

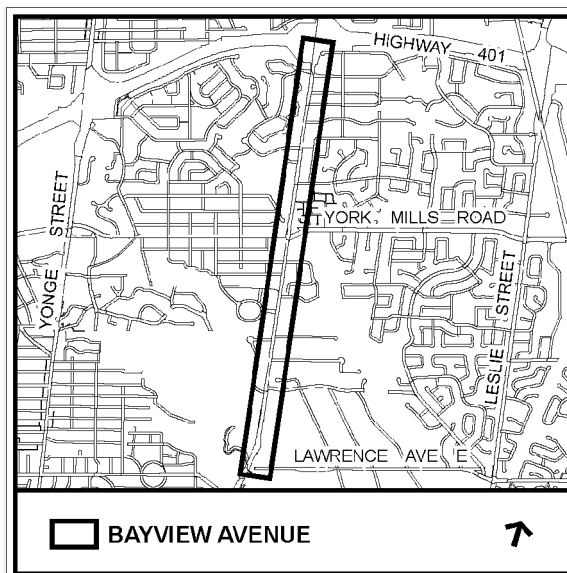
Bayview Townhouse Design Guidelines – Status Report

Date:	July 24, 2014
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 25 – Don Valley West
Reference Number:	14 106510 NPS 00 TM

SUMMARY

On December 16, 2013 City Council directed staff to undertake a study of Bayview Avenue between Highway 401 and Lawrence Avenue East "to review the appropriate development framework for the lots abutting Bayview Avenue". This report provides Council with information on the Guiding Principles developed through meetings with the community and other stakeholders and outlines draft guidelines for townhouse developments fronting along this stretch of Bayview Avenue. The Guiding Principles and draft guidelines are intended to inform the review of proposed townhouse developments along this part of Bayview Avenue ensuring that new development fits with the unique character of the area.

The report recommends that City Council direct staff to hold a community consultation meeting to present the draft guidelines, to continue to refine the guidelines based on further work and consultation and to use the Guiding Principles and draft guidelines in the review of development applications prior to the final guidelines being adopted.



RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to hold a community consultation meeting to present the Guiding Principles and draft guidelines to the community and seek their input on the draft guidelines attached.
2. Following the community consultation meeting, Staff continue to refine the draft guidelines and report to North York Community Council in the first quarter of 2015 with final guidelines.
3. Staff use the Guiding Principles and draft guidelines in the review of applications for townhouse developments on corner lots and shallow mid-block sites along this stretch of Bayview Avenue prior to the final guidelines being adopted.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

On December 16, 2013 City Council directed staff to undertake a study for Bayview Avenue, from Highway 401 to Lawrence Avenue East, to review the appropriate development framework for the lots abutting Bayview Avenue. City Council's direction can be found at

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.NY28.34>

A Status Report related to the study was adopted by North York Community Council at its meeting of April 8, 2014. The report outlined the Terms of Reference to be used in conducting the study, what had occurred to that point and what the next steps should be to continue the study. The status report can be found at:

<http://www.toronto.ca/legdocs/mmis/2014/ny/bgrd/backgroundfile-67828.pdf>

In November, 2006 the Ontario Municipal Board (OMB) approved a twenty-unit townhouse development at 2425 Bayview Avenue. City Council and Planning staff were opposed to the application. The OMB decision approving the townhouse development noted that townhouses at 2425 Bayview Avenue were “an appropriate form of intensification” which was sensitive to the residential area. This development has halted construction and staff understand that the site may now be under new ownership.

Council and City Planning staff also opposed an eight-unit townhouse development at 2500 Bayview Avenue however it too was approved by the OMB in May, 2010. In that decision, the OMB indicated that an appropriate neighbourhood context to review the proposal was along Bayview Avenue from Lawrence Avenue East to Highway 401 and that the context included townhouses. In its decision, the OMB stated that townhouses were appropriate on the site due to its “edge” condition along Bayview Avenue, and that it was not felt that townhouses would occur in the interior of the neighbourhood as a

result of the development. This development is under construction.

STUDY BACKGROUND

Study Area

The study area is bounded by: Highway 401 to the north and Lawrence Avenue East to the south. The study only includes those lots which abut Bayview Avenue.

The recent OMB and City Council approvals for townhouses south of Highway 401 have occurred both north and south of York Mills Road. Lawrence Avenue East is a logical southern boundary to the study area as it is the next major street and the character of Bayview Avenue differs south of Lawrence Avenue East. The character of Bayview Avenue differs north of Highway 401, where the lot pattern is different and where lots have a more consistent depth. There is also a different range of zoning along Bayview Avenue north of Highway 401.

Neighbourhood Context

The stretch of Bayview Avenue between Highway 401 and Lawrence Avenue East has a unique character not found north of Highway 401 or south of Lawrence Avenue East. This stretch is predominantly residential with large dwellings on large lots which often exceed the zoning requirements for lot frontage. The buildings range from one to three storeys in height. The front yards of these residential lots are heavily landscaped, often blocking views of the dwellings from the street. This landscaping is also found in the side yards of corner lots which front onto the side streets. Due to the lot sizes, side yard setbacks are often larger than the minimums required by the zoning by-law. The large setbacks and heavily landscaped yards create a corridor of vegetation interspersed with buildings. This makes for a pleasant vehicular and pedestrian environment as Bayview Avenue feels like a landscaped corridor of significant mature landscaping. This character of large lots with large front yard setbacks which are heavily landscaped is also quite different from many other major arterials in the City.

Lot Structure

Lots within the study area have a range of both lot frontage and lot depth. The lot frontages range from 17.7 metres to 195.5 metres while the lot depths range from 21.3 metres to 172.8 metres. Larger lot frontages are not necessarily coupled with larger lot depths and may actually have a shallow lot depth. Corner lots were included in the study area and their lot frontages and lot depths were measured relative to Bayview Avenue rather than at the shortest lot line as defined in the zoning by-law. This variation in lot types resulted in the need for more than one guideline (see "Draft Guidelines" for more detail on the different lot types).

The existing detached dwellings abutting Bayview Avenue vary in building setbacks. Some dwellings have significant setbacks from Bayview Avenue with large front yards; some lots have relatively smaller setbacks. Front yards, especially those on lots with large front yard setbacks, are heavily landscaped often with large mature trees. This creates a

landscaped pedestrian environment and minimizes the visibility of the dwellings from Bayview Avenue. The rear yard setbacks are range in size, generally related to the size of the front yard setback.

A number of lots along Bayview Avenue were excluded from the study once the lots had been inventoried. They were excluded for a number of reasons:

- There is an approved townhouse development on the site;
- The site is currently an apartment building;
- The site is owned by the City, either parkland, open space or a fire station
- It is a non-residential lot;
- Lots which were rear lotted along Bayview Avenue and have a significant grade change from Bayview Avenue; and
- Sites not designated *Neighbourhoods* in the Official Plan.

Recent Applications

Since the approval by the OMB of the two applications mentioned above, additional applications for townhouses along Bayview Avenue have been filed with the City. An application for townhouses at 6 Baytree Crescent was approved by City Council on October 8, 9, 10 and 11, 2013. The bill for this development has not yet been enacted pending the issuance of Notice of Approval Conditions for the related Site Plan Control application. A copy of the Final Report can be found here:

<http://www.toronto.ca/legdocs/mmis/2013/ny/bgrd/backgroundfile-61058.pdf>

In addition to the application at 6 Baytree Crescent, three other applications for townhouses have been filed with the City. Two applications have been filed on the west side of Bayview Avenue at Bayview Ridge. These development applications are for both corner lots and are for five and six townhouse units. Both proposals also include two detached dwellings. An eleven unit townhouse development with two detached dwellings has been submitted at the corner of Bayview Avenue and Old Colony Road. Preliminary reports for the applications may be found here:

103 Bayview Ridge:

<http://www.toronto.ca/legdocs/mmis/2013/ny/bgrd/backgroundfile-62107.pdf>

108 Bayview Ridge:

<http://www.toronto.ca/legdocs/mmis/2013/ny/bgrd/backgroundfile-62112.pdf>

2655-2659 Bayview Avenue and 15 Old Colony Road:

<http://www.toronto.ca/legdocs/mmis/2014/ny/bgrd/backgroundfile-66470.pdf>

The applications at 103 and 108 Bayview Ridge have been appealed to the OMB due to Council's lack of making a decision within the time frame required under the *Planning Act*. The OMB has set a Pre-hearing date of August 20, 2014 for these applications. The development community is concerned that this study will delay any projects/applications. The adoption of Recommendation 3, to use the Guiding Principles and draft guidelines

outlined in this report as part of our review of applications for townhouse developments along this stretch of Bayview Avenue prior to the final guidelines being adopted, will allow existing applications to be considered in a more comprehensive manner which reflects the character of the area.

Infill Townhouse Guidelines

City-wide Infill Townhouse Guidelines were approved by City Council in 2003 to address the development impacts of infill townhouses with a focus on “protecting streetscapes and seamlessly integrating new development with existing housing patterns”. The Guidelines consider matters such as building location, built form and location of parking. They also consider the relationship between the infill development and the pedestrian environment with regard to things such as entrances, parking and land use. These guidelines are applicable city-wide and do not deal specifically with the unique characteristics of this stretch of Bayview Avenue.

In response to development pressure for townhouses on Bayview Avenue north of Highway 401, Council directed staff in 2005 to conduct a design guideline study to deal with the unique features of that area. The study reviewed the west side of Bayview Avenue between Highway 401 and Finch Avenue East which is an area of consistent lot depths and block sizes. Those guidelines were adopted by City Council in the fall of 2007. The context of this area is different from the context south of Highway 401.

The Infill Townhouse Guidelines and Bayview Avenue Guidelines study north of the 401 have been referred to in the development of the Guiding Principles and draft guidelines outlined in this report. The Guiding Principles and draft guidelines build upon the principles contained in the existing Infill Townhouse Guidelines. Due to the unique characteristics found within this stretch of Bayview Avenue, as mentioned above, and the development pressure for townhouses, it is appropriate to develop guidelines tailored to the area to ensure the new development appropriately fits with the existing context.

Official Plan

The Official Plan designates the residential lots included in the study as *Neighbourhoods* which are considered physically stable areas and are made up of low scale residential uses along with parks, schools and local institutions. Small-scale retail, service and offices uses are also permitted. Development in *Neighbourhoods* is expected to “respect and reinforce” the existing physical character including building typology, size and configuration of lots, heights, massing and scale. Infill developments should have building types with heights, massing and scale that are appropriate for the site and surrounding area.

Bayview Avenue is identified as a *major street* on Map 3 of the Official Plan. Applications for intensification along major streets in *Neighbourhood* designations are not encouraged. When a more intense form of development is proposed it is expected to respect and reinforce the existing physical character. When a more intense form of development along a major street has been approved, this should not be considered when assessing applications in the interior of the *Neighbourhood*.

The Built Form policies in Chapter 3 of the Official Plan state that new development should be located and organized to "fit with the existing and/or planned context", respecting and improving the character of the surrounding area. These policies further state that new development should be designed to frame and support adjacent streets and open spaces, with consistent front yard setbacks and the preservation of existing mature trees. Vehicle access and site servicing should be located and organized to minimize impacts on surrounding properties and adjacent streets, and new development should be articulated and massed to fit into the existing context of the area.

The Official Plan policies form the policy framework within which the Guiding Principles and draft guidelines have been developed.

Zoning

The residential lots abutting Bayview Avenue are subject to both former City of North York Zoning By-law 7625 and the new city-wide Zoning By-law 569-2013.

The lots within the study area are in one of three residential categories under By-law 7625: R1, R2 and R3 which are all One-Family Detached Dwelling zones. These zones require the largest lot frontage and areas within By-law 7625 and many of the lots in the study area exceed the minimums. The minimum lot requirements are summarized in Attachment 4.

The required yard setbacks also vary between the various zone categories under By-law 7625. The general minimum requirement for front yard setback ranges from twelve metres to 6.5 metres and the minimum side yard ranges between 1.8 metres and three metres. The zones all have a minimum rear yard setback of 9.5 metres. Similar to the lots found in the area, the setbacks also exceed the minimum in many cases. Certain sites and streets in the study area have specific setback requirements which differ from the general requirements. The requirements are summarized in Attachment 4.

By-law 569-2013 designates the sites in the study as RD which is a residential designation which permits only detached dwellings. The requirements for lot frontage and area vary across the study area however, the requirements are generally similar to the existing requirements as noted above. In the RD designation an average of the abutting front yard setbacks is required at a minimum. The minimum required rear yard setback is either 7.5 metres or 25% of the lot depth, whichever is greater. Similar to the requirements in By-law 7625, certain sites within the study area are subject to site and street specific requirements.

Townhouses are not permitted in any of the residential zones mentioned above.

Community Consultation

Staff have had consultation with the neighbourhood, including the use of a working group, to identify the Guiding Principles and draft guidelines. The ward councillor held a meeting with the community November 6, 2013 to discuss development pressure on Bayview Avenue. On February 6, 2014 staff held a preliminary meeting with the

community to explain the study and outline what the study would aim to accomplish. It was determined that a working group would be established and the work of that group would then be presented to the wider community prior to final guidelines being brought forward to Council for endorsement. A copy of the presentation given at that meeting, and presentations given at the working group meetings, can be found at www.toronto.ca/planning/bayviewstudy.

In consultation with the Ward Councillor, staff created a working group consisting of local residents, representatives from area resident associations and representatives of the development community, namely those with active applications for townhouses within the study area. The first meeting of the group was on February 6, 2014 at which time staff presented background material, including a lot inventory. Staff posed a number of questions intended to get the working group members to begin thinking of Bayview Avenue as a whole rather than focusing solely on the active development applications. These dealt with things such as setbacks, transition and parking.

Staff have held three additional working group meetings since February 2014. The first two meetings involved breaking into smaller groups to discuss things like setbacks, transition to the existing neighbourhood, landscaping, and parking. Draft guidelines for some lot types were also presented for feedback. Residents mentioned the appropriateness of developments on corner lots of dead-end streets however the traffic impacts from small townhouse developments do not cause significant impacts to make these sites inappropriate for townhouse development.

On June 16, 2014 Staff presented draft Guiding Principles to the group derived from the main themes and priorities that have emerged through the community engagement and working group process. The group generally agreed with the Guiding Principles and understood how they would be used to create guidelines. During the conversation it was noted that the Guiding Principles failed to address the storage of garbage and location of other services and utilities. Staff have updated the Guiding Principles since presenting them to the working group to include a principle addressing this issue. Draft guidelines which implement the Guiding Principles were also presented to the working group for comment.

Further consultation both with the public and internal City divisions will be undertaken. These next steps are summarized later in this report.

COMMENTS

Within the study area there have recently been a number of applications made for townhouses as previously discussed. Staff have received a number of inquires about similar developments for other sites. Staff found that the City-wide Infill Townhouse Guidelines did not give appropriate guidance to ensure the "fit" of townhouses into the existing and planned context. The specific layout of large lots, large dwellings and mature landscapes in the study area generated the need for area specific guidelines. The study is intended to create a set of guidelines to guide townhouse developments; they are

not intended to encourage townhouse development nor is the study a review of the appropriateness of townhouses along this stretch of Bayview Avenue.

The purpose of the guidelines will be to provide clear direction for how new townhouses fronting on Bayview Avenue within the study area can be developed in a way to ensure they fit with the unique existing and planned neighbourhood context. The residential areas are designated as *Neighbourhoods* in the Official Plan which requires that development respect and reinforce the existing and planned context. In order to achieve these policies, the guidelines should respond to the physical character of the neighbourhood with appropriate setbacks, heights, massing, parking, open space, landscaping and other characteristics of the area. The standards to be included in the guidelines should be consistent with the overall character of the neighbourhood and need to be consistent with the underlying zoning by-law requirements. Each site should be reviewed in the context of the existing zoning of that site.

Phase 2 of the Terms of Reference, adopted by City Council at its May 6, 7, and 8, 2014 meeting, outlined the need for a working group to assist in the development and review of draft guidelines. The comments of the working group began with big picture concepts and became more focused during each working session. Through the discussions, it became clear that a number of principles were consistent across the study area regardless of which situation or lot type was being discussed.

Guiding Principles

City Staff have prepared twelve Guiding Principles that address the main themes and priorities that have emerged through the community engagement and working group process. Each of these principles is part of the overall vision for how townhouse developments should be designed along this stretch of Bayview Avenue. The principles are consistent across all lot types and meant to be read in conjunction with each other. The principles clarify how new townhouse development can fit within the context of the neighbourhood, while balancing the varying issues and concerns identified through the course of the community engagement and working group process. These form the basis for the draft guidelines discussed later in the report. The twelve Guiding Principles have been summarized below. Further commentary on each of the principles is included in Attachment 5 to this report.

Location and Organization

1. Townhouses should have a fronting relationship to Bayview Avenue.

Townhouses should only front onto and take address from Bayview Avenue. Townhouses should not extend into the adjacent stable residential neighbourhood. They should not take address from or front onto side streets, private streets or mews.

2. Townhouse units should be organized in a standard layout.

Grade related, attached residential townhouse units, constructed in rows, divided vertically from one another, with parking located in the rear of the unit or underground are the appropriate form of townhouse development along Bayview Avenue.

3. Townhouses should be sited only on appropriate lots.

The Guidelines should only apply to residential lots, those designated *Neighbourhoods* in the Official Plan, abutting Bayview Avenue within the Study Area. Lots need to have sufficient frontage and depth in order to be appropriate lots for townhouses.

Streetscape and Public Realm

4. Townhouses should frame and support Bayview Avenue.

Townhouses should contribute to the definition of the street edge along Bayview Avenue with buildings located parallel to the street. Townhouses should promote an attractive and landscaped streetscape with buildings that are articulated with high quality facades including windows of appropriate scale and proportion to support "eyes-on the street" and entrances located close to grade.

5. The landscape character of Bayview Avenue should be respected and enhanced by providing appropriate front yard setbacks and landscaping treatments.

New townhouse developments should fit with the existing landscaped character of Bayview Avenue and the setback pattern found along the street. Generous front yard setbacks should provide for the preservation of existing mature landscaping and the enhancement of generous and high quality landscaping treatments within front yard setbacks for new townhouse developments.

6. Parking should be located at the rear of the townhouse development or underground and visitor parking should be provided on site.

To provide for front yard landscaping, the preservation of existing landscapes, and to reduce potential conflicts between pedestrians and vehicles, parking should be located in shared underground garages or at the rear of the townhouse development accessed by a common shared driveway.

7. Minimize the impacts of garbage, servicing and utilities on Bayview Avenue and neighbouring properties.

All servicing and utility functions, such as garbage storage, loading areas, ramps to underground parking, vents, air conditioner, meters and transformers, should be located and organized in a way to reduce their visual, noise and odour impacts on the site, neighbouring properties, and the sidewalk of Bayview Avenue and side streets.

Transition, Overlook and Privacy

8. Properly scaled rear and side yard setbacks should provide appropriate transition to existing lower scale residential development.

Generous rear yard setbacks should be provided that meet the underlying zoning provisions of the area and that also provide space for rear shared driveways, visitor parking and appropriate landscape screening of the new development to minimize impacts on abutting properties. Side yard setbacks should also meet the general underlying zoning provisions of the area.

9. Where the lot depth permits, neighbourhood homes should at a minimum meet the general standards of the applicable zoning by-law.

On sites where the lot depth is deep enough, a "neighbourhood home" (a detached dwelling on a separate lot that meets all the general standards of the applicable zoning by-law) may be introduced to provide an appropriate transition between the new townhouse development on Bayview Avenue and the existing adjacent stable residential neighbourhood.

10. Townhouse heights should fit within the height limits and character of the existing Bayview Avenue neighbourhood.

The height of any part of a townhouse development fronting Bayview Avenue should not exceed 3 storeys or 11 metres, whichever is the lesser. Building heights in the Bayview Avenue neighbourhood are 1 to 3 storeys.

Built Form and Massing

11. New development should respect and reinforce the built form characteristics of the Bayview Avenue neighbourhood, with appropriate townhouse building block sizes, façade treatments and high quality materials.

To provide for appropriate integration of new townhouses into the planned context, they should be appropriately massed and articulated to resemble the scale and articulation of a detached dwelling found within the neighbourhood. Each block of townhouses should have a limited number of townhouse units to ensure that the overall block size is of similar size to a detached dwelling found within the neighbourhood.

12. Wide townhouse units should be provided to ensure a better integration of the new development with the Bayview Avenue neighbourhood.

Townhouse units along Bayview Avenue should be wider than typical townhouse units to fit with the built form character of the Bayview Avenue area. In general, units should have a minimum width of six to seven metres to provide additional space for double car garages as well as interior storage space.

Draft Guidelines

While there are many similarities in terms of landscaping and the general nature of larger dwellings, the lot characteristics along Bayview Avenue range in terms of lot frontage and width. It became apparent that different guidelines would be required based on the differing size and location of lots within the study area to appropriately integrate townhouse development into the existing neighbourhood. Lots can generally be categorized as one of three lot types:

1. Shallow Corner and Mid-Block Lots
2. Deep Corner Lots
3. Deep Mid-Block Lots

Staff have generated draft design guidelines, summarized below, for each of these three lot types. Each of these guidelines implements the twelve Guiding Principles identified above for each different lot situation, and these guidelines should be read in conjunction with the Guiding Principles. More detailed draft guidelines and associated drawings can be found in Attachment 5 located at the end of this report.

Draft Guidelines for Shallow Corner and Mid-Block Lots

These are lots along Bayview Avenue which have a lot depth sufficient to accommodate a townhouse development which complies with the Guiding Principles, including front and rear yard setbacks as well as angular planes. They may be on a corner or in the middle of the block.

The draft guidelines for townhouse development on these lots provide minimum standards for front yard setbacks, depending on the applicable zoning bylaw provisions. Minimum side street setbacks are also detailed for corner lots. Where entrances should be located and what projections are permitted into the front yard setback and the side street setback on corner lots are also detailed. Minimum rear yard and side yard setbacks for townhouse units are provided based on the underlying zoning provisions for the area and the requirement to provide appropriate landscape screening and visitor parking.

The Guidelines indicate vehicle access should be taken from side streets on sites located on a corner lot. On mid-block sites the consolidation of driveways is encouraged. Parking for a townhouse development should be provided at the rear or in an underground garage. A guideline for minimum townhouse unit widths of six to seven metres is detailed to allow for a side by side double car garage.

The requirement for a 33 degree angular plane taken from the rear property line is outlined in the draft guidelines, as well as a three-storey or eleven metre height limit for townhouse development fronting Bayview Avenue. The number of townhouses located within a block is limited in the guidelines and that each individual block of townhouses should be massed and articulated to resemble the scale and articulation of a detached dwelling found within the neighbourhood. A guideline for the need for high quality materials, ample glazing and articulation for building elevations exposed to streets and adjacent properties is also provided.

The need to locate and organize garbage, servicing and utility function to reduce their impacts on the site, neighbouring properties and street is outlined in the guidelines, as well as that these functions should be incorporated into the design of the building and integrated into landscaped areas.

The draft guidelines provide direction to limit the size and depth of rear decks provided above driveways or garages. Roof top decks or amenity should not be located at the rear of the townhouse development. The need for appropriately screening these elevated outdoor areas to limit overlook and ensure privacy is also noted.

The draft guidelines aim to preserve existing mature landscaping in the front, rear and side yard setbacks as well as the need to enhance these setbacks with generous high quality landscaping are provided. Specific guidelines are noted on landscape treatments and fencing within the side and rear yard setbacks, as well as requirements for exterior lighting to prevent glare and light trespass.

Draft Guidelines for Deep Corner Lots

These are lots along Bayview Avenue which are deep enough to accommodate a townhouse development compliant with the Guiding Principles, but that can also accommodate one or more neighbourhood homes which comply with the general underlying zoning by-law requirements.

Townhouse development on these lots should meet all the guidelines for Shallow Corner Lots, except the thirty-three degree angular plane. The detached residential dwelling has been introduced to provide an appropriate transition in scale and to deal with issues of overlook and privacy and therefore there is no need for an angular plane.

Apart from the guidelines for Shallow Corner Lots, additional guidelines for the new neighbourhood house are provided that state that the new detached dwelling should meet all the general standards of the applicable zoning bylaw, including lot frontage, lot area, coverage, setbacks, heights and landscape space. An additional guideline is provided that details that the front yard setbacks for new neighbourhood house(s) should be the average of the setbacks between the existing adjacent house and the new townhouses, provided the minimum general standard of the zoning by-law is met.

Draft Guidelines for Deep Mid-Block Lots

These are mid-block lots along Bayview Avenue which are deep enough to accommodate a townhouse development which addresses the Guiding Principles but that has a significant area remaining to the rear of the townhouses at the back of the lot. These lots require further work to assess whether or not the lots are appropriate for townhouse development.

At this point, three options for deep mid-block lots have been developed to respond to the principles as they apply to lots of varying depths and widths found within the study area. The Guiding Principle that townhouses should only front onto Bayview Avenue and that townhouses should not be permitted to be located behind other townhouses or be

permitted to extend into the interior of a lot on new public street or private mews for deeper sites, forms the basis for the three options developed. Further work is needed to review the applicability of these options, to see if other options are required, and to determine appropriate specific guidelines for each of these three options. Within each of the three options, townhouse development on these deep lots should meet all the guidelines of for Shallow Corner Lots listed above, aside from the 33 degree angular plane taken from rear property line transition requirement for Options 2 and 3.

Option 1 provides for townhouses with rear yards and detached double car garages provided at the rear of the lot. The detached garages would be accessed from a private driveway from Bayview Avenue. The thirty-three degree angular plane taken from rear property line transition requirement would be applied to this lot type. Minimum sizes of rear yards and the possibility for different arrangements of garage and driveway locations are outstanding matters yet to be studied.

Option 2 provides for townhouses to be developed in front of a single detached house located at the back of the lot. The townhouses and the single detached house would share a private driveway access from Bayview Avenue. This driveway would be treated as a private street or mews, which meets the City's Development Infrastructure Policy and Standards (DIPS), and provides address and access for the detached house. The detached house would act as a new neighbourhood house, similar to the guidelines for the Deep Corner Lots noted above, between the new townhouse development and the existing neighbourhood.

Option 3 provides for townhouses to be developed along Bayview Avenue with a number of single detached houses to be located at the rear of the lot. A public street, which meets DIPS, could be introduced to provide address, access and servicing for the new enclave of single detached dwellings. Similar to Option 2 and the guidelines for Deep Corner Lots noted above, the detached dwellings would act as a transition between the new townhouse development and the existing neighbourhood.

Staff have not fully assessed the options and further work needs to be done. They are presented for discussion purposes only.

Working Group Comments on Draft Guidelines

As mentioned earlier in the Community Consultation Progress section, it is noted that the working group had some concerns with regards to the draft guidelines staff presented at the last working group meeting. Some felt that the proposed landscape strip along the rear property line was insufficient to buffer the impacts from the townhouses and should be increased to provide a greater landscape area. In combination with a driveway and visitor parking spaces, the landscape strip provides a sufficient amount of transition between a townhouse development and the existing neighbourhood.

The working group felt that more visitor parking than was shown in the draft guidelines is needed. Parking is prohibited on Bayview Avenue and on many of the side streets, leaving little option for visitors to park. With double car garages there are also

opportunities to have visitor parking within the units themselves if the unit occupant does not have two vehicles in the garage.

The proposed maximum width of a townhouse block was also discussed at length. Staff have drawn the draft guidelines to show a maximum of five units in a block. It was stated that three or four units would be more appropriate. This also led to a discussion about the appropriate location for the storage of garbage and recycling bins. The preferred option of staff is for garage and recycling bins to be stored inside a unit to prevent negative impacts on the streetscape and on adjacent properties. While this is the preferred option of staff, the Guiding Principles have been modified to permit for integrated garbage enclosures in the front yard of the townhouse units and the final guidelines will address this issue.

Generally the working group felt that the draft guidelines presented for the Shallow Corner and Mid-block Lots as well as the Deep Corner Lots were appropriate. There was significant discussion by the group concerning the three options presented for the Deep Mid-Block Lots. The group found little issue with the detached garages and rear yards provided for in Option 1. There was however concern expressed by the group about Option 2 and Option 3, where single family detached houses were proposed behind townhouses fronting onto Bayview Avenue. Some members of the group felt this would require and encourage lot consolidation and be over intensification of these sites. These members felt that only single detached dwellings should be provided on these deep mid-block sites. However, these lots are located within the study area as directed by Council and should be reviewed for possible townhouse development.

Next Steps

The working group has met on four occasions and based on those discussions a set of Guiding Principles and draft guidelines have been created. At the kick-off meeting with the larger community, staff committed to holding another community-wide meeting to present the results of the working group meetings. Now that a set of Guiding Principles have been developed and a set of draft guidelines established, staff should present the findings to the community. Due to the fall election, community meetings should not be held in the months prior to voting. Staff recommend holding the community meeting as soon as possible once the results of the election are confirmed.

One of the outstanding issues is how lots which front onto two streets (Bayview Avenue and a minor residential street) but are not corner lots should be treated. Additional work needs to be done to determine whether the guidelines should be applied to these lots or whether they should be excluded from the study. It may be determined that this lot type is not appropriate for the development of townhouses.

Another outstanding issue is related to lot consolidation. Staff need to review whether this is appropriate or should be discouraged. To date, two development applications have been for consolidated lots: 2425-2427 Bayview Avenue and 2655-2659 Bayview Avenue and 15 Old Colony Road. This should be reviewed prior to the final guidelines being presented to Council.

Lastly, staff need to review what the appropriate number of dwelling units within a development block should be. The draft guidelines indicate a maximum of five units however the working group indicated that this may generate a massing which is out of character of the dwelling sizes in the neighbourhood. Staff should analyze the size of existing dwellings in the neighbourhood, particularly along Bayview Avenue, to determine what an appropriate massing should be.

In the development of the draft guidelines, it has become apparent that a fourth lot type may exist and require guidelines. There are corner lots which are quite deep but not deep enough to accommodate a detached dwelling. This type of lot could allow for townhouses with rear yards and detached garages similar to Option 1 of the Deep Mid-block guidelines. Staff should review the draft guidelines to determine if this lot type requires separate guidelines.

Staff also need to consult with other City divisions to ensure that the Guidelines will be compliant with their policies. Staff will consult Transportation Services and Engineering and Construction Services for comment on the draft guidelines and will revise the guidelines accordingly prior to reporting back to Council. Two outstanding questions, which need to be reviewed by Transportation Services and Engineering and Construction Services relate to garbage pick-up from Bayview Avenue and whether townhouses should be developed on corner lots of dead end streets.

Phase 3 of the Terms of Reference requires staff to bring forward a set of guidelines for adoption by City Council. Once the outstanding issues have been resolved and the draft guidelines have been presented to the community at large, staff will draft a final set of guidelines and present them to City Council for adoption. The final report should be presented to Council in the first quarter of 2015.

CONTACT

Guy Matthew, Planner

Tel. No. (416) 395-7102

Fax No. (416) 395-7155

E-mail: gmatthe2@toronto.ca

SIGNATURE

Allen Appleby, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Study Boundary

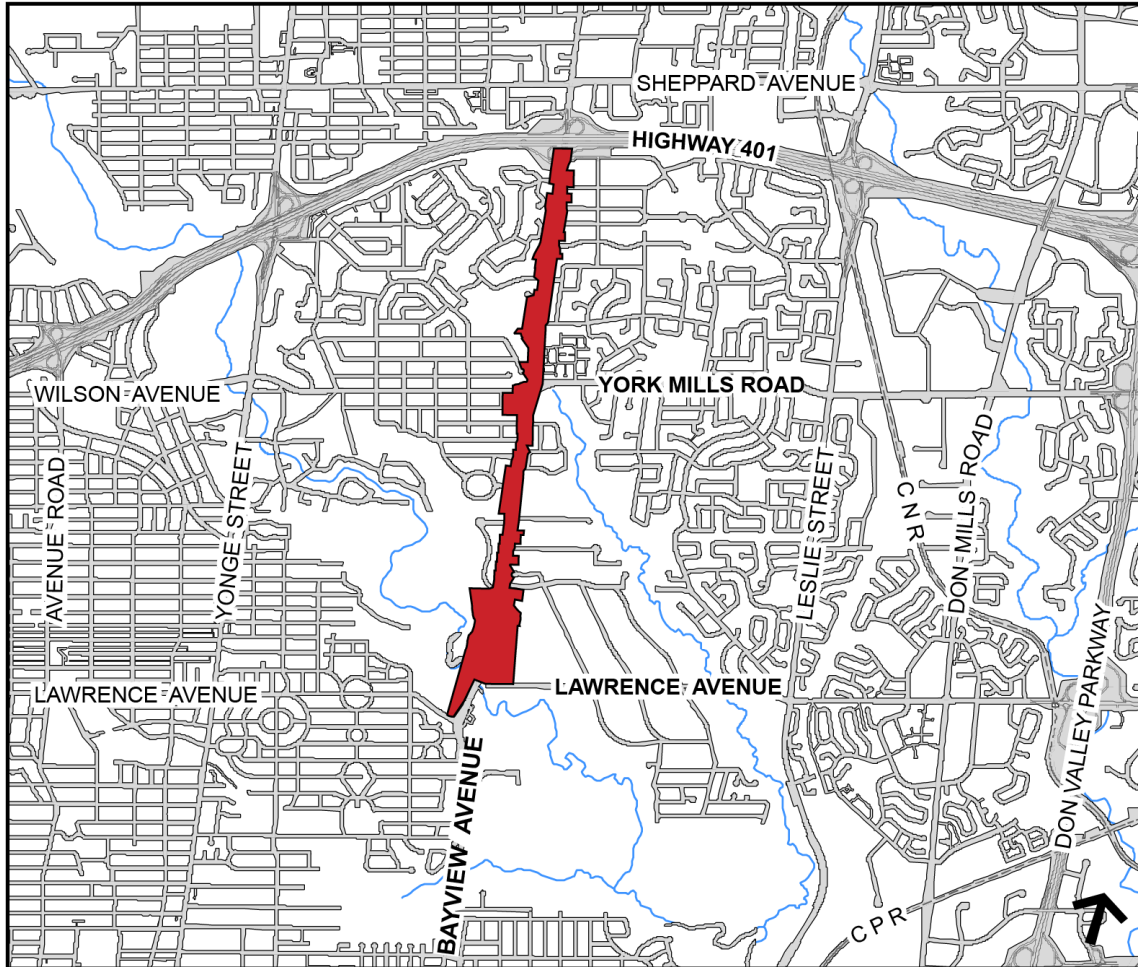
Attachment 2: Zoning Maps, By-law 7625

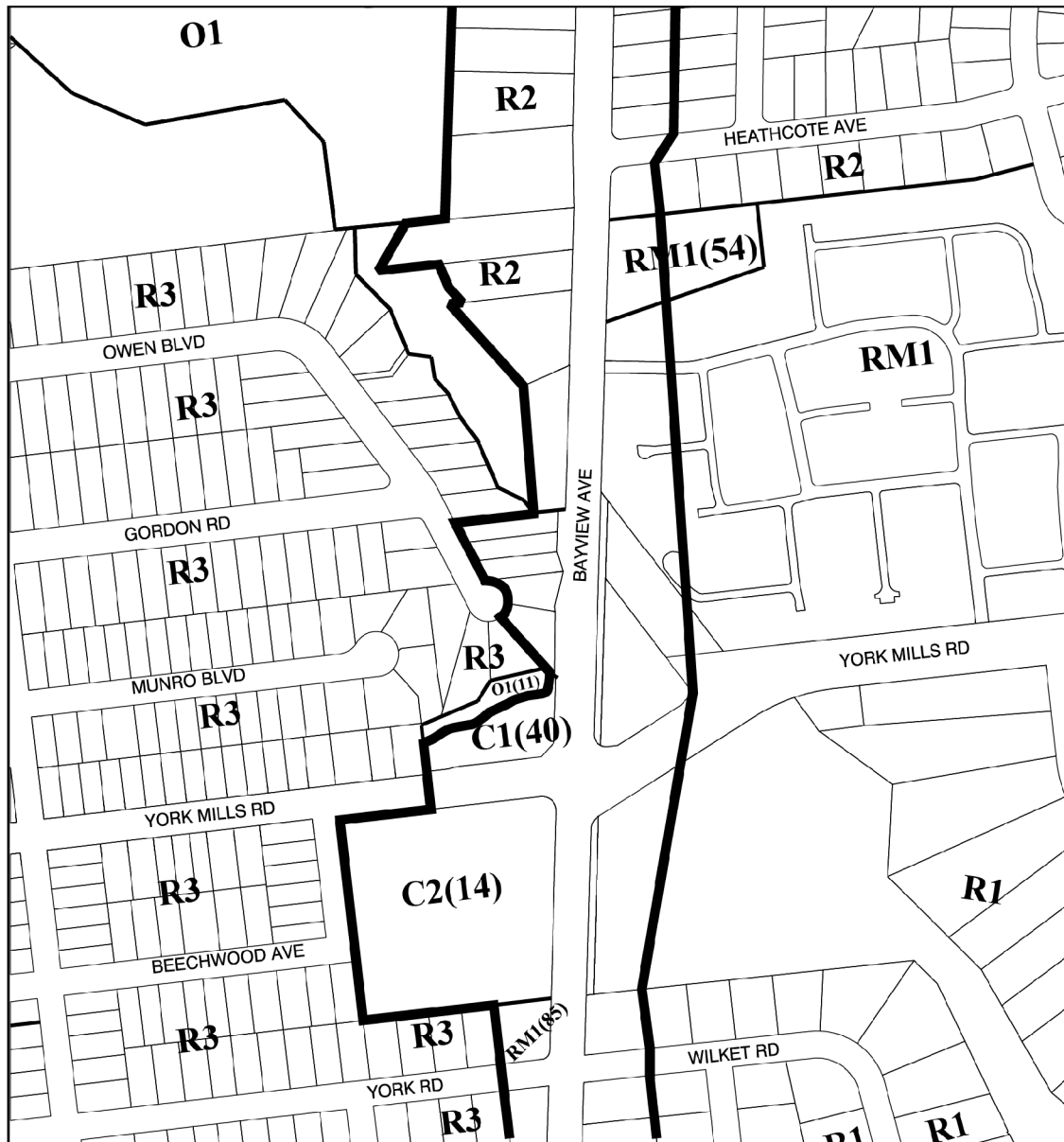
Attachment 3: Zoning Maps, By-law 569-2014

Attachment 4: Summary of By-law 7625 Zoning Requirements

Attachment 5: Guiding Principles for Townhouses Fronting onto Bayview Avenue and
Draft Guidelines

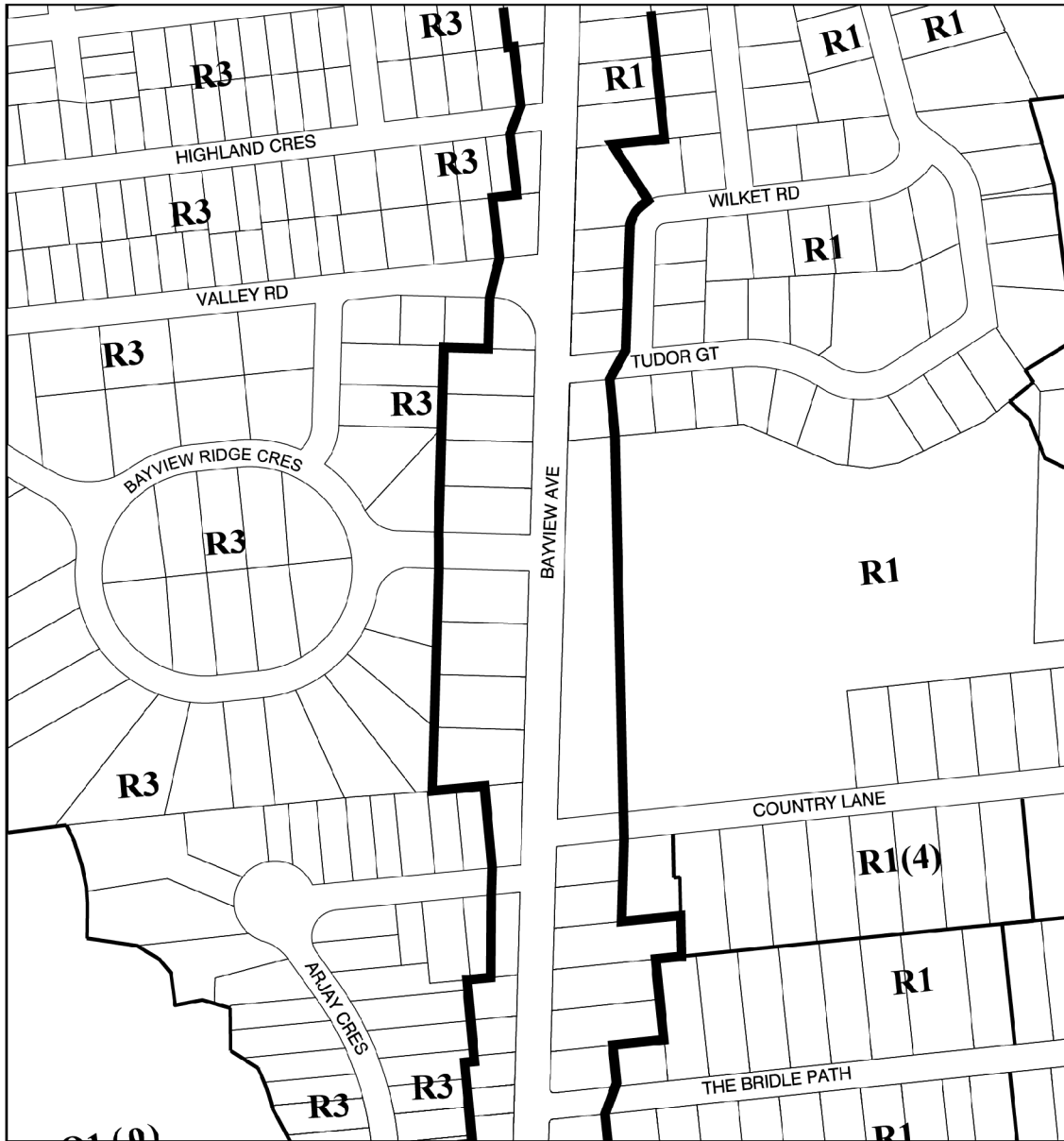
Attachment 1: Study Boundary







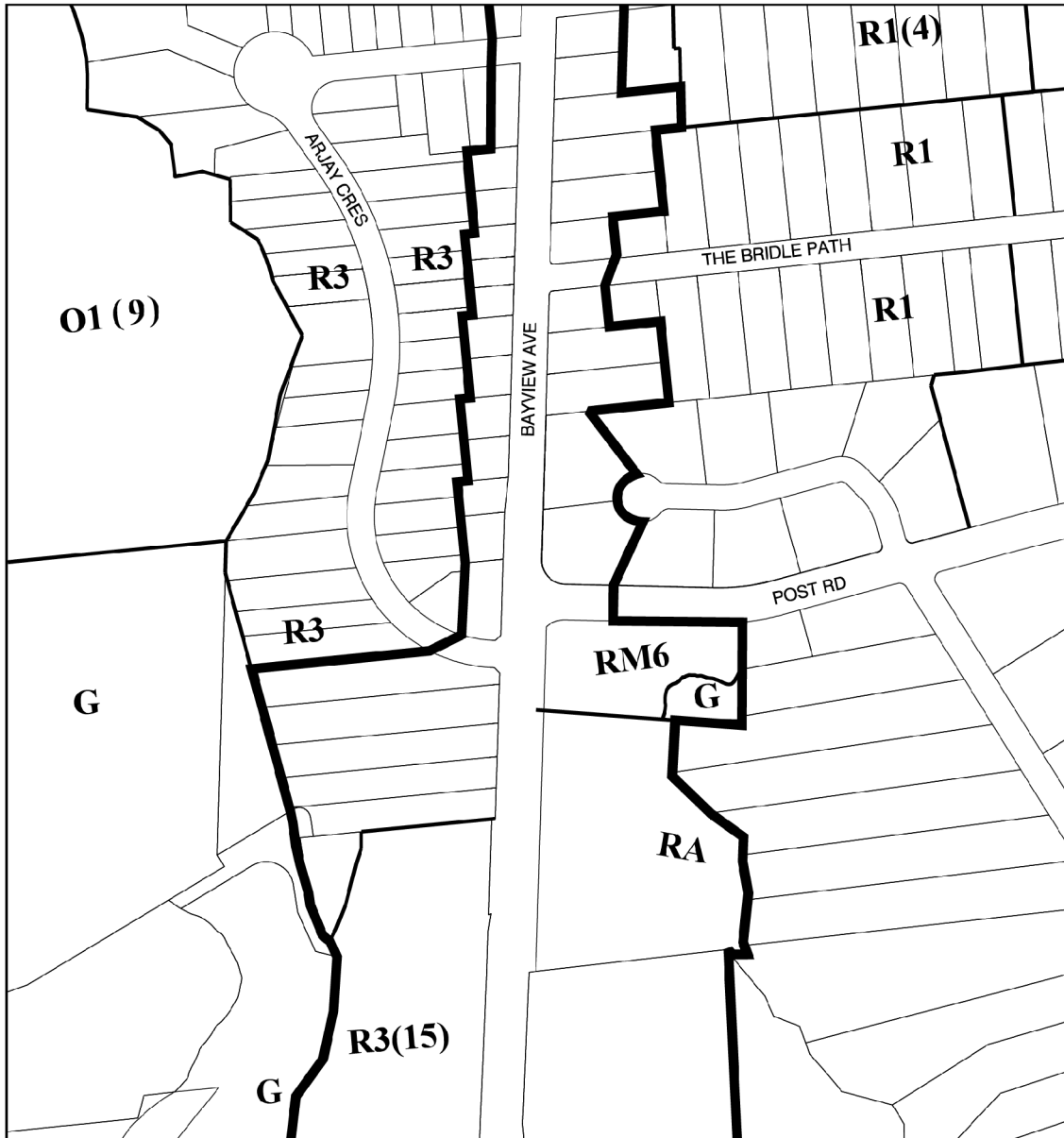
- R1 One-Family Detached Dwelling First Density Zone
- R2 One-Family Detached Dwelling Second Density Zone
- R3 One-Family Detached Dwelling Third Density Zone
- RM1 Multiple-Family Dwellings First Density Zone
- RM6 Multiple-Family Dwellings Sixth Density Zone
- G Greenbelt Zone
- C1 General Commercial Zone
- C2 Local Shopping Centre Zone
- Study Area Boundary

Not to Scale
 Zoning By-law 7625
 Extracted 06/20/2014



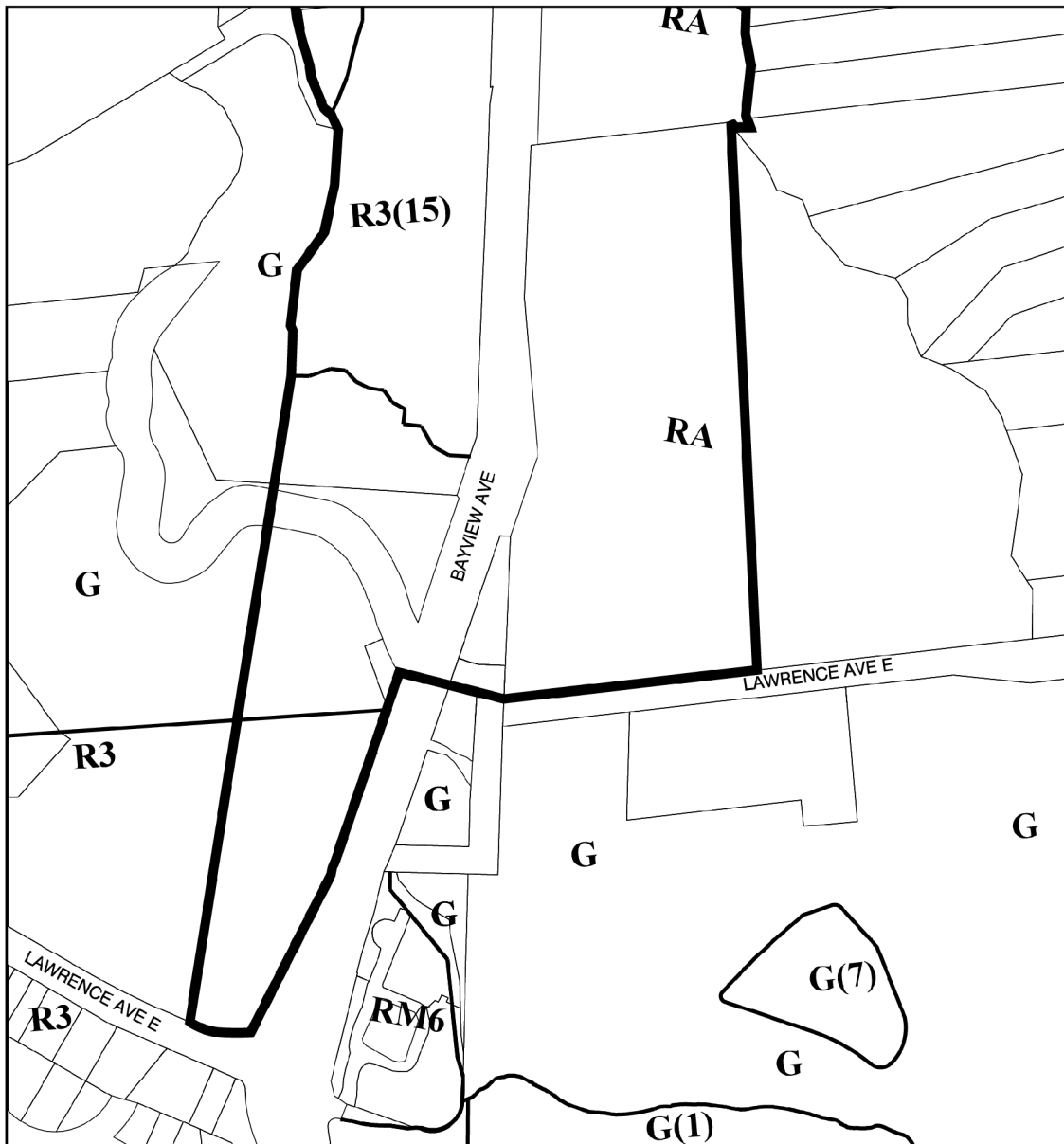
- | | |
|---|---|
| R1 One-Family Detached Dwelling First Density Zone | G Greenbelt Zone |
| R2 One-Family Detached Dwelling Second Density Zone | C1 General Commercial Zone |
| R3 One-Family Detached Dwelling Third Density Zone | C2 Local Shopping Centre Zone |
| RM1 Multiple-Family Dwellings First Density Zone | |
| RM6 Multiple-Family Dwellings Sixth Density Zone |  Study Area Boundary |



 Not to Scale
 Zoning By-law 7625
 Extracted 06/20/2014




- R1 One-Family Detached Dwelling First Density Zone
- R2 One-Family Detached Dwelling Second Density Zone
- R3 One-Family Detached Dwelling Third Density Zone
- RM1 Multiple-Family Dwellings First Density Zone
- RM6 Multiple-Family Dwellings Sixth Density Zone
- G Greenbelt Zone
- C1 General Commercial Zone
- C2 Local Shopping Centre Zone
- Study Area Boundary

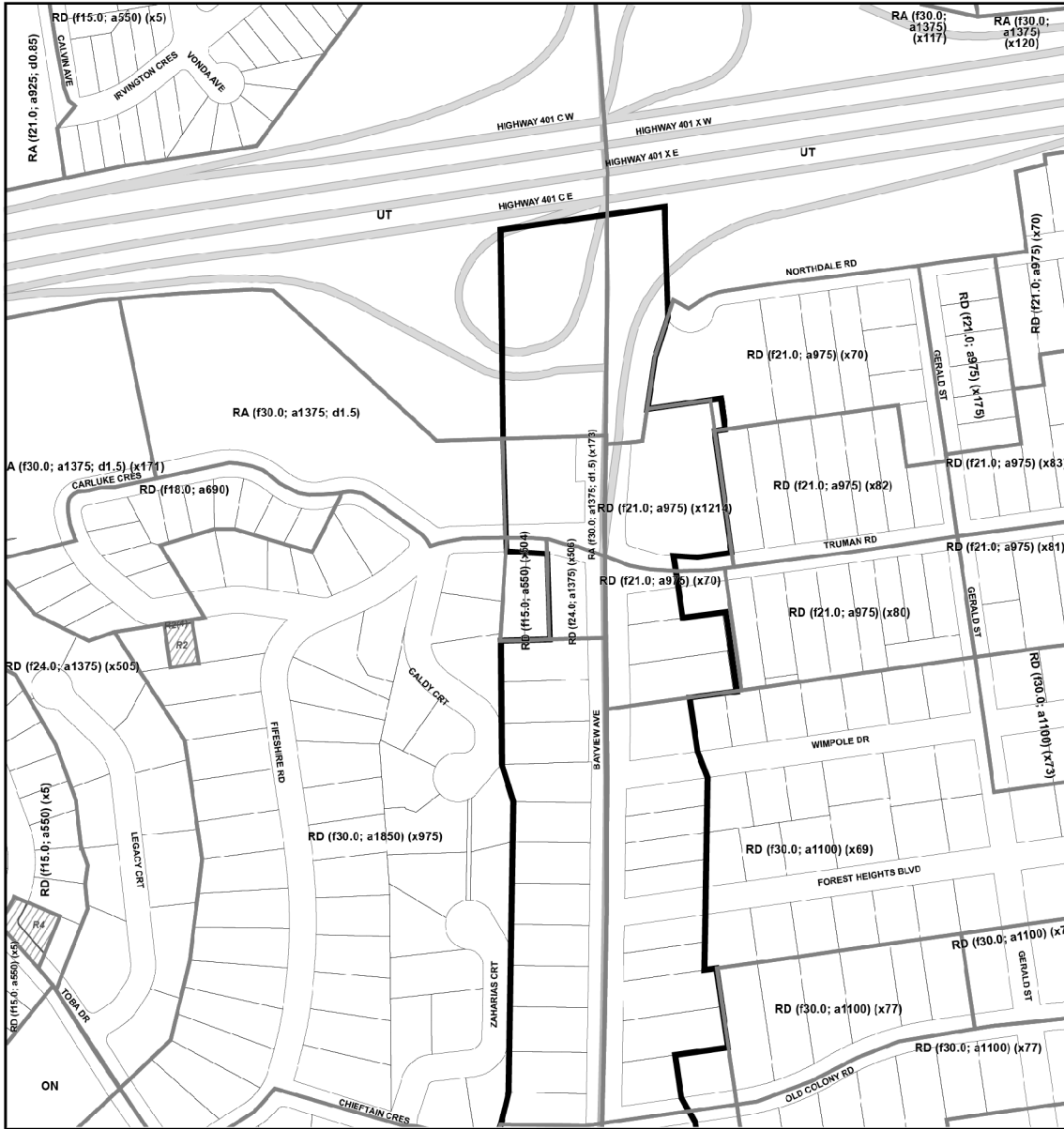
Not to Scale
 Zoning By-law 7625
 Extracted 06/20/2014



- | | |
|---|---|
| R1 One-Family Detached Dwelling First Density Zone | G Greenbelt Zone |
| R2 One-Family Detached Dwelling Second Density Zone | C1 General Commercial Zone |
| R3 One-Family Detached Dwelling Third Density Zone | C2 Local Shopping Centre Zone |
| RM1 Multiple-Family Dwellings First Density Zone | |
| RM6 Multiple-Family Dwellings Sixth Density Zone |  Study Area Boundary |


 Not to Scale
 Zoning By-law 7625
 Extracted 06/20/2014

Attachment 3: Zoning Maps, By-law 569-2014



Zoning By-law 569-2013, Map 2(a)

Draft Bayview Townhouse Design Guidelines

File # 14 106510 NNY 00 TM

Study Area Boundary

- RD Residential Detached
- RT Residential Townhouse
- RA Residential Apartment
- I Institutional
- IE Institutional Education

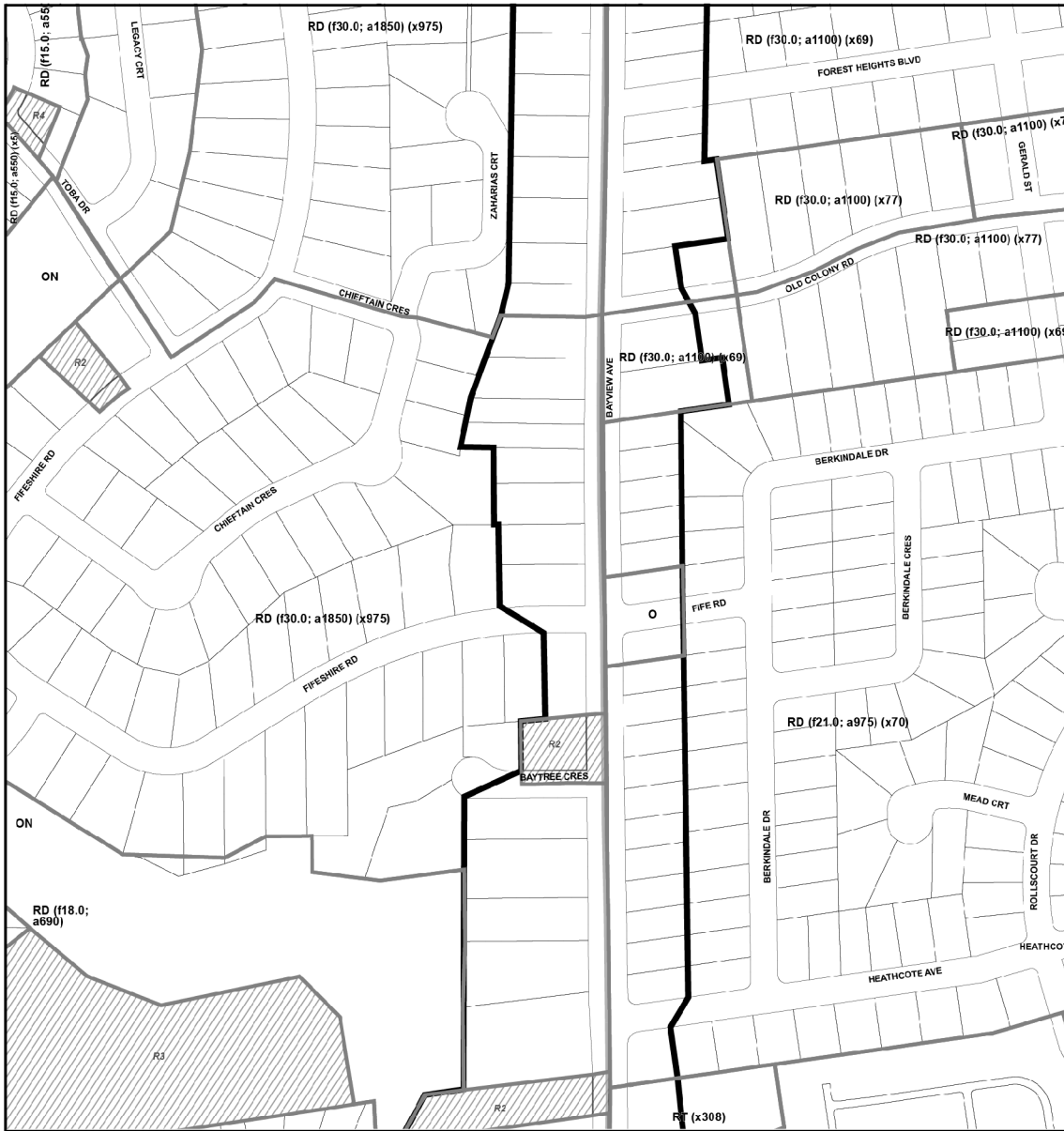
- ON Open Space Natural
- OG Open Space Golf Course
- OR Open Space Recreation

See Former City of North York Bylaw No. 7625

- RA Suburban Residential Zone
- R2 One-Family Detached Dwelling Second Density Zone
- R3 One-Family Detached Dwelling Third Density Zone
- G Greenbelt Zone



Not to Scale
Extracted 06/20/2014



TORONTO City Planning

Zoning By-law 569-2013, Map 2(b)

Draft Bayview Townhouse Design Guidelines

File # 14 106510 NNY 00 TM

 Study Area Boundary

RD Residential Detached
RT Residential Townhouse
RA Residential Apartment
I Institutional
IE Institutional Education

ON Open Space Natural
OG Open Space Golf Course
OR Open Space Recreation

 See Former City of North York Bylaw No. 7625

RA Suburban Residential Zone
R2 One-Family Detached Dwelling Second Density Zone
R3 One-Family Detached Dwelling Third Density Zone
G Greenbelt Zone



Not to Scale
 Extracted 06/20/2014



TORONTO City Planning

Zoning By-law 569-2013, Map 2(c)

Draft Bayview Townhouse Design Guidelines

File # 14 106510 NNY 00 TM

Study Area Boundary

RD Residential Detached
RT Residential Townhouse
RA Residential Apartment
I Institutional
IE Institutional Education

ON Open Space Natural
OG Open Space Golf Course
OR Open Space Recreation


See Former City of North York Bylaw No. 7625

RA Suburban Residential Zone
R2 One-Family Detached Dwelling Second Density Zone
R3 One-Family Detached Dwelling Third Density Zone
G Greenbelt Zone





Not to Scale
 Extracted 06/20/2014

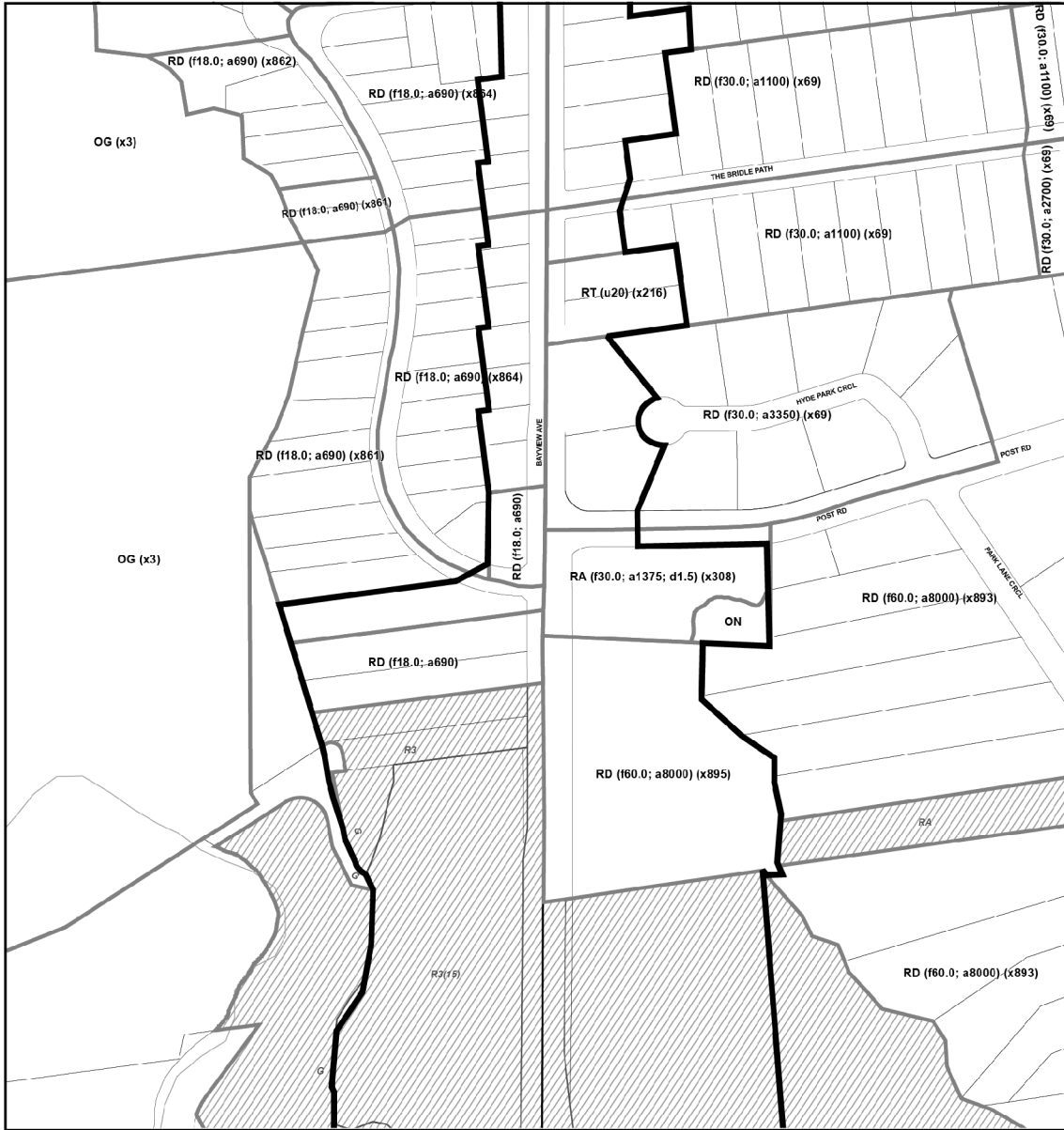


-  Study Area Boundary
- RD** Residential Detached
- RT** Residential Townhouse
- RA** Residential Apartment
- I** Institutional
- IE** Institutional Education

- ON** Open Space Natural
- OG** Open Space Golf Course
- OR** Open Space Recreation

-  See Former City of North York Bylaw No. 7625
- RA** Suburban Residential Zone
- R2** One-Family Detached Dwelling Second Density Zone
- R3** One-Family Detached Dwelling Third Density Zone
- G** Greenbelt Zone


 Not to Scale
 Extracted 06/20/2014




Zoning By-law 569-2013, Map 2(e)


Draft Bayview Townhouse Design Guidelines

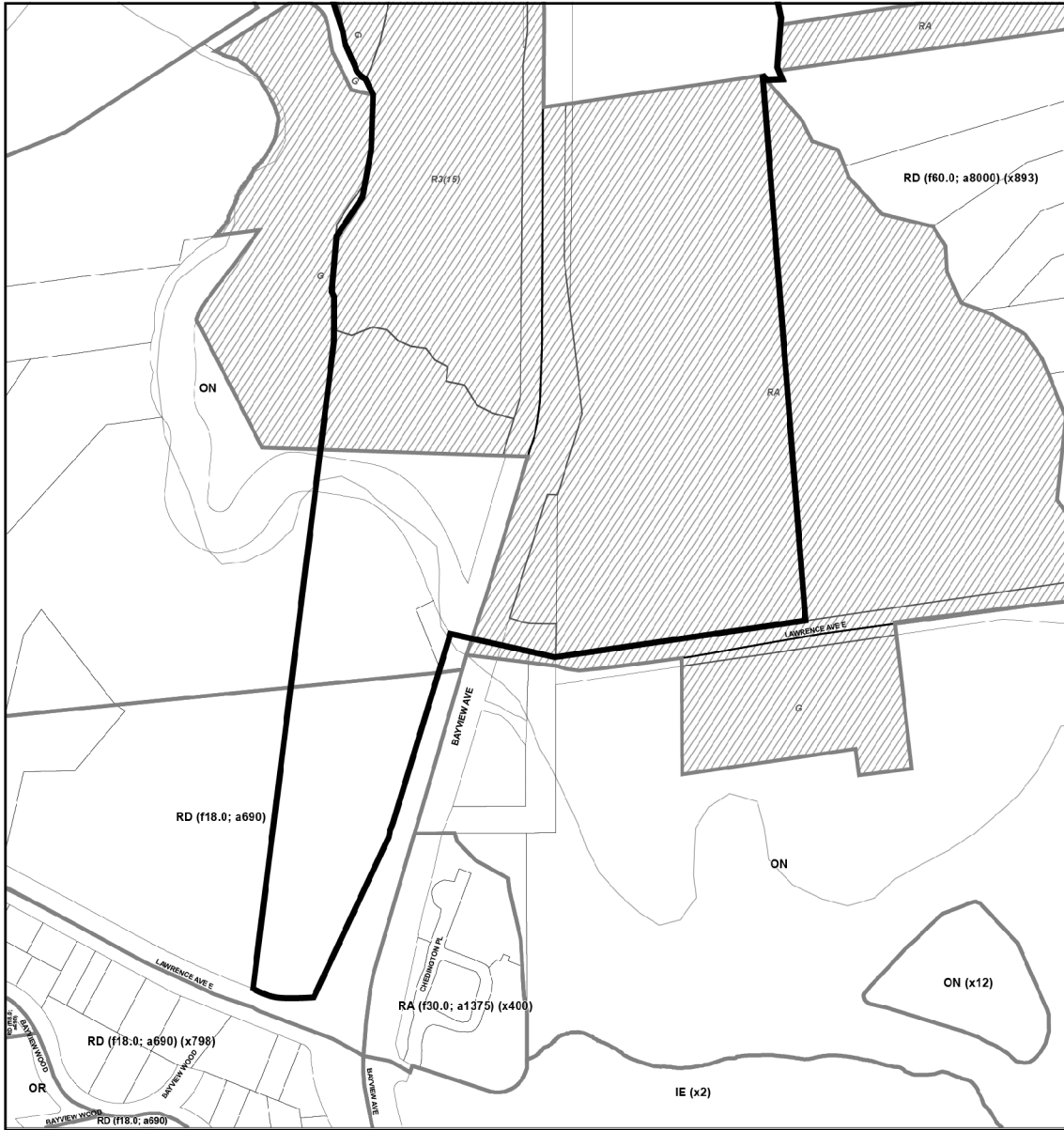
File # 14 106510 NNY 00 TM

-  Study Area Boundary
- RD** Residential Detached
- RT** Residential Townhouse
- RA** Residential Apartment
- I** Institutional
- IE** Institutional Education

- ON** Open Space Natural
- OG** Open Space Golf Course
- OR** Open Space Recreation

-  See Former City of North York Bylaw No. 7625
- RA** Suburban Residential Zone
- R2** One-Family Detached Dwelling Second Density Zone
- R3** One-Family Detached Dwelling Third Density Zone
- G** Greenbelt Zone


Not to Scale
Extracted 06/20/2014




 Study Area Boundary

RD Residential Detached
RT Residential Townhouse
RA Residential Apartment
I Institutional
IE Institutional Education

ON Open Space Natural
OG Open Space Golf Course
OR Open Space Recreation

 See Former City of North York Bylaw No. 7625

RA Suburban Residential Zone
R2 One-Family Detached Dwelling Second Density Zone
R3 One-Family Detached Dwelling Third Density Zone
G Greenbelt Zone


 Not to Scale
 Extracted 06/20/2014

Attachment 4: Summary of By-law 7625 Zoning Requirements

Lot Requirements:

Zone	Minimum Lot Frontage (m)	Minimum Lot Area (m²)
R1	30	1100
R2	21 or 24	975 or 1375
R3	18 or 21	690 or 1375

Building Requirements:

Zone	Minimum Front Yard Setback (m)*	Minimum Side Yard Setback (m)	Minimum Rear Yard Setback (m)
R1	12	3	9.5
R2	9	1.8**	9.5
R3	6.5	1.8	9.5

* Refer to Section 7.3.3 for Front Yard Setbacks on Specified Streets

** the side yard setback shall be increased by 0.6 metres for each additional storey

Attachment 5: Guiding Principles and Draft Guidelines for Townhouses Fronting onto Bayview Avenue

Staff, in consultation with the working group, have created a number of Guiding Principles which apply to any proposed townhouse development within the study area. They are general and are intended to be applied regardless of lot type. The Guiding Principles are outlined and described in the following section.

A number of different lot types were identified as part of work done by staff and the working group. They are:

- Shallow Corner and Mid-Block Lots
- Deep Corner Lots
- Deep Mid-Block Lots

Each of these lot types were reviewed and draft guidelines were drafted to implement the Guiding Principles on each lot type. A number of options have been identified for the deep mid-block lots as more work needs to be done on these sites due to the challenges the lot characteristics present. The draft guidelines for each lot type are discussed following the Guiding Principles.

Guiding Principles

The Guiding Principles have been created to provide a general understanding of the goals and objectives of what the guidelines seek to achieve. The twelve Guiding Principles have been placed into four categories related to the objective of each. The principles should be read together and implemented as one idea.

Location and Organization

1. Townhouses should have a fronting relationship to Bayview Avenue.

Townhouses should only front onto and take address from Bayview Avenue. Townhouses should not extend into the adjacent stable residential neighbourhood. They should not take address from or front onto side streets, private streets or mews.

On corner sites, townhouse blocks should only front onto Bayview Avenue. Townhouses should not be permitted to front onto existing streets within the neighbourhood.

On deeper sites, townhouses should only front onto Bayview Avenue. Townhouses should not be permitted to be located behind other townhouses or be permitted to extend into the interior of the lot on new public or private streets.

2. Townhouse units should be organized in a standard layout.

Grade related, attached residential townhouse units, constructed in rows, divided vertically from one another, with parking located in the rear of the unit or underground are the appropriate form of townhouse development along Bayview Avenue. Back-to-Back and Stacked townhouse units are a more intensive form of development, similar to an apartment building that do not fit within the character of the neighbourhood and should not be considered.

3. Townhouses should be sited only on appropriate lots.

The Bayview Avenue Townhouse Design Guidelines only apply to residential lots, those designated *Neighbourhoods* in the Official Plan, abutting Bayview Avenue within the Study Area. Lots that are designated *Mixed Use Areas*, *Apartment Neighbourhoods*, *Natural Areas*, *Parks* and other *Open Space Areas* would not be subject to these guidelines.

Lots need to have sufficient frontage and depth in order to be appropriate lots for townhouses. Lots that can accommodate a townhouse development that meet the requirements of the guidelines are appropriate sites for townhouses. Lots that cannot accommodate a townhouse development that meet the guidelines are not appropriate sites for townhouses.

Streetscape and Public Realm

4. Townhouses should frame and support Bayview Avenue.

Townhouses should contribute to the definition of the street edge along Bayview Avenue with buildings located parallel to the street. Townhouses should promote an attractive and landscaped streetscape. Entrances should be located close to grade along on Bayview Avenue. On corner lots, the entrance for the end unit should be located close to grade on the side street. Buildings should be articulated with windows that are of appropriate scale and proportion to support "eyes-on the street" to Bayview Avenue and side streets.

5. The landscape character of Bayview Avenue should be respected and enhanced by providing appropriate front yard setbacks and landscaping treatments.

To ensure new townhouse development fits with the existing landscaped character of Bayview Avenue and the irregular setback pattern found along the street, generous front yard setbacks should provide for the preservation of existing mature landscaping and the enhancement of generous and high quality landscaping treatments within front yard setbacks for new townhouse developments.

A generous front yard landscape setback should work with the landscape in the public boulevard to enhance the landscape character and provide amenity along Bayview Avenue. Front yard setbacks should acknowledge and respect the underlying general

zoning provisions of the area. The RD residential designation requirements for front yard setbacks vary across the study area with some sites consistent with By-law 7625 while others have site or area specific requirements. A minimum 9 metre front yard setback should be provided from the Bayview Avenue property line on lands previously zoned R1 under the former By-law 7625 in order to achieve a 15 metre landscape area between the Bayview Avenue curb and the townhouse building face. Within lands previous zoned R2 or R3 under the former By-law 7625 a minimum 6.5 metre front yard setback should be provided from the Bayview Avenue property line in order to achieve a 12 metre landscape area between the Bayview Avenue curb and the townhouse building face.

Encroachments, such as stairs, porches and bay windows, should be limited and controlled to ensure that front yard landscaping can be provided. Building entrances and walkways should be paired to ensure that soft landscaping is consolidated within the front landscape area to enhance the green character of the street, minimum hard surfaces and maximize soil volumes for planting.

6. Parking should be located at the rear of the townhouse development or underground and visitor parking should be provided on site.

To provide for front yard landscaping, the preservation of existing landscapes, and to reduce potential conflicts between pedestrians and vehicles, parking should be located in shared underground garages or at the rear of the townhouse development accessed by a common shared driveway. Parking should not dominate the Bayview Avenue streetscape and public realm.

The number and width of curb cuts and driveways where necessary should be minimised, reduced and consolidated along Bayview Avenue. Corner lots should take vehicular access from the side street. Driveways should be consolidated for mid-block sites to the minimum number necessary for efficient vehicle access in order to reduce pedestrian-vehicular conflicts. Access for underground parking should be at located the rear of the townhouse development.

With little to no on-street parking permitted within the Study Area, on-site visitor parking should be provided. Double car garages are encouraged for each townhouse to provide additional resident and visitor parking on-site, which is in keeping with parking provisions found within the existing neighbourhood.

7. Minimize the impacts of garbage, servicing and utilities on Bayview Avenue and neighbouring properties.

All servicing and utility functions, such as garbage storage, loading areas, ramps to underground parking, vents, air conditioner, meters and transformers, should be located and organized in a way to reduce their visual, noise and odour impacts on the site, neighbouring properties, and the sidewalk of Bayview Avenue and side streets. Where possible, they should be incorporated into the design of the building and integrated into

landscaped areas to minimize their noise and visual impact on pedestrian areas, streets and adjacent development.

The preferred location for garbage storage is inside an underground or rear garage. Alternatively, garbage can be stored within the front yard setback providing that it is enclosed, screened from the public realm and integrated into the architecture and landscape concept of the development. It may be located inside a masonry enclosure with a gate, built of the same materials as the townhouse buildings. Landscaping should be used to further screen the garage storage enclosure from Bayview Avenue and side streets.

Transition, Overlook and Privacy

8. Properly scaled rear and side yard setbacks should provide appropriate transition to existing lower scale residential development.

To provide for an appropriate rear transition in scale, where a townhouse development abuts an existing lower scale residential house, no part of any building shall exceed seventy percent of the horizontal distance separating that part of the building from the nearest thirty-three degree angular plane taken from rear property line.

Where a rear shared driveway is required, a minimum twelve metre rear yard setback should be provided, which includes at a six metre wide rear shared driveway and a six metre wide area for landscape screening and layby visitor parking. Where parking is provided underground, a minimum 9.5 metre rear yard setback with appropriate landscape screening should be provided, recognizing the underlying RD zoning provisions of the area. Rear yard setback areas should allow for the preservation of existing mature landscaping located along the property line and additional landscaping to minimize impacts on abutting properties. When underground garages are provided, they should be setback from the rear yard to allow for the preservation of existing landscapes and for the planting of additional landscaping.

A minimum three metre side yard setback should be provided to an existing interior lot along Bayview Avenue from the side of a new townhouse development or driveway. Where a walkway is proposed to provide access from the rear of the townhouse units to Bayview Avenue, the side yard should be increased by an additional 1.5 metres, resulting in a total side yard setback of 4.5 metre.

On corner lots, a minimum five metre side yard setback should be provided from the side street to the side of a townhouse unit to provide appropriate space to accommodate an entrance for the end unit as well as landscaping.

A high-quality privacy fence or masonry wall should be provided along the rear and side yard property lines that meet the requirements of Chapter 447 (Fences) of the Municipal Code. The current maximum fence height permitted under the Municipal Code for fences

along a side or rear property line is 2 metres. The location and details of fences and masonry walls would be secured through the site plan process.

Planting within the rear and side yard setback should provide for appropriate screening of the new development from the neighbouring properties and consist of a row of evergreen trees planted at five metre intervals along the property line at a height of two metres. High branching deciduous trees with a seventy caliper diameter and understory shrub planting should also be provided to screen these uses.

The depth of rear decks provided above individual driveways or garages should be limited to three metres and appropriate landscape screening should be provided to limit overlook and ensure privacy is maintained.

Exterior lighting on site and particularly in the rear yards should be located so as to direct light onto the site and away from adjacent neighbouring properties to prevent glare and light trespass. Minimum illumination levels should be sufficient for personal safety and security, but glare and light trespass should be minimized. Light fixtures should direct and shield light downward, so that the light source is not directly visible from any adjacent property. All lighting should meet the Bird Friendly Development Guidelines.

9. Where the lot depth permits, neighbourhood homes should at a minimum meet the standards of the applicable zoning by-law.

On sites where the lot depth is deep enough, a "neighbourhood home", a detached dwelling on a separate lot, should be introduced to provide a transition between the new townhouse development on Bayview Avenue and the existing adjacent stable residential neighbourhood. These separate detached dwellings will help the townhouse development to fit with the adjacent low density dwellings.

The neighbourhood home should meet all the general standards of the applicable zoning bylaw, including lot frontage, lot area, coverage, setbacks, heights and landscape space, which will help to reinforce the existing patterns found within the neighbourhood.

On corner lots, the front yard setback of the new neighbourhood home should be aligned to provide transition between the setbacks of the existing adjacent house and the minimum five metre side street yard setback provided from the end unit of the new townhouses to reduce the visual impact of the garages and rear of the townhouses to the side street. Providing the minimum standard of the zoning by-law is met, the neighbourhood home should have a front yard setback that is an average of the setbacks of the existing adjacent house and the townhouses. This transition in front yard setback for the neighbourhood homes will provide screening of the new townhouse development along Bayview Avenue from the adjacent neighbourhood.

10. Townhouse heights shall fit within height limits and character of the existing Bayview Avenue neighbourhood.

The height of any part of a townhouse development fronting Bayview Avenue should not exceed three storeys or eleven metres, whichever is the lesser. Building heights in the Bayview Avenue neighbourhood are two- to three-storeys. A height limit of three storeys or eleven metres is marginally taller than the existing neighbourhood context, is generally in keeping with that height context and allows for rear integral garages and a range of architectural expressions.

Where a new neighbourhood house is provided, its height should meet the standards of the former City of North York Zoning By-law 7625 at either two storeys or 8.8 metres and three storeys or 9.5 metres, depending on the zoning for the site.

Upper floor decks or amenity located at the rear of the townhouse and roof top decks or amenity that face onto the existing neighbourhood are not permitted, due to issues of privacy and overlook. Upper floor amenity space and roof decks can be provided on the Bayview Avenue or side street frontages. For any upper floor or roof amenity appropriate landscape screening should be provided to limit overlook and ensure privacy is maintained.

Built Form and Massing

11. New development should respect and reinforce the built form characteristics of the Bayview Avenue neighbourhood, with appropriate building block sizes, façade treatments and high quality materials.

To provide for a better integration of new townhouses with the existing Bayview Avenue neighbourhood, they should be appropriately massed and articulated to resemble the scale and articulation of a detached dwelling found within the neighbourhood. Each block of townhouses should have a limited number of townhouse units to ensure that the overall block size is of similar size to a detached dwelling found within the neighbourhood. Limiting the number of units within a block size will also provide increased opportunities for pedestrian walkways and landscaping.

Building elevations of townhouse developments on Bayview Avenue and new neighbourhood houses, if provided, that are exposed to streets and adjacent properties should be treated as building fronts with high quality materials, ample glazing and articulation. This will help to ensure that the new development fits with the existing irregular setback pattern found along Bayview Avenue.

12. Wide townhouse units should be provided to ensure a better integration of the new development with the Bayview Avenue neighbourhood.

Townhouse units along Bayview Avenue should be wider than typical townhouse units to fit with the built form character of the Bayview Avenue area. In general, units should

have a minimum width of six to seven metres. A wider townhouse unit will provide additional space for double car garages as well as interior storage space inside the townhouse unit to store garbage, recycling, and other personal items. A more generous unit width will also provide for larger front yards and landscaping space, helping to further respect and enhance the green character of Bayview Avenue.

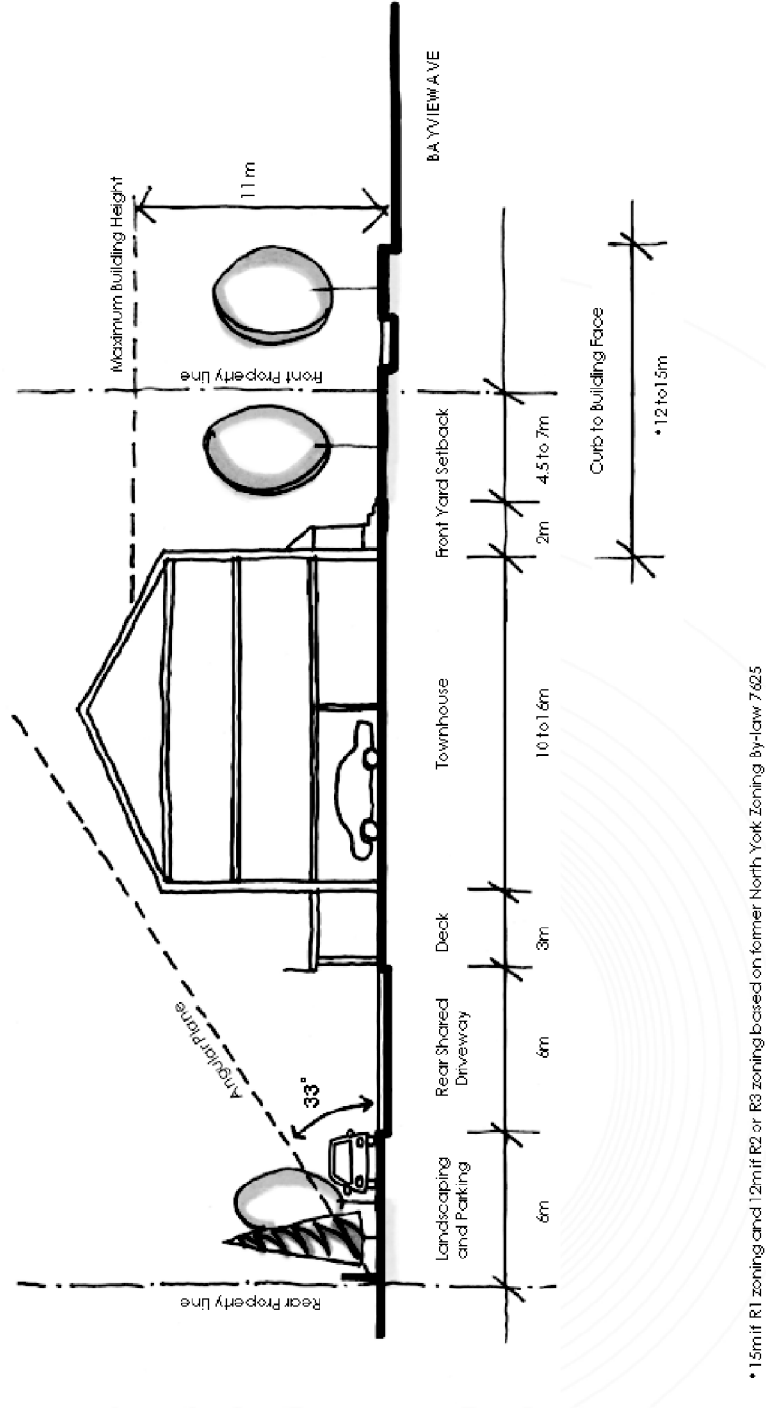
Draft Guidelines for Shallow Corner and Mid-Block Lots

These are lots along Bayview Avenue which have a lot depth sufficient to accommodate a townhouse development which complies with the Guiding Principles, including front and rear yard setbacks as well as angular planes. They may be on a corner or in the middle of the block. Townhouse development on these lots should:

- Provide a minimum 6.5 to 9 metre front yard setback, depending on the applicable zoning bylaw provisions, from the Bayview Avenue property line in order to achieve a 12 to 15 metre front landscape area between the curb of Bayview Avenue to the main building face of the townhouse building.
- On corner lots, provide a minimum 5 metre setback to the side street property line.
- Townhouse entrances should be located close to grade on Bayview Avenue. On corner lots, the entrance for the end unit should be located close to grade on the side street.
- Front yard projections and projections into the side street setback on corner lots, including bay windows, porches, stairs and garbage enclosures, should be permitted to be a maximum of 2 metres. Building entrances and walkways should be paired to ensure that soft landscaping is consolidated within the front yard setback.
- Where parking is provided in rear garages, provide a minimum 12 metre rear yard setback. This should include a 6 metre wide rear shared driveway and a minimum 6 metre wide area for landscape screening and layby visitor parking. Where parking is provided underground, a minimum 9.5 metre rear yard setback with appropriate landscape screening should be provided.
- Provide minimum 6 to 7 metre wide townhouse units to allow for side by side double car parking.
- Provide a minimum 3 metre wide side yard setback from a building or driveway to an existing interior lot along Bayview Avenue. Where a walkway is proposed to provide access from the rear of the townhouse units to Bayview Avenue, the side yard setback should be increased an additional 1.5 metres, resulting in a total side yard setback of 4.5 metres.

- Corner lots should take vehicular access from the side street. Driveways should be consolidated for mid-block sites.
- Parking should be located at the rear of the townhouse development or underground, and visitor parking should be provided on site. Double car garages are encouraged for each townhouse and access to underground parking should be provided in the rear.
- No part of any building shall exceed 70 percent of the horizontal distance separating that part of the building from the nearest 33 degree angular plane taken from rear property line.
- The height of any part of a townhouse development fronting Bayview Avenue should not exceed 3 storeys or 11 metres, whichever is the lesser.
- An individual block of townhouses fronting Bayview Avenue should be appropriately massed and articulated to resemble the scale and articulation of a detached dwelling found in the neighbourhood. Each block of townhouse units should be limited to 4 or 5 townhouse units in a row.
- Building elevations that are exposed to streets and adjacent properties should be treated as building fronts with high quality materials, ample glazing and articulation.
- Garbage, servicing and utility functions should be located and organized to reduce their impacts on the site, neighbouring properties and streets. They should be incorporated into the design of the building and integrated into landscaped areas.
- Rear decks provided above individual driveways or garages should be limited to 3 metres in depth and appropriate landscape screening should be provided to limit overlook and ensure privacy to the neighbourhood is maintained.
- Upper floor decks or amenity located at the rear of the townhouse and roof top decks that face onto the existing neighbourhood are not permitted. They are permitted facing on the Bayview Avenue or a side street, providing appropriate landscape screening is provided to limit overlook and ensure privacy is maintained.
- Preserve existing mature landscaping within front, side and rear yard setbacks, and enhance these setbacks with generous and high quality landscaping treatments. Planting within the rear and side yard setback should consist of a row of evergreen trees planted at 5 metres intervals along the property line at a height of 2 metres. High branching deciduous trees with a 70 caliper diameter and understory shrub planting should also be provided.
- A high-quality opaque fence or masonry wall should be provided along the rear and side yard property lines that meets the requirements of Chapter 447 (Fences) of the Municipal Code.

- Exterior lighting, particularly in the rear yards, should be located so as to direct light onto the site and away from adjacent neighbouring properties to prevent glare and light trespass. All exterior lighting should meet the Bird Friendly Development Guidelines.



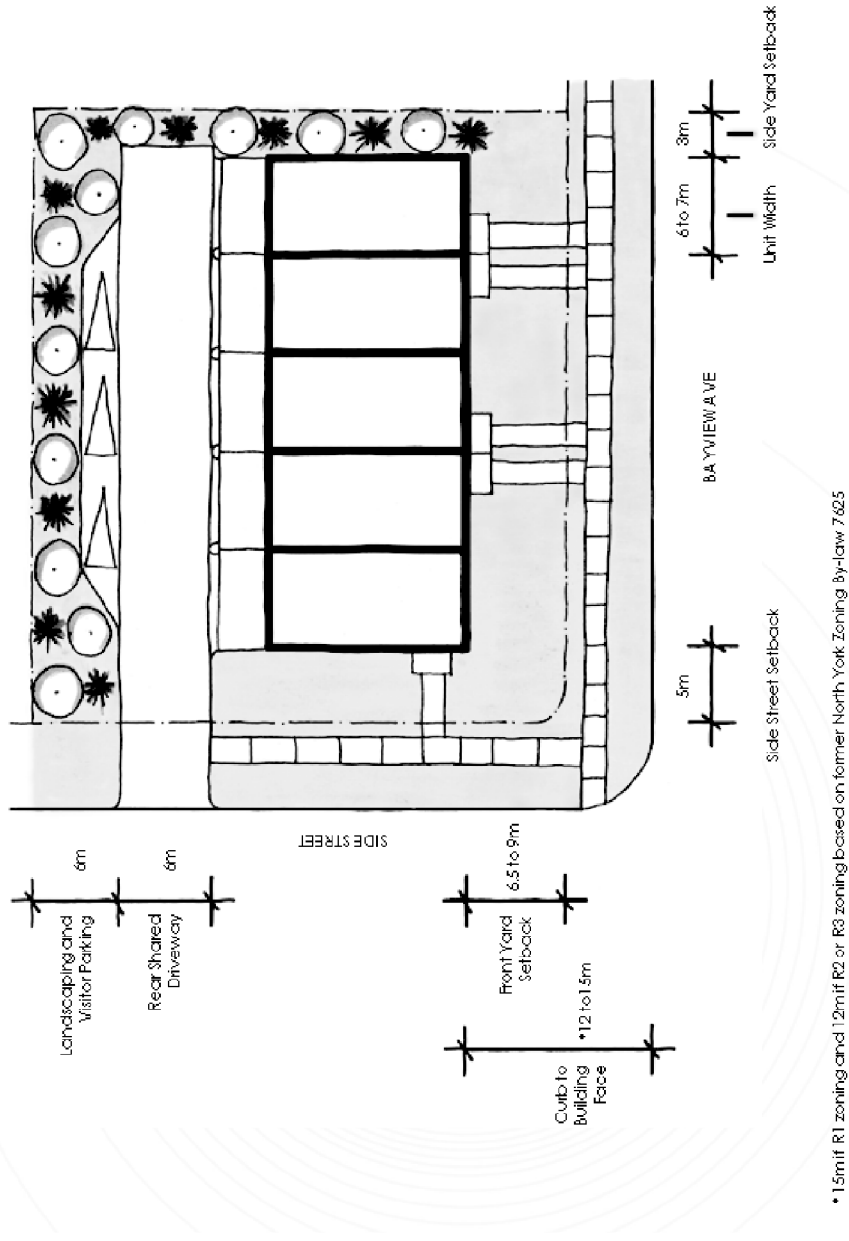
• 15m if R1 zoning and 12m if R2 or R3 zoning based on former North York Zoning By-law 7625

Shallow Lot Section

Draft Bayview Townhouse Design Guidelines

Not to Scale
06/26/2014

File # 14 106510 NNY 00 TM

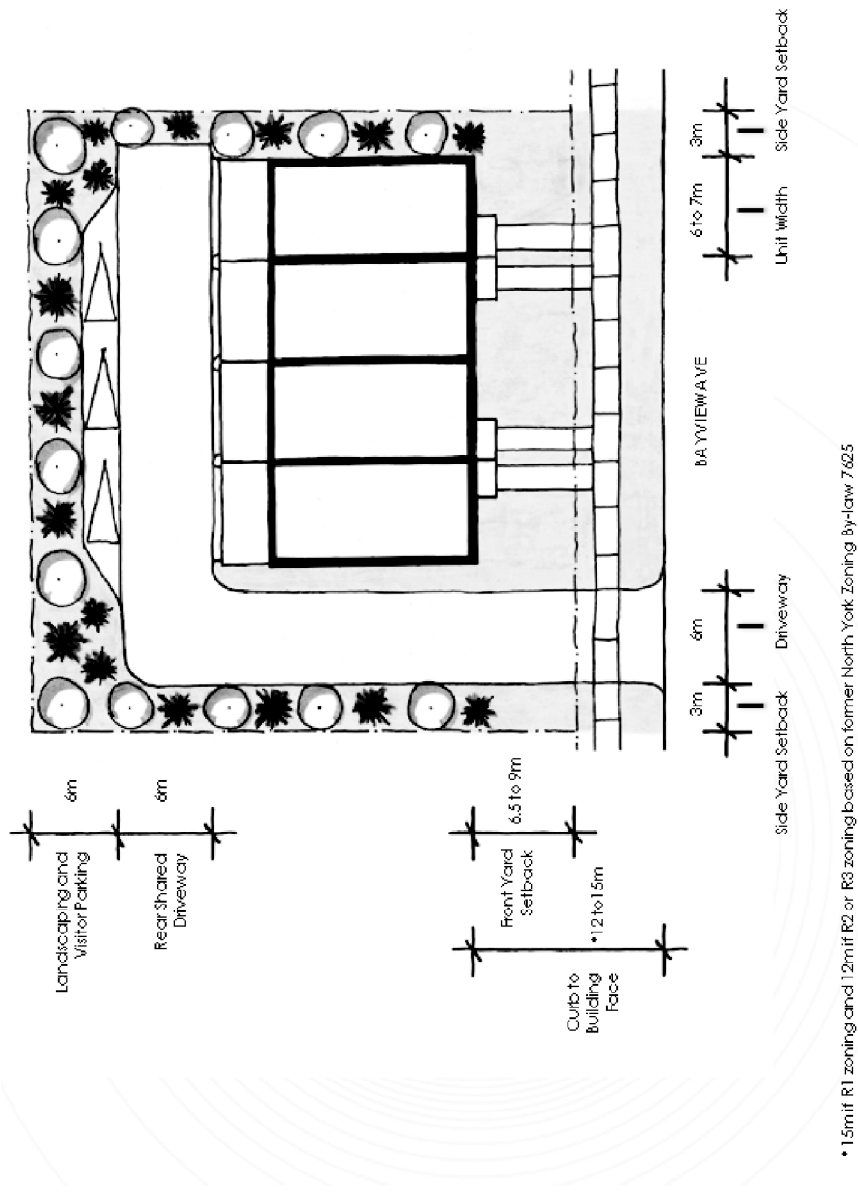


Draft Bayview Townhouse Design Guidelines

Shallow Corner Lot

File # 14 106510 NNY 00 TM

Not to Scale
06/26/2014



Draft Bayview Townhouse Design Guidelines

Shallow Mid-Block Lot

Not to Scale
06/26/2014

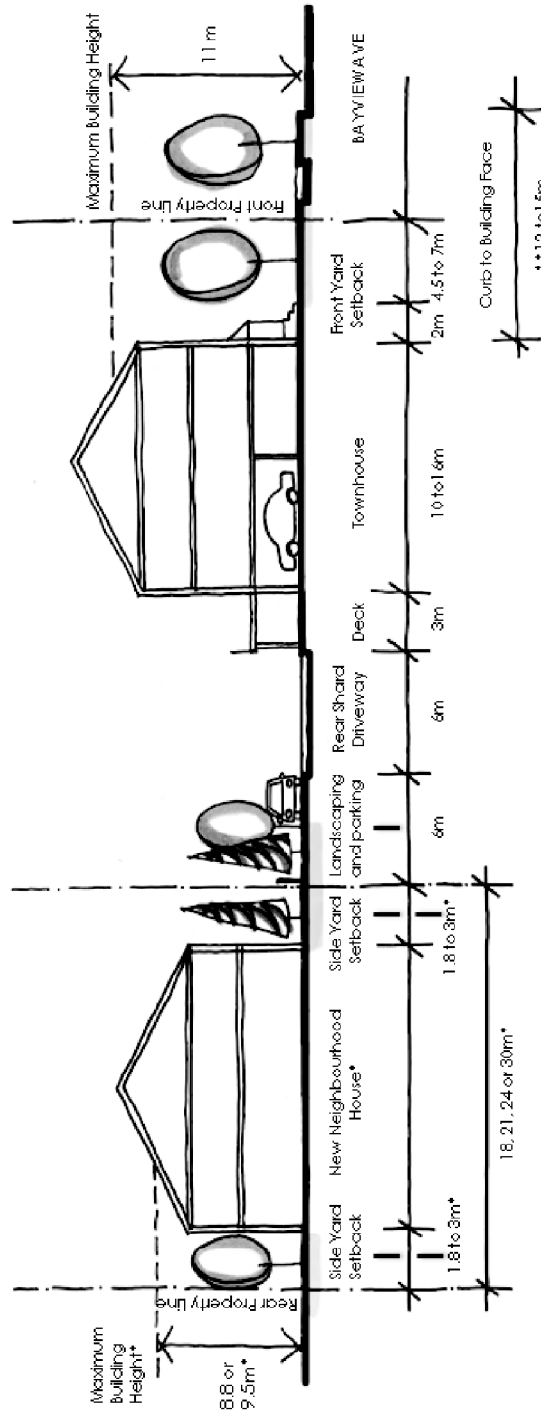
File # 14 106510 NNY 00 TM

Draft Guidelines for Deep Corner Lots

These are lots along Bayview Avenue which are deep enough to accommodate a townhouse development compliant with the Guiding Principles, but that can also accommodate one or more neighbourhood homes which comply with the underlying zoning by-law requirements.

Townhouse development on these lots should meet the guidelines for Shallow Corner Lots listed above, except the thirty-three degree angular plane. The detached residential dwelling has been introduced to provide an appropriate transition and there is no need for an angular plane. Apart from the guidelines listed above for Shallow Corner Lots, neighbourhood houses should:

- Meet all the general standards of the applicable zoning bylaw, including lot frontage, lot area, lot coverage, setbacks, heights and landscape space.
- The front yard setback of the neighbourhood house(s) should be aligned to provide an average of the setbacks of the existing adjacent house and the minimum 5 metre side street yard setback provided from the end unit of the new townhouses, providing the minimum standard of the zoning by-law is met.



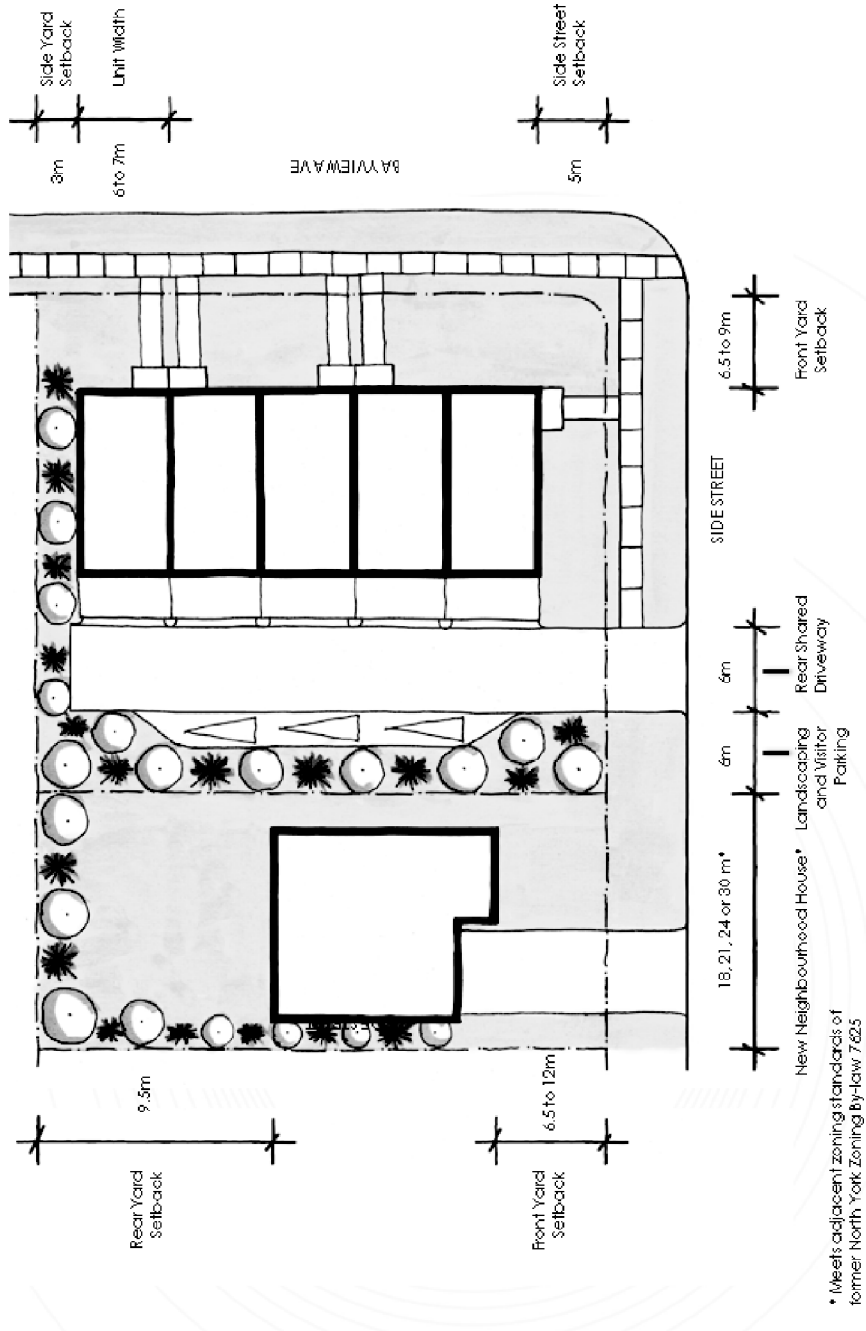
* Meets adjacent zoning standards of former North York Zoning By-law 7.625
 • 1.5m if R1 zoning and 1.2m if R2 or R3 zoning based on former North York Zoning By-law 7.625

Deep Corner Lot Section

Draft Bayview Townhouse Design Guidelines

Not to Scale
 06/26/2014

File # 14 106510 NNY 00 TM



Draft Bayview Townhouse Design Guidelines

Deep Corner Lot

File # 14 106510 NNY 00 TM

Not to Scale
06/26/2014

Draft Guidelines for Deep Mid-Block Lots

These are the lots that require further work to deal with issues raised by the working group and City staff and to study the varying lot characteristics found within the study area. They represent a summary of the working group's discussions and options developed to date.

These are mid-block lots along Bayview Avenue which are deep enough to accommodate a townhouse development which is compliant with the Guiding Principles but that has a significant area remaining to the rear of the townhouses at the back of the lot.

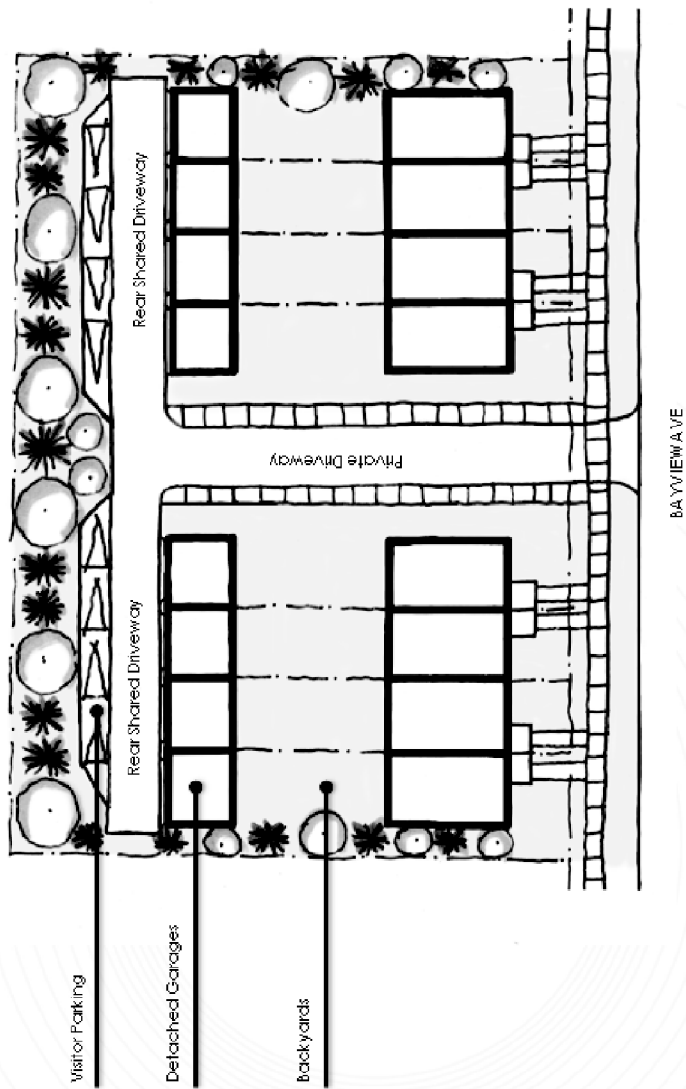
At this point, three options for deep mid-block lots have been developed to respond to some of the varying lots depths and widths found within the study area. The guiding principle that townhouses should only front onto Bayview Avenue and that townhouses should not be permitted to be located behind other townhouses or be permitted to extend into the interior of a lot on new public or private streets for deeper sites, forms the basis for the three options developed. Further work is needed to review the applicability of these options, to see if other options are required, and to determine appropriate specific guidelines for each of these three options. Within each of the three options, townhouse development on these deep lots should meet all the guidelines of for Shallow Corner Lots listed above, aside from the 33 degree angular plane taken from rear property line transition requirement for Options 2 and 3.

Option 1 provides for townhouses with rear yards and detached double car garages provided at the rear of the lot. The detached garages would be accessed from a private driveway from Bayview Avenue. The thirty-three degree angular plane taken from rear property line transition requirement would be applied to this lot type. Minimum sizes of rear yards and the possibility for different arrangements of garage and driveway locations are outstanding matters yet to be studied.

Option 2 provides for townhouses to be developed in front of a single detached house located at the back of the lot. The townhouses and the single detached house would share access from Bayview Avenue by a private street (mews). This mews would be designed like a public street which meets the City's Development Infrastructure Policy and Standards (DIPS), and provides address and access for detached house. The detached house would act as a new neighbourhood house, similar to the guidelines for the Deep Corner Lots noted above, between the new townhouse development and the existing neighbourhood. Further analysis and study is required on if a transition house in this option would need to meet all of the standards of the applicable zoning bylaw including lot frontage, lot area, coverage, setbacks, heights and landscaped space.

Option 3 provides for townhouses to be developed along Bayview Avenue with a number of single detached houses to be located at the rear of the lot. A public street, which meets DIPS, could be introduced to provide address, access and servicing for the new enclave of single detached dwellings. Similar to Option 2 and the guidelines for Deep Corner Lots noted above, the detached dwellings would act as a transition between the new townhouse development and the existing neighbourhood.

Option 1



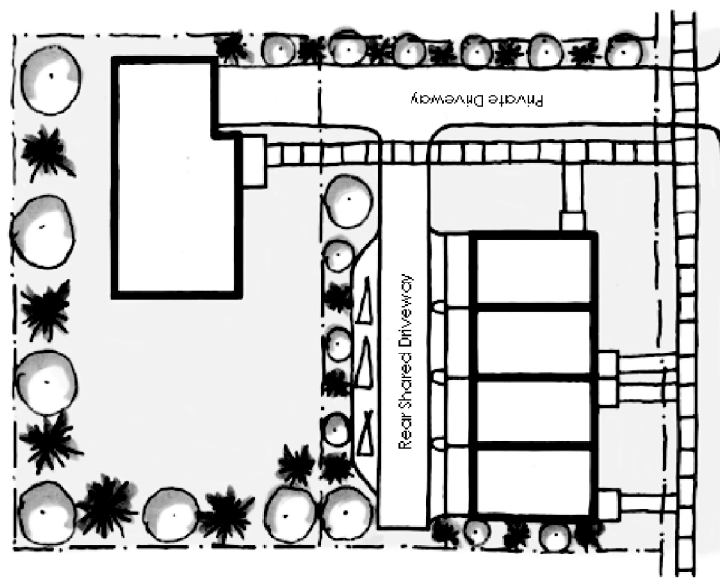
Deep Mid-Block Lot Option 1

Draft Bayview Townhouse Design Guidelines

Not to Scale
06/26/2014

File # 14 106510 NNY 00 TM

Option 2



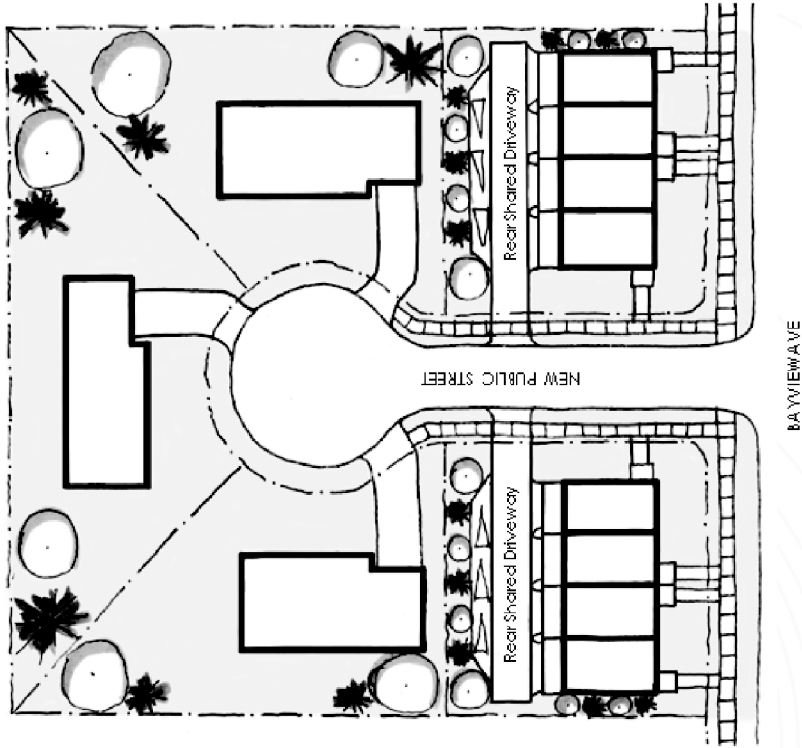
Deep Mid-Block Lot Option 2

Draft Bayview Townhouse Design Guidelines

Not to Scale
06/26/2014

File # 14 106510 NNY 00 TM

Option 3



Deep Mid-Block Lot Option 3

Draft Bayview Townhouse Design Guidelines

Not to Scale
06/26/2014

File # 14 106510 NNY 00 TM