor of any building west of Prince Edward Drive to have a minimum of 50 percent of the frontage in retail, live-work, office or personal services uses.
	3.6 metre high floor-to-ceiling height on the first floor.
	The finished main floor area of residential only uses shall be constructed at a minimum of 0.6 metres and no greater than 0.9 metres above grade.
	Mix of residential and commercial uses:

PARKING	• 1 space/residential dwelling unit with 2-bedroom units or less • 1.20 spaces per residential dwelling unit with three or more bedrooms. • 0.2 visitor spaces/residential dwelling unit.
	Residential only or live/work: • 1.25 spaces for a 1 bedroom unit • 1.4 spaces for a 2 bedroom unit
	Townhouses: • 1 space/residential dwelling unit with 2 bedrooms or less • 1.4 spaces/dwelling unit with 3 bedrooms or more.
	Commercial Uses: • 2.5 spaces/93 sm of gross floor area
	Medical/dental offices: • 4.0 spaces/93 sm of gross floor area
	Residential visitor and commercial parking may be shared (total number is the greater of the two)
	Parking at grade shall be prohibited between the building face and street line
SERVICING	Every building containing more than 400 square metres of gross floor area shall provide a loading space with minimum dimensions of 15 metres in length, 4.0 metres in width and with a vertical clearance of 4.5 metres.
	Loading spaces shall be located within rear or side yards, not abutting a street.
	Garbage storage areas shall be wholly contained within a building and not subject to setback requirements.
OPEN / GREEN SPACE	Buildings containing 20 or more dwelling units: • 2 sm of indoor residential amenity space/dwelling unit • 2 sm of outdoor residential amenity space/dwelling unit (40 sm directly accessible from the indoor residential amenity space)
IMPLEMENTATION	Amendments to the policy framework (Official Plan, Zoning bylaw)

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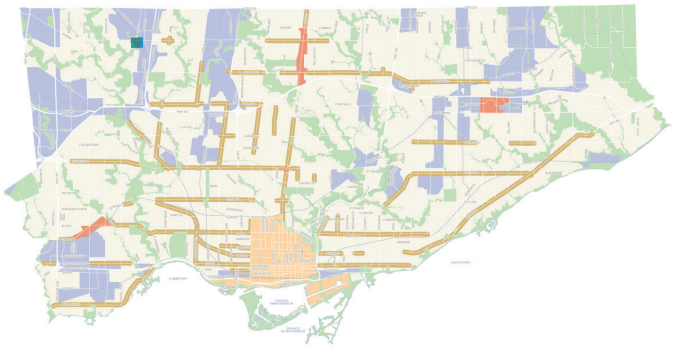
6 Finch Avenue West (at Weston Road between Milvan Drive & Signet Drive)

(Pilot Study - Complete)



Prepared by: The Kirkland Partnership Inc.

"The Avenues - Finch Weston, Phase II" was completed in February 2001 (one of the four Pilot Avenue Studies). The study established guidelines and principles to direct and mange change in the Finch Weston community. The study proposed a Master Concept Plan and made nine recommendations which form the basis of the Emery Village Secondary Plan which was adopted by City Council in November 2002. An implimenting Zoning by-law was adopted by City Council in May 2003. recommendations.

The objective of the Secondary Plan was to provide for a mixed use development on an incremental basis and encourage a village-like, street oriented pattern of development with emphasis on development of commercial and residential uses to achieve a defined and improved streetscape, a connected street system for vehicles, bicycles and pedestrians and reduce automobile dependency.

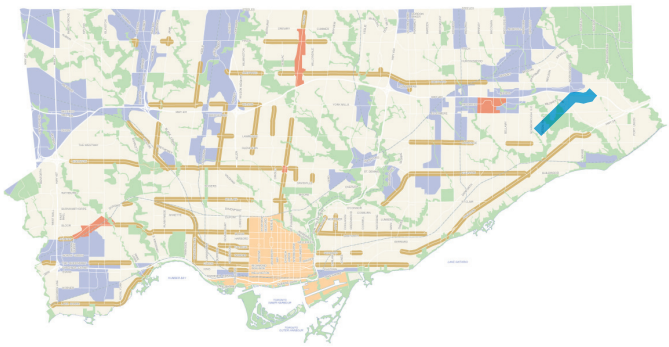
Avenue Study Summary

Study Area:	Lands in the immediate vicinity of the Finch Avenue and Weston Road intersectio
Implementation	Emery Village Secondary Plan and implementing Zoning By-law
Land Use Changes	Rezone lands from Industrial Commercial and Local Shopping Centre to Mixed U Commercial (C5) to permit and encourage street related retail, service commerci residential uses along the Finch Avenue and Weston Road frontages. Lands in th east quadrant of the intersection remain designated Industrial. An Open Space z (G(12)) on lands north of Finch Avenue to reflect the extent of Open Space desig associated with Emery Creek
	Zoning By-law contains holding provisions in order to permit the development of accordance with the C5 zoning. Conditions related to transportation, servicing ar environmental matters.
Density	Maximum of 2.5 times the lot area
Section 37	Exemptions for specific uses and facilities on lands designated as Mixed Use Are Apartment Neighbourhoods
	Outlines a list of community benefits which may be secured through legal agreen pursuant to Section 37
Indoor Amenity	2.0 m2 per dwelling unit
Outdoor Amenity	2.0 m2 per dwelling unit; common outdoor amenity space: 4% of non-residential 10% of site, whichever is greater
Min. Heights	Between 3 storeys or 9.6 metres and 8 storeys or 23.6 metres
Max Heights	Between 8 storeys or 23.6 metres and 19 storeys or 54 metres

Front Setbacks	Minimum of 0.0 metres to a maximum of 2.5 metres
	Buildings with residential uses at grade required to setback 4.5 metres
	Balconies, pedestrian weather protection systems, canopies, porches steps, bay overhands, railings, cornices, awnings or colonnades may be permitted in the are between the front wall of the building and the front lot line.
Side Setbacks	When side yard of a property is adjacent to low density Residential zone, minimu year setback is 1.2 metres fro buildings up to 9.6 metres or 3 storeys and 7.5 me buildings above 9.6 metres or 3 storeys
Rear Setback	The maximum height of all buildings shall not exceed the horizontal distance betv building and the rear lot line when it abuts a residential zone
Front Stepbacks	The portion of any building above 9.6 metres or 3 storeys must setback an additi metres from base elevation.
Minimum Separation	Between residential buildings on the same lot - 11.0 metres for buildings up to 9.(or 3 storeys; 15 metres for buildings greater than 9.6 metres or 3 storeys; 7.5 met line.
Entrance	Required at maximum 0.3m from grade
Parking	Access to be provided via public lane or flanking street.
	When a property does not public lane or flanking street only one vehicular access shall be provided from the fronting street
	Parking shall be located in the side yard, rear yard or below grade
	No surface parking within 5.0 metres of a front lot line and 3.0 metres elsewhere

7 Kingston Road (Guildwood GO Station - Highland Creek)

(Complete)



Prepared by: The Kirkland Partnership Inc.

Objective: to provide specific directions for future development and community improvement in the study area, as well as a generic approach to be used in planning studies and initiatives for other such areas in the future.

The study area is a 3.5km in length, with a six-lane arterial road and a wide array of land-uses and building forms, including high and low-rise apartment buildings, detached and row-houses, religious institutions, strip malls, and other highway commercial uses. Kingston Road connects to Highway 401 (outside of the study area) and is an important part of the regional road network. The section of the Kingston Road right-of-way is 36 m wide, increasing to 45 m east of Beechgrove Dr. Between Collinsgrove Rd. and Beechgrove Dr. the right-of-way is classified as a non-uniform width in the Official Plan.

The study recommends amendments to the regulatory framework to ensure Kingston Road evolves into a more pedestrian-friendly environment. This evolution is highlighted by streetscape, parking and open space improvements, amongst other recommendations.

Avenue Study Summary

CHARACTER	Appropriately scaled, primarily residential development with good building/street relationships and commercial uses at-grade in strategi locations
	More successful urban avenue
	More pedestrian-friendly environment
HERITAGE	Reinforce and build on the heritage character and historical properties, and to acknowledge and develop connections to Old Kingston Rd.
	Identify historic buildings with special signage
	Pursue a heritage focus for the portion of the study area close to Old Kingston Rd.
LAND USE	Mixed-use (residential with commercial at grade) at significant nodes
	Residential linear portions between Mixed-use areas
	Fulfill important public objectives (i.e. library, daycare, etc.) at large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
DENSITY	Varies to accommodate a built form relationship between Kingston Rd. and neighbouring properties
SECTION 37	Use density incentives under Section 37 to transfer density from the east side of the site to acquire property on the west side
TRANSITIONS / ANGULAR PLANE	Max height of 6 storeys, setback and height limit at rear of building, and 45˚ angular plane from rear lot line
BASE HEIGHTS	4 storey (14.5 m)
MAX. HEIGHTS	21.5 m (4-6 storeys - west end)
	14.5 m (4 storeys - east end)
	62.5 m (18-20 storeys - taller landmark buildings at important intersections where there will be no adverse effects)

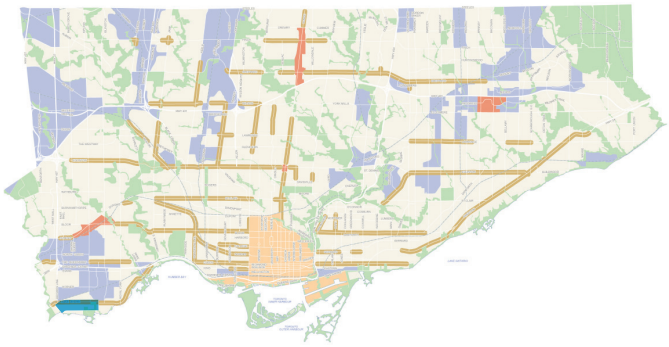
SETBACKS	Front setback of 6.0 m (min.) in residential areas (in addition to the sidewalk), which allows for a landscaped buffer between residential properties and Kingston Rd.
	2.0 m (min.) in mixed-use areas, allowing for a 2.0 m landscaped buffer at existing developments
STEPBACKS	3.0 m minimum after 4-storeys (14.5 m)
FRONTAGE	70% of frontage creating a definable street edge
	Side street frontages in large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths) should be compatible with adjacent residential areas in terms of scale, character and use
GROUND FLOOR USE	Retail/service uses in Mixed-use areas
STREETSCAPE	Improved public sidewalks, street tree planting, planted centre medians, street furniture, signage, decorative paving, and pedestrian scaled lighting
	Landscaping in residential areas
	Additional signalized pedestrian crossings (with special paving)
	Treatments (signage, public art, paving, etc.) that represents significant natural features
	Install gateway features (street furniture, lighting, signage, etc.) at major entrances
ENTRANCES	Primary ground floor entrances oriented towards the street
ACCESS	More left turn lanes
	Reduction/consolidation of driveway access points
	New public secondary streets (where needed) can be created at large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
PARKING	Rear of new buildings or below grade
	On-street during off-peak hours
	Multi-use lanes for parking and cyclists
	Public district parking at large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
ACTIVE TRANSP.	Bicycle paths connecting with existing natural trails
	Multi-use lanes for parking and cyclists
OPEN / GREEN SPACE	Create a new village square to accommodate special activities
	Green intersections with street furniture and public lighting
	Secondary connections to natural spaces
	New public parks and open spaces as part of large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
IMPLEMENTATION	Develop a Streetscape and Civic Improvements Plan
	Work closely with property owners and key stakeholders
	Develop a Civic Improvements and Open Space Opportunities Plan

Staff Report Summary

TRANSITIONS / ANGULAR PLANE	Buildings shall not exceed a 45-degree angular plane from the lot line of abutting “S”, “ST” and “M” zones.
MIN. HEIGHTS	2 Storeys
MAX. HEIGHTS	8 Storeys
SETBACKS	A minimum 1.5 m wide landscape strip shall be provided at the rear abutting “S”, “ST” and “M” zones.
FRONTAGE	Frontage or flankage greater than 30 m: • The wall of the building shall be 70% (min.) of the lot at the Street line
	Frontage or flankage less than 30 m: • The wall of the building shall be 60% (min.) of the lot at the Street line and shall be setback 3 m (min.) and 5 m (max.) from the street line
STREETSCAPE	All buildings shall provide weather protection using canopies, colonnades or building overhangs along their street frontages
ENTRANCES	The pedestrian entrances of all buildings shall open directly onto the Kingston Road boulevard
PARKING	Parking lots shall be located at the rear of buildings, or underground, so as to minimize their impact on the Kingston Road streetscape

8 Lake Shore Boulevard West (Etobicoke Creek - Kipling Ave.)

(Complete)



Prepared by: Sterling Finlayson Architects, The Planning Partnership, and Envision

Objective: to examine this important main street area and provide a vision of its future form through intensification and to identify steps that need to be taken to implement, encourage and promote the achievement of this vision.

The study area consists of a mix of uses - commercial, institutional, and industrial - that front onto Lake Shore Boulevard West. Approximately half of the buildings in the study area are have a lot depth of 35m, while the property width ranges from 4.5m to 40m. The remainder of the properties are larger lots formed by the consolidation of several smaller lots, and some large industrial parcels. Generally, the right-of-way is 34.5 m wide and accommodates TTC streetcar tracks and platforms, 4 lanes of vehicular traffic, bicycle lanes and parking spaces.

The study recommends a number of amendments to the regulatory framework in order to achieve the vision for the study area, as well as recommendations regarding streetscape, parking, and open space improvements, amongst other recommendations.

Avenue Study Summary

CHARACTER	Mixed-use Vibrant local main street with a unique identity Intensification supported by high quality public transit
LAND USE	Discourage small box, or stand alone retail structures A range of residential, commercial and office uses should be permitted. While residential intensification is a priority, mixed-use buildings with street oriented uses at grade, including live/work units, should be permitted.
DENSITY	3.0 FSI (max.)
TRANSITIONS / ANGULAR PLANE	45˚ Rear yard angular plane
MIN. HEIGHTS	3 Storeys (12.5 m)
MAX. HEIGHTS	8 Storeys (27 m) 6 Storey average would be produced based on 35 m lot depth and 45˚ Rear yard angular plane
SETBACKS	Front yard – 0.0 m (min.) – 3.0 m (max.) Rear yard – 7.5 m (min.)
STEPBACKS	3 m for additional storeys past 6-storey level
FRONTAGE	Minimum of 70% of the lot frontage abutting Lake Shore Blvd. W. must be building
ENTRANCES	Front onto and be directly accessible to the public street

PARKING	Reduction in parking requirements for new development Residential lots less than 12.5 m in width: • 2 spaces (min.) if served by public lane Residential lots greater than 12.5 m in width: • 0.5 spaces/bachelor • 0.75 spaces/2 bedrooms + • 0.6 spaces/unit for visitors Non-residential lots with building less than 0.75 times lot area: • No parking required Non-residential lots with building greater than 0.75 times lot area: • 2.5 spaces/93 sm GFA
	Remove all on-street angled parking and replace with parallel on-street parking
SERVICING	Every building with more than 400 sm of GFA should provide loading area with min. dimensions of 15m long, 4m wide, and 4.5m clearance
ACTIVE TRANSP.	Clear signage and route definition for cyclists
TRANSIT	No dedicated streetcar ROW
STREETSCAPE	Street trees, sidewalk improvements, pedestrian scale lighting and signage
	Streetscape improvements as part of development applications
OPEN / GREEN SPACE	Enhance existing open spaces
	Improve upon the gateway role of significant open spaces
	Future improvements to the open space should coordinate with landscape and open space design ideas that are developed for the area
	Smaller public spaces should be included in a coordinated streetscape design
IMPLEMENTATION	Establish the Vision and make necessary changes to OP and zoning
	Reduce high parking requirements in developments and increase availability of municipal parking lots
	Update the Community Improvement Plan
	Update/amendments to the Zoning By-law and Official Plan
	Undertake parking standards reduction study
	Set aside money in the capital works budget each year for streetscape improvements
	Enlarge the Business Improvement Area to include all businesses in the study area
	Explore options for provision of financial incentives to the private sector to promote intensification
	Support ongoing volunteerism and the development of unique local events
	Prepare a marketing strategy to promote the study area
	Develop an AV Zone

Staff Report Summary

LAND USE	Mixed use buildings with street-oriented commercial uses at-grade should be encouraged along Lake Shore Boulevard West
	Allowing for live/work uses will also provide opportunities for new employment and create more animated spaces at-grade
DENSITY	3.0 FSI (max.)
TRANSITIONS / ANGULAR PLANE	45˚ Rear yard angular plane (at-grade)
MIN. HEIGHTS	2 Storeys (7.5 m)
BASE HEIGHTS	2 Storeys (7.5 m) • 4.5 m (for grade related floor – usually commercial or retail) • 3 m (for residential component above- grade)
MAX. HEIGHTS	6 Storeys (20 m)
	8 Storeys (27 m) for lets greater than 35 m deep

SETBACKS	Front Yard – 0 m (min.) - 1.5 m (max.) Rear Yard – 7.5 m (min.) Side Yard – No side yard is required, however, a flanking street side yard setback of 1.5 metres will be required.
FRONTAGE	Minimum of 70% of the lot frontage abutting Lake Shore Blvd. W. must be building
PARKING	Eliminate angled parking where possible and replace with bay parking and off-street parking facilities Eliminate front yard parking in favour of rear yard or underground parking with new development or redevelopment Reduced parking standards (mixed residential/commercial developments): • 1 space (min.)/each residential unit having two bedrooms or less • 1.2 spaces (min.) for each residential unit having more than two bedrooms • 0.2 visitor spaces/residential unit • 2.5 spaces (min.) for every 93 sm of commercial floor area • 4.0 parking spaces for every 93 sm of medical/dental office Shared parking permitted in mixed residential/commercial developments
SERVICING	Minimize, or ideally eliminate, mid-block driveways in favour of rear laneway access to parking, loading and other service facilities with new development or redevelopment
STREETSCAPE	Where possible, sidewalk paving, tree planting and pedestrian lighting and furniture should be implemented with a consistent and high quality design elements in accordance with City standards. Increase sidewalk widths where possible Increase opportunities for safe pedestrian crossing of Lake Shore Boulevard West hrough the installation of new traffic control signals, where appropriate
OPEN / GREEN SPACE	Improved signage and trail-head mapping would enhance way-finding in the overall trail system
IMPLEMENTATION	As redevelopment occurs and the on-street parking supply is altered, opportunities to implement off-street municipal lots should be pursued.

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9 Lawrence Avenue East (Victoria Park Avenue - east of Birchmount Road)

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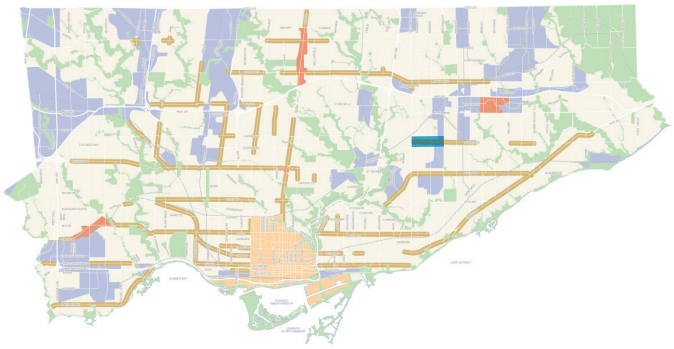

Prepared by: Young and Wright Architects Inc. in consultation with GHK International (Canada) Ltd., Dillon Consulting Ltd. and J.C. Williams Group Ltd.

The Study recommend changes to zoning by-laws for the area, urban design guidelines to address public realm improvements and criteria for introducing mid-rise to tall buildings. The Study Area was 2 Km - Victoria Park Avenue to east of Birchmount including areas of low to mid-rise residential, a commercial hub and Wexford Employment District. The area was divided into to three sub-areas: Victoria Park to Pharmacy Avenue, Pharmacy Avenue to Crockford Boulevard, Crockford Boulevard to east of Birchmount Road.

Implementation included Amendments to the Wexford and Dorset Park Community Zoning By-laws, Wexford Employment District Zoning By-law and Urban Design Guidelines.

Avenue Study Summary

Character	Desire a vibrant mix-use Avenue with mid-rise street related buildings at mid-block and higher buildings at key locations, improve pedestrian environment and cycling opportunities
Land Use Changes	Introduction of a Commercial Residential (CR) Zone to permit a range of commercial, institutional and residential buildings and prohibit single detached, semi-detached and townhouses. Places of workship not permitted as of right.
Density	3 storeys - 1.0 GFA
	6 storeys - 2.0 GFA
	8 storeys - 2.5 GFA
	12 storeys - 3.0 GFA
	15 storeys - 3.5 GFA
Section 37	Applications for density in excess of maximum gross floor areas will trigger community benefits pursuant to Section 37 of the Planning Act
	6 Storeys or greater will require a Section 37 agreement for community benefits
Transitions/Angular Plane	45 degree angular plane from rear property lines which abut residential zones
Min. Heights	2 storeys or 8 metres
Max Heights	between 3 and 15 storeys depending on lot depth and location of properties relative to surrounding uses
Front Setbacks	minimum 2 metre street yard building setback
Rear Setback	minimum 7.5 metre (within a 1.5 metre landscape buffer)
Stepbacks	Storeys above 20 metres in height shall step back a minimum of 2 metres from the front main wall of buildings along street lines
Build-to-line	70% of the frontage for lots on Lawrence Ave. E with a frontage of greater than 30 metres, lots with 30 metres or less the building must occupy a minimum of 60% of the frontage
Ground Floor	4.5 metres
Entrance	Should be located within view of the public sidewalk
Parking	Parking rates governed by Wexford Community Zoning By-law. Reduce parking requirements for smaller retail, service and office and restaurants (Similar to standards adopted as part of the Danforth Avenue Study). Recent TPA lot on north side of Lawrence Avenue
	Retail, Service Office Eating Establishment, Recreational and Places of Entertainment: minimum of 1 parking space/100m2 gross floor area

Active Transportation	Planning recommends that that Transportation Services explores the opportunity to adding bicycle lanes in both directions on the 23.8 metre paved portion of the ROW
Transit	Well served by transit - consideration for additional transit stops more closely spaced and potential to add a bus and/or HOV lane.
Streetscape	Lawrence Avenue Urban Design Guidelines (3 parts: Streetscape Improvements (public and private realm), Parks and Open Space enhancements and Built Form policies)
	Streetscape Master Plan Design Study (by the BIAS - completed by EDA Collaborative Inc.)
	Elements Include: wider sidewalks pedestrian-scale lighting, banners, benches, signage and public and private tree plantings.
Open/Green Space	2 sub-areas that are park deficient - options include a parkette on the north side of Lawrence Ave, some form of park on the hydro lands could become an important focal point, as development proceeds explore options for parkland with particular attention to lands east of Crockford Blvd. Pedestian/cyling trail along the Hydro Corridor to connect with existing trail
Lot Depths	Less than 40 metres to greater than 80 metres (lot depths influce maximum height provisions)
Community Services	Community Services and Facilities Study identified deficiencies in schools, subsidized daycare, programming space for human services, recreational facilities and programs, family councelling and English as a second language programs

10 The Queensway (Kipling Ave. - Mimico Creek)

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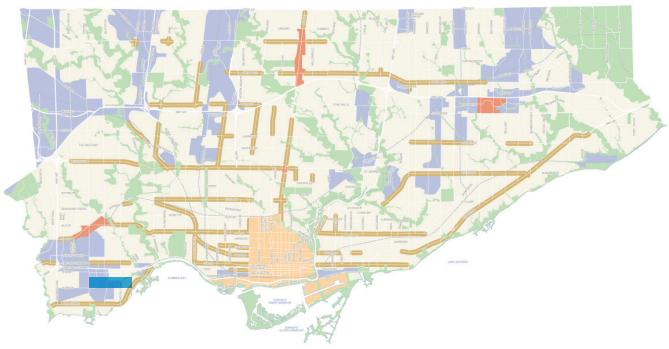

Prepared by: The Kirkland Partnership Inc.

Objective: to provide specific directions for future development and community improvement in the study area, as well as a generic approach to be used in planning studies and initiatives for other such areas in the future.

The study area is divided into three sub-areas: Mimico Creek to Royal York Rd., Royal York Rd. to Islington Ave. and Islington Ave. to Kipling Ave. The two eastern sub-areas (from Mimico Creek to Islington Ave.) are characterized as local shopping streets (low-rise, commercial and mixed-use buildings) and the western sub-area has a suburban arterial character. West of Islington, the right-of-way (36 m) is four to six meters wider than it is to the east (30 m) (with an increase in traffic lanes from four to six).

The study recommends amendments to the Official Plan and zoning by-laws to ensure The Queensway evolves with a mixed-use character. This evolution is highlighted by streetscape, parking and open space improvements, amongst other recommendations.

Avenue Study Summary

CHARACTER	Mixed use character Pedestrian friendly environment Urban area with a recognizable local identity
LAND USE	Mixed-use (residential/retail) development should be permitted through as-of-right zoning in building zone Zoning should be updated to apply a Mixed-Use Area Official Plan designation across the entire study area Site plan review required for developments that satisfy residential intensification, but are not mixed-use, to ensure the grade level design enhances the public realm or allows for future retail/commercial use Fulfill important public objectives and provide community services and facilities (i.e. library, daycare, etc.) at large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
DENSITY	3.0 FSI (as-of-right)
TRANSITIONS / ANGULAR PLANE	45˚ angular plane projected from grade, from rear property line 1:1 ratio of building height to the width of the distance to a building edge on the opposite side
BASE HEIGHTS	Buildings should have a consistent base building height (6 storeys or less)
MAX. HEIGHTS	6 Stories (20 m) for regular sized (lot depths < 40 m) lots Taller buildings accepted on lots with depths > 60 m, providing proper setbacks and transitions: • Street scale of 6 storeys or less is achieved • Taller building elements are setback from street frontages • Taller buildings are not close to residential on side streets • Microclimate impacts are proven acceptable

FLOORPLATE	-
SETBACKS	Buildings aligned in regular patterns at the edge of the street
	Building zone for infill development within 35 m of the front property line
	Consistent setbacks
	Street related building zone extending 35 m from the front property line
	3-6 m rearyard setback
FRONTAGE	Consistent façade articulation with pattern created by existing street-related buildings
	Buildings should occupy 70% frontage along the Queensway
	Side street frontages in large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths) should be compatible with adjacent residential areas in terms of scale, character and use
GROUND FLOOR	Street related retail shops and/or community service uses
	Building facades at grade will be extensively glazed
ENTRANCES	Building entrances should be directly off of public sidewalk
ACCESS	New public secondary streets (where needed) can be created at the rear of arge sites (usually characterized by 40-50 m lot depths)
PARKING	On-street, minimum curb-cuts, and on-site parking underground or behind buildinc
	Exisiting properties with front parking should provide landscape screening walls
	Where on-street parking is provided, it may be discontinued to provide transit stops and right turn lanes
	No new surface parking within 35 m of the building zone (from front property line)
	Public district surface parking within large sites (requiring comprehensive plans, and usually characterized by 40-50 m depths)
SERVICING	Laneways should not be closed without appraisal of their short and long-term value
ACTIVE TRANSP.	Wider curb lanes (> 3.5m) where possible, if bike lanes are not dedicated
TRANSIT	Streetcar access from east or west is not justified
STREETSCAPE	Curb cuts should be consolidated and minimized to ensure sidewalk continuity for pedestrians
	Addition of street trees with all development
	Addition of furniture and pedestrian scaled lighting
	Streets wider than 20 m should be broken in two parts by a landscaped median
	The addition of reasonably spaced signalized pedestrian crossings
	Street lighting aligned and evenly spaced intermediate in height, and natural in color
OPEN / GREEN SPACE	Ensure the development of a major public space to serve as a significant public amenity
	Make natural areas available for enhanced public use
	New public parks and open spaces as part of large site (requiring comprehensive plans, and usually characterized by 40-50 m lot depths) development
	Make existing park spaces more accessible and more visible
IMPLEMENTATION	Mixed-use (residential/retail) development should be permitted through as-of-right zoning in building zone
	Zoning should be updated to apply a Mixed-Use Area Official Plan designation across the entire study area
	Tree Planting Strategy

Staff Report Summary

LAND USE	Residential: apartment houses; dwelling units above a business use, retail and/or office use; live/work units; and townhouses.
	All Business, Institutional, and Public Uses permitted under the Limited Commercial (CL) zone, and shall include public parking areas and holistic clinics
DENSITY	3.0 FSI for Limited Commercial – Avenue (max.)
TRANSITIONS / ANGULAR PLANE	45˚ angular plane projected from grade, from rear property line

MIN. HEIGHTS	2 Storeys (7.5 m)
MAX. HEIGHTS	6 Storeys (21 m)
	8 Storeys (27 m) at major intersections
SETBACKS	Front Yard: • 0 m (min.) – 3 m (max.) on lands zoned limited commercial – Avenues (AV) • 3 m (min.) at certain properties
	Rear Yard: • 2 m (min.) landscape strip at rear yard abutting residential area (not required where there is a laneway abutting)
	Side Yard: • None required (except next to OS zone – 1.2 m)
STEPBACKS	Where building exceeds 2 Storeys, from 2-6 Storey will be setback 1 m (min.)
	After 6 storeys, setback of 3 m (min.) is required
FRONTAGE	The build-to area shall be a minimum of 70% of the lot frontage abutting a public street
	Properties with min. lot frontage of 24 m, can have a max. building height of 6 storeys
GROUND FLOOR	Retail and/or commercial businesses or office uses with occasional breaks in this commercial street edge for landscaped spaces in front of grade related residential developments
	3 m (min.) landscape zone between residential facades and sidewalk
	Building facades at-grade will be extensively grazed
ENTRANCES	Main building entrances shall front onto and be directly accessible to the public street.
ACCESS	Where a lot abuts a flanking street or laneway, all vehicle access shall be restricted to the flanking street or laneway.
PARKING	Located underground or at the rear of buildings
	Access to all underground parking areas will be integrated into the rear or sidewall of buildings.
	Reduced parking standards: • 1.0 space (min)/each residential unit (excluding townhouses) having two bedrooms or less • 1.2 space (min.)/each residential unit having more than two bedrooms • 0.2 visitor spaces/residential unit (min.) • 2.5 spaces/ 93 square metres of commercial floor area (min.) • 4.0 spaces/93 square metres of medical/dental office floor area.
SERVICING	Every building containing more than 400 square metres of gross floor area shall provide a loading space with minimum dimensions of 15 metres in length, 4.0 metres in width, and with a vertical clearance of 4.5 metres.
	Integrate servicing into rear or sidewall of building
	Exhaust vents oriented away from public realm, loading screened, garbage enclosed in building
STREETSCAPE	Street trees required in all development
	Coordinated street furniture

11 Wilson Avenue

(Keele St. - Hwy 401 at Bathurst St.)

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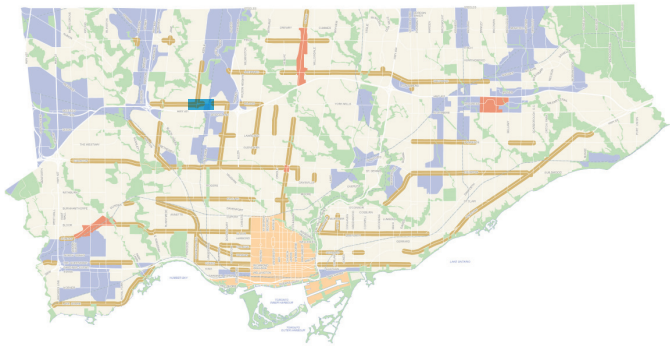


Prepared by: Markson Borooah Architects and Roger Todhunter Associates

Objective: to prepare a Streetscape Master Plan and Public Art Master Plan that supports the revitalization objectives that have been proposed for this area.

The study area is a wide arterial road with a range of commercial and mixed-uses along the entire corridor, and an un-welcoming pedestrian environment.

The study recommends a number of initiatives to enhance the streetscape and open space areas along the study area, with a strong focus on Public Art Initiatives, among other recommendations.

Additionally, an Avenue Revitalization Study was conducted by The Planning partnership in 2001. Furthermore, N. Barry Lyon Consultants prepared the Keele Street Study, also completed in 2001, which included a significant portion of Wilson Avenue at Keele Street.

In June 2004, a set of Urban Design Guidelines were completed based on the results of the Wilson Avenue Revitalization Study. Elements of this study were included in the City's final Avenue Zoning By-law for Wilson Avenue.

The City produced both a Zoning by-law and Official Plan Amendment following the completion of this Avenue Study.

Avenue Study Summary

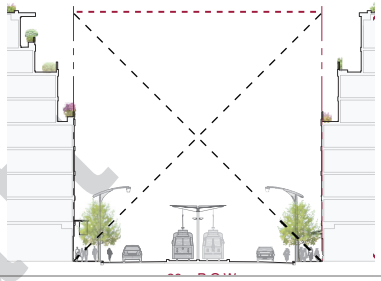
SETBACKS	Buildings located at the street line
STREETSCAPE	Creation of nodes (enhanced feature areas) at major intersections
	Double row of street trees, consistent signage, lighting, banners, furniture, etc.
	Site specific public art wherever possible
	Low wall edge treatments between streetscape and parking lots
	1.5 m wide sidewalks
PARKING	Wide curbs recommended to distinguish on-street parking
	Screening on-street lots with low walls and street trees
OPEN / GREEN SPACE	"Green" gateways to bookend the study area
	Improve existing open spaces with landscaping, lighting and sidewalk improvements, as well as public art and pedestrian amenities
	Landscape (naturalization) upgrade on slopes and embankments
IMPLEMENTATION	Involve artists in infrastructure (lighting, seating, waste disposal bins, etc…) design
	Undertake a Park Design Program
	Banner Program

Appendix B Urban Design Glossary

Urban Design Glossary

1:1 Ratio

The 1:1 ratio is used to determine the potential building height, where the width of the street right of way equates to maximum height of the building.



Building Typology

A typical building massing, organization and use that can be generally applied to a variety of contexts.

Façade

The exterior wall of a building.

Human Scale

The quality of the physical environment which reflects a sympathetic proportional relationship to human dimensions and which contributes to the citizen's perception and comprehension of buildings or other features of the built environment.

Low-Rise Building

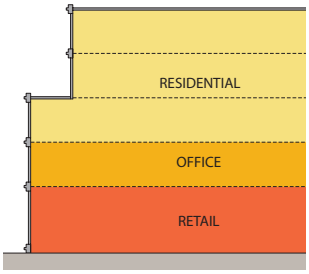
Refers to buildings that are less than three or four storeys in height.

Mid-Rise Building

Generally refers to buildings that are four to twelve storeys or up to a height that is no taller than the right of way width of the street on which it is located.

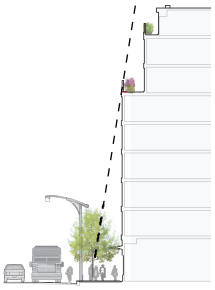
Mixed-use (Building(s))

Refers to multiple types of uses within a building or set of buildings. This may include a combination of residential, employment, retail, institutional, or other land uses.



Pedestrian Perception Zone

The upper floors of the front facade of a building that are pushed back from the building base to mitigate the perception of excessive building height.

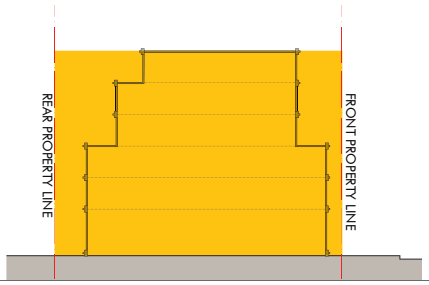


Pedestrian-oriented

An environment designed to make movement by pedestrians safe, attractive and comfortable for various ages and abilities; considerations include separation of pedestrian and auto circulation, street furniture, clear directional and informational signage, safety, visibility, shade, lighting, surface materials, trees, sidewalk width, intersection treatment, curb cuts, ramps and landscaping.

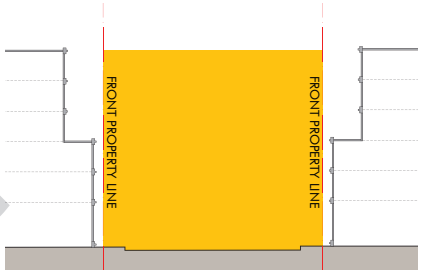
Private Realm

Refers to any space that is perceived as being private. Sometimes public and private realms blend to create a transition zone.



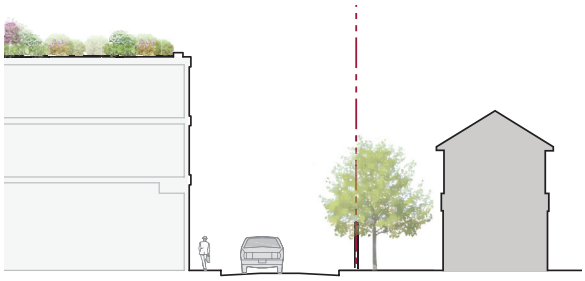
Public Realm

Refers to spaces that are perceived as being publicly accessible, for example, sidewalks, parkettes, bike paths and building forecourts would be considered part of the public realm.



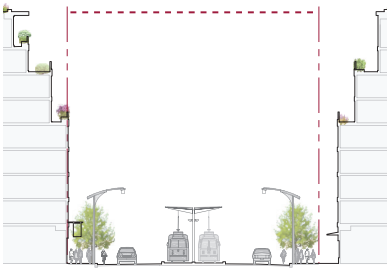
Rear Lane

A vehicular road located to the rear of lots providing access to service areas and parking.



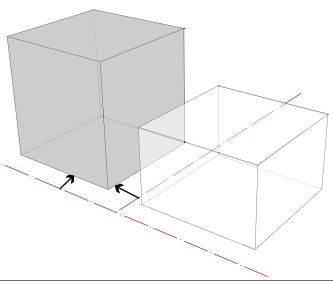
Right-of-Way

The part of the street space that is publicly owned and lies between the property lines.



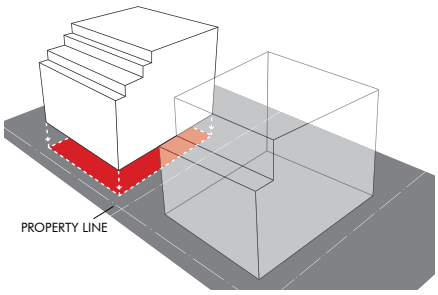
Setbacks

Refers to the distance between a property line and the front, side or rear of a building.



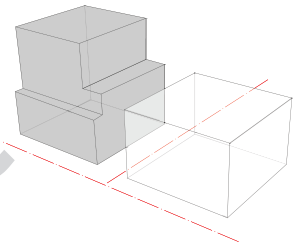
Siting/Building Orientation

The location, positioning and orientation of a building on its site, generally taking into account its relationship to adjoining properties, building and street boundaries.



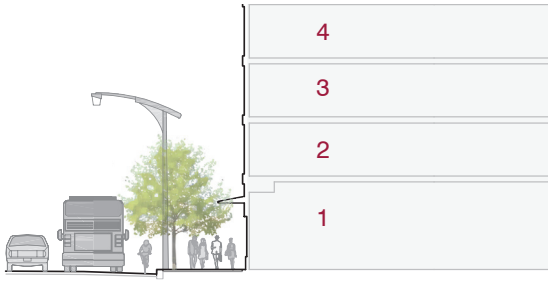
Step-backs

Refers to the setting back of the upper storeys of a building. Front and side step-backs help to create a transition between built form of varying heights and provide appropriate separation between adjacent buildings and/or open spaces.



Storey

A habitable level within a building, excluding raised basement.



Streetscape

The distinguishing elements and character of a particular street as created by its width, degree of curvature, paving materials, design of the street furniture, pedestrian amenities and setback and form of surrounding buildings.

Street wall

The condition of enclosure along a street created by the fronts of buildings, and enhanced by the continuity and height of the enclosing buildings.

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