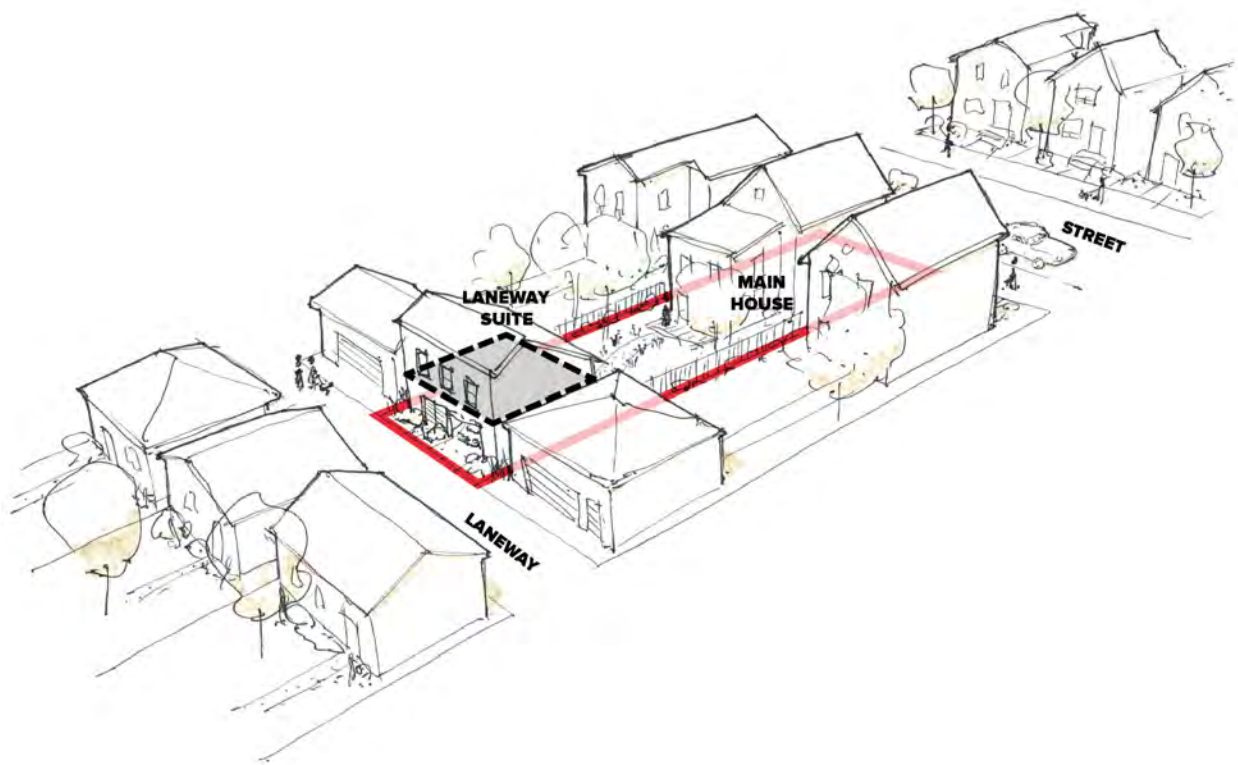


LANEWAY SUITES

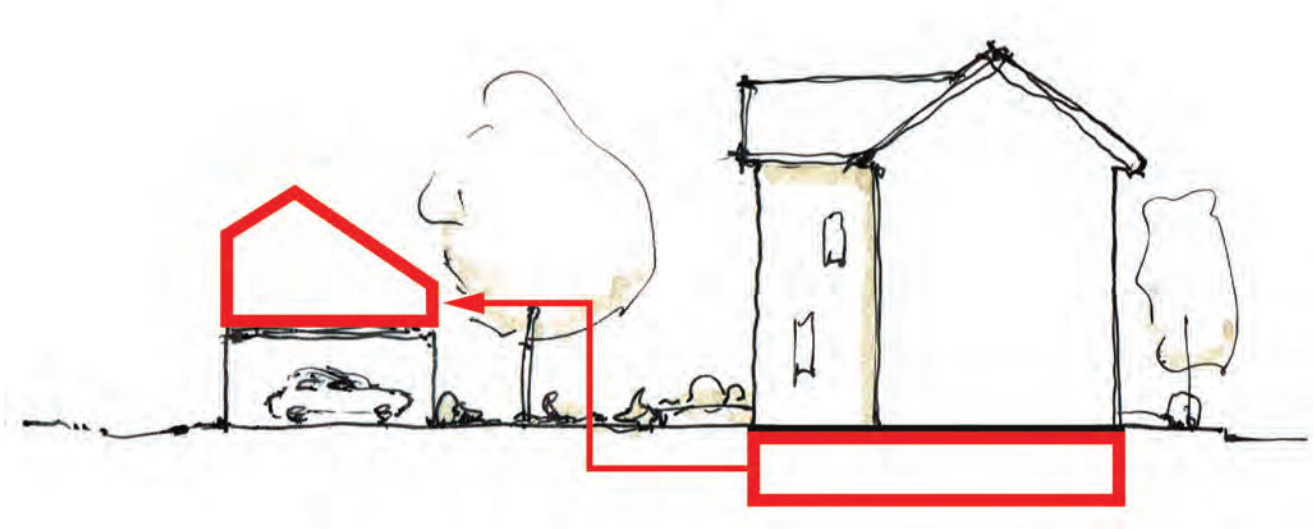
A new housing typology for Toronto

26 May 2017



LANE  SCAPE .CA





LANEWAY SUITES, AS PROPOSED IN THIS REPORT, ARE DEFINED AS DETACHED SECONDARY SUITES:

- Non-severable units that remain under the same ownership as the main house
- Intended for use as rental housing, for family members, and for aging-in-place
- All servicing (water, sewage, gas, electrical) are connected via the principal residence or main street
- Recognized under Provincial legislation as a means of supporting intensification and increasing low-rise neighbourhood-oriented rental stock

LANEWAY SUITES

A New Housing Typology For Toronto

26 May 2017.

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Special thanks to:

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EXECUTIVE SUMMARY

As the Greater Toronto Area grows at a rate of almost 100,000 residents per year, we must think creatively about how to provide the range of housing options that will be required to accommodate growing need and demand. There is no single solution, and accomplishing this will require consideration of a number of different investment strategies, policy tools and development approaches.

Toronto has a network of almost 2,400 laneways that stretch over 300km throughout some of Toronto's most desirable, walkable, transit-oriented neighbourhoods. Architects, planners and urbanists have long considered laneways an untapped resource for infill housing. In recent years, over a dozen Canadian municipalities have also recognized this opportunity and developed policies to unlock laneway housing to support modest intensification and encourage the development of affordable rental stock.

Although Toronto has numerous examples of laneway houses, the current permit process is prohibitively slow, expensive and unpredictable, making it ineffective as a means of supporting rental stock development. This arduous permit process has also limited development to those with architectural expertise or the necessary resources to invest, and has often resulted in projects of a scale beyond what an as-of-right approval process would permit.

Laneway housing was last reviewed by the City of Toronto in 2006 with a City Staff Report on the construction of housing in laneways. The report concluded that laneway houses "would not be supportable as good planning" because they represented the building of a "house behind a house", which violates the City's Zoning Bylaw 438-86. The report also raised concerns about local area disruptions, the expense of constructing laneway servicing and logistical challenges of garbage pick-up, snow clearing, and emergency access. Since then, the issue remained out of sight at City Hall and laneway houses have only been built on a case-by-case basis.

The following report proposes a new vision for laneway housing, which recognizes detached secondary suites, including laneway suites, as non-severable and ancillary to the principal dwelling. This definition has been adopted in over a dozen municipalities across Canada because it resolves many of the complications related to severing and servicing. Laneway suites can be used to house family, aging relatives or dependents, as home office space, or rented out to provide a household income supplement. They are regulated to be smaller than the principal dwelling, with all of the services including water, sewer, gas, and electricity coming from the main house, not unlike a secondary basement or attic suite.

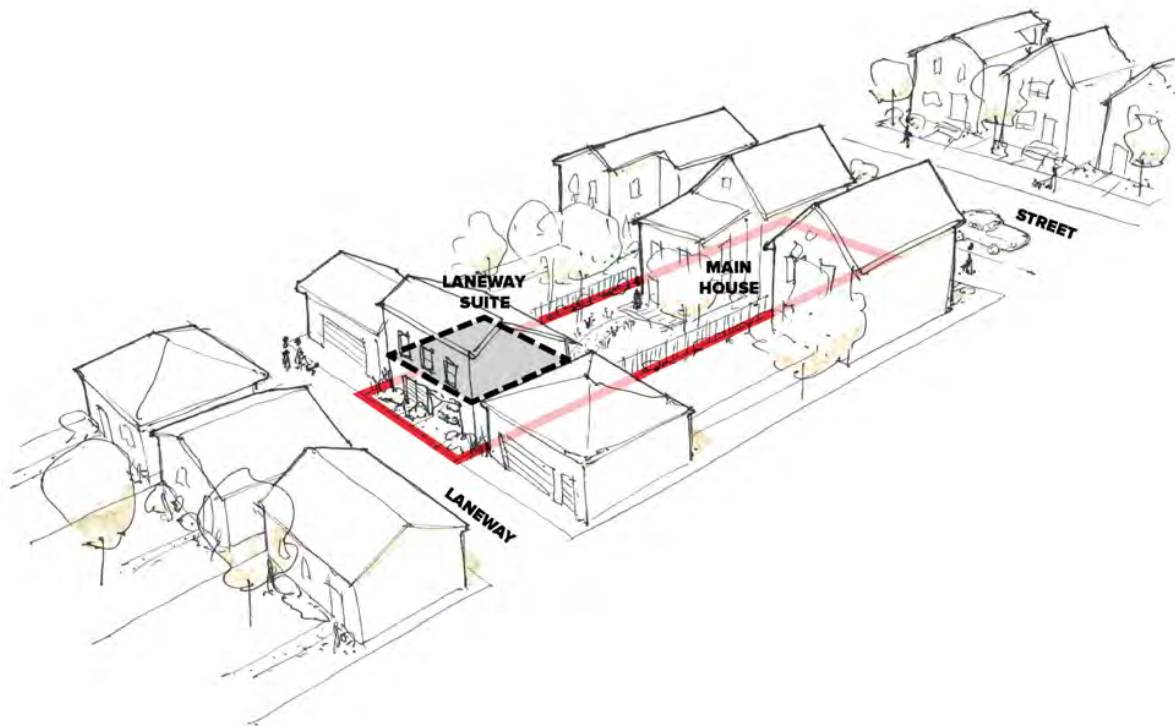
In light of recent provincial policy mandating permissive regulation for detached secondary suites, the lack of new rental supply, and concrete examples from cities across the country, it is time for Toronto to seriously consider this new building typology.

In order to assist City Planning in moving the laneway suite agenda forward, Lanescape, Evergreen, Councillor Mary-Margaret McMahon (Ward 32, Beaches-East York) and Councillor Ana Bailão (Ward 18, Davenport) have been working to develop a set of performance standards for laneway suites in Toronto. The standards included in this report reflect the concerns, interests and needs of residents across Toronto and the many City divisions involved. The resulting guidelines were informed by a city-wide survey with over 2,600 responses and three community consultations attended by over 400 interested residents. Technical feedback was also sought through meetings with City Councillors and City of Toronto's technical divisions.

Lanescape and Evergreen look forward to continuing to work with our partners both inside and outside of City Hall to support this initiative and move it forward.

The purpose of this report is to:

- Provide rationale for the introduction of laneway suites and detached secondary suites
- Address previous and current concerns around laneway housing
- Provide a set of recommended performance and technical standards for laneway suites
- Illustrate the community consultation process and summarize the feedback gathered from the consultation events, the online survey, and internal City of Toronto Divisions
- Outline specific actions that should be taken by City of Toronto staff.



Laneway Suites are located at the rear of the lot and remain under ownership of the principal residence

RECOMMENDED ACTIONS

In order to implement a successful laneway policy, the City of Toronto must create a **streamlined, straightforward, affordable planning approvals process** that emphasizes predictability of costs and timing. The following actions are recommended as next steps:

<p>Action 1 Act on Provincial legislation</p>	<p>Act on Provincial legislation to acknowledge laneway suites as detached secondary suites that when developed within the framework of a reasonable, purposeful set of performance standards such as those proposed in this report, represent thoughtful infill development that respect the ‘existing physical character’ of stable neighbourhoods and work to achieve goals outlined in Toronto’s Official Plan.</p>
<p>Action 2 Develop an as-of-right planning framework</p>	<p>Develop a planning approvals framework that allows for laneway suites to be developed ‘as-of-right’ as long as they meet the requirements of the performance standards. This should include a definition for a ‘laneway suite’ and specific, associated zoning bylaw and municipal code provisions based on the performance standards.</p>
<p>Action 3 Exempt laneway suites from development charges</p>	<p>Exempt detached secondary suites, including laneway suites, from development charges just as secondary suites are if they are the second unit on a property, or if they are part of a new build. If the laneway suite represents a third unit or more, development fees could apply. Toronto’s DC Bylaw should be updated to reflect The Planning Act’s definition of detached secondary suites.</p>
<p>Action 4 Implement laneway policy citywide</p>	<p>Apply Official Plan and zoning bylaw policies for laneway suites to all ‘residential laneways’ in the City of Toronto to ensure that all neighbourhoods benefit from equal access to these policies and that the policy is effective in creating rental housing supply city-wide.</p>
<p>Action 5 Seek input on performance standards</p>	<p>Consult with key stakeholders from building, planning, and architecture communities and neighbourhood associations to provide input in advance of the implementation of the performance standards.</p>
<p>Action 6 Monitoring and evaluation framework</p>	<p>Develop a framework for monitoring and evaluating the implemented laneway suites policy, seeking specific feedback from laneway suite owners, tenants and neighbours, city staff, architects, planners and developers.</p>

INTRODUCTION

As Toronto's population and housing prices continue to soar, and established walkable neighbourhoods increase in popularity, it is vital that we think creatively about how to accommodate growth without negatively affecting the character of these neighbourhoods. Laneway suites present an ideal opportunity to increase much-needed rental stock in these neighbourhoods by realizing the untapped resource of our 2,400 laneways.

The importance of detached secondary suites and low-rise infill to support intensification has been recognized by the Government of Ontario. In 2011, the Province's Strong Communities Through Affordable Housing Act amended the Planning Act to enhance land use planning tools to support the development of secondary suites in municipalities across the province. Municipalities were mandated to create and implement Official Plan and Zoning Bylaw policies to support the development of secondary suites and detached secondary suites, including laneway suites.

Since 2015, Evergreen, Lanescape, Councillor Mary-Margaret McMahon (Ward 32, Beaches-East York) and Councillor Ana Bailão (Ward 18, Davenport) have been studying the opportunities, issues and concerns around laneway housing and have been leading the development of performance standards for laneway suites in Toronto. As a collective effort, the team has been collaborating with stakeholders across the city to create a unique Toronto-made vision for laneway housing that address previous and existing concerns. As part of our engagement effort, we reached over 3,000 Toronto residents through a combination of community consultations, direct correspondences and an online survey. Findings have demonstrated that the majority of residents are interested in seeing how laneway suites could be incorporated into Toronto's range of housing options—whether homeowners, renters, youth or seniors, we have seen great interest in exploring this opportunity across all demographics.

This report builds on the feedback received from a broad range of stakeholders, including community residents, internal City staff, members of Toronto's political leadership and architectural experts in order to create a design approach to laneway suites that reflects concerns ranging from privacy, permitting and parking to emergency access, garbage pick-up and development charges.

WHAT ARE LANEWAY SUITES?

Laneway suites are a specific type of detached secondary suite, which are ancillary to the principal residence and front onto a residential laneway. A laneway suite is smaller than the main home and located at the rear of a residential lot with all of its services (water, sewer, electricity, gas, garbage, mail, and emergency services) sourced from the principal residence, not the laneway. Laneway suites could be used for family members or as a rental unit, but remain under ownership of the main house and is not severable.

WHY LANEWAY SUITES?

Laneway suites, by their very nature, have the capacity to support modest density, increase rental unit supply, accommodate aging in place and provide income supplement for homeowners. The rationale for laneway suites as part of Toronto's range of housing options is discussed below.

Neighbourhood Character

Unlike other forms of infill development, laneway suites may present the opportunity to create more homes in neighbourhoods which are sensitive to the look, feel and character of low-rise residential streets.

Increasing Rental Unit Supply

In Toronto, nearly half of residents rent their accommodations, yet the vast majority of all new housing (95% from 1996-2006) was purpose-built for ownership.¹ The overall supply of rental housing in the city has not kept up with population growth. Since Toronto permitted secondary suites in 2000, it is estimated that 1/5 of our rental stock is in the form of secondary suites within principle residences.² As Toronto's established walkable neighbourhoods increase in popularity, laneway suites are an important means of increasing rental stock in these areas without disrupting their character.

Affordable Access to Established Neighbourhoods

Laneways are perfectly situated to increase the supply of rental housing in established neighbourhoods that have access to transit and key amenities. They do this without requiring substantial new infrastructure, as services are sourced from the principle residence.

Making Home Ownership More Affordable

Home prices in Toronto have been skyrocketing for over a decade in what is being considered a housing supply crisis. Average home prices rose 22% in the past year, and those were up 17% since 2015³ making home ownership out of reach for many Torontonians. Rising property costs including heating, electricity, and property taxes can also add financial stress for long-standing homeowners. Laneway suites offer opportunities to increase affordability for homeowners by including rental income from their existing property or by providing housing for family members.

Multi-generational Living

Laneway suites present an opportunity for functional multigenerational households, permitting adult children, young families, empty nesters, care-takers and dependents to live within proximity of each other while maintaining privacy.

Why laneway suites?

- Provincially mandated
- Increase housing supply
- Multiple benefits from affordable home ownership to aging in place

1 Toronto City Planning Policy and Research (2006). Rental housing supply and demand indicators.

https://www1.toronto.ca/city_of_toronto/social_development_finance_administration/files/pdf/housing_rental.pdf

2 Second Suites (2000). Second Suites: An Information guide for Homeowners. http://www.secondsuites.info/Homeowners_Guide.pdf

3 Remax (2017). Housing Market Outlook Report 2017. http://download.remax.ca/PR/HMO2017/Report/REMAX_2017HousingMarketOutlookReport.pdf

Safety

Laneway suites can improve the look and safety of a laneway by bringing lighting, a sense of ownership, and more eyes on the street. Introducing housing also encourages resident engagement in the stewardship of their shared laneway.

Slower Pace of Development

Laneway houses are usually built at a much slower pace than other infill or high-rise developments, so change will occur gradually and have minimal disruption on neighbourhood character which is outlined as the ideal pace of growth for established neighbourhoods in Toronto's Official Plan.⁴

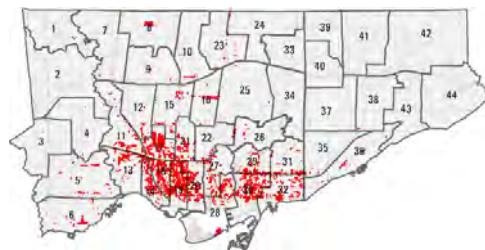
ABOUT TORONTO'S LANEWAYS

Toronto's laneways are increasingly becoming recognized as an important asset to our urban fabric. The pioneering work of The Laneway Project has been actively improving laneways through community projects and has advocated for policy to support the transformation of our lanes from vehicular service spaces to lively places of community engagement. As reflected in their work, as well as in our consultations, communities are eager to reclaim the value of their back alleys with grassroots efforts to make them cleaner, greener, safer, and more vibrant parts of our neighbourhoods. Introducing more vital uses to laneways, including housing, would add more eyes on the street and increase efforts to improve them.



Neighbourhood party and Harbord Village Laneway Greening Project, both efforts of The Laneway Project

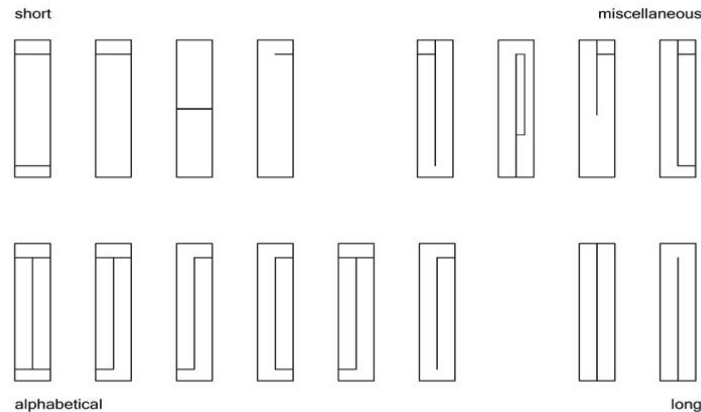
The Laneway Project's upcoming Laneway Manual 2.0 articulates and defines the many shapes, sizes and uses of Toronto's laneways. As outlined in Toronto's Complete Streets Guidelines, there are mixed use lanes that provide service access for deliveries, waste disposal and pick-up, and vehicular access to parking garages, mainly in Toronto's fast-growing Downtown, Centers and Avenues; and residential lanes that are typically much calmer, providing access to rear garages and often acting as alternative routes for pedestrians and cyclists. These are located in residential zones and are the laneways within which laneway suites would be permitted.



Toronto's Network of over 2,400 laneways.
Laneway data courtesy of The Laneway Project.

Toronto's laneways were built to several standard widths: 3m, 4m, 4.5m, 5m, 6m. They also come in many configurations that affect the accessibility by service vehicles:

- Minor through-route connecting two or more minor streets
- Major through-routes, longer laneways that connects major streets
- Networked laneways, interconnected laneways with two or more access points from two or more streets
- C-laneways with two access points from the same street
- Dead ends⁵



Laneway typologies, Shim & Chong, Site Unseen⁶

TORONTO'S EXISTING LANEWAY HOUSES

Throughout Toronto we have dozens of examples of laneway housing including several on Croft Street (near College and Bathurst), Skey Lane (near Dundas and Ossington) and Jersey Avenue (near Harbord and Grace). Although many are long-standing or have passed through Committee of Adjustment approval and could be argued to fit within the existing character of their neighbourhoods. Because of the current onerous permitting process for laneway suites and the subsequent expenses and unpredictability, owners of laneway properties cannot justify building suites that are humble additions to their neighbourhood and these precedents typically represent a scale much greater than would be desired through city-wide regulation. The scale of laneway suites proposed here, and encouraged through most Canadian municipalities with as-of-right detached secondary suite policies, are more modest and fitting to the scale of the neighbourhood than our current precedents.



23 Skey Lane. Photo credit: Google Maps

⁵ The Laneway Manual 2.0 (Upcoming), The Laneway Project <http://thelanewayproject.ca> - Shim, Brigitte and Chong, Donald. 2004. Site Unseen: Laneway Architecture & Urbanism in Toronto. University of Toronto Press, Toronto. -

POLICY PRECEDENTS FROM OTHER JURISDICTIONS

As-of-right permitting in municipalities across Canada typically limit the height of laneway suites to 1½ stories in order to ensure that the second floor is either sloped or setback adequately to minimize shadowing on a neighbouring property (See Appendix F for a full comparison of 10 municipalities’ detached secondary suite policies.)



Stinson house – credit Jeffery Stinson + Terence Van Elslander
Existing Toronto laneway houses show precedent for residential life on laneways and surmounting servicing and access issues, but are generally much greater in scale than the proposed as-of-right permitting process would allow



23 Skey Lane. Photo credit: Google Maps
Typical Vancouver Laneway suites are limited to 1½ stories

Some elements that have made other municipalities' policies successful include:

- **Adopting as-of-right permitting** to streamline the application process, provide clear design and scale parameters, and democratize permitting city-wide
- **Exempting detached secondary suites from development charges or permit fees**
- **Regulating orientation of entrances** to ensure that suites face laneways, enhancing the lane frontage and imbuing a sense of ownership
- **Regulating orientation of windows, balconies, and roof** slopes to maximize privacy and minimize shadowing and overlook. Vancouver expressly states that their policy is intended to address both solar access and perceived scale from adjacent neighbours. Numerical values are given to assist with quick evaluation of proposed laneway house designs, though the numbers should be seen as neither finite limits nor as a means to justify height unnecessary to the building design.
- **Careful consideration of parking requirements.** Ottawa conducted a minimum parking standard study and determined that it was unnecessary to require parking provision for coach houses. In Vancouver, parking is required to be exposed to the elements because enclosed permitted garages within laneway houses were being converted into living quarters, reinforcing the value of living space over parking space.

A NEW UNDERSTANDING OF LANEWAY SUITES

Laneway housing was last discussed at Toronto City Council in 2006 and was not recommended primarily on the grounds that severance and servicing presented too many challenges and violated Zoning By-law 438-86 that prevents building a “house-behind-a-house.”⁷ Toronto’s housing crisis has triggered the need to reconsider options for intensification and infill development. The current understanding of laneway suites and its associated definition as a small ancillary rental unit addresses this critical concern, as severability is no longer a consideration in the approach or design. Laneway dwellings are designed to be secondary suites, not houses—essentially a basement unit but with more light and privacy.

Although there are many valid concerns raised with the introduction of a new building typology, most of these are addressed through the definition of laneway suites as units ancillary to the principal residence, through policy precedent from other municipalities, or through sensitive design requirements. The most commonly raised concerns, as well as those specifically considered barriers in the City of Toronto’s 2006 Staff Report on laneway housing are addressed below.

Compatibility with the Official Plan and Zoning ByLaw

In the 2006 Staff Report, laneway housing was considered incompatible with the zoning bylaw as it was considered to entail a “house behind a house” implying large built structures with minimal lot sizes.

Common regulations for detached secondary suites, like laneway suites, specify that the ancillary unit be smaller than the principal residence (specifications across Canadian Municipalities range from 40-80% of the area of the main house)⁸. Additionally, the City of Toronto could regulate that a laneway suite cannot be severed or sold, but remain for family or rental purposes under ownership of the main property, just like existing secondary suites. The current Official Plan (updated since the 2006 Staff Report) also recognizes that even stable neighbourhoods will experience some change over time.

The City undertook its Official Plan Review of the Healthy Neighbourhoods, Neighbourhoods, and Apartment Neighbourhoods policies. The review led to the 2014 adoption of Official Plan Amendment 320 (OPA 320), which Ministry staff reviewed against the provincial policy and legislative framework, including the Planning

7 City of Toronto (2006) Staff Report Re: Construction of Housing in Laneways ALL WARDS. June 20, 2006. <http://www.toronto.ca/legdocs/2006/agendas/council/cc060725/wks5rpt/cl005.pdf>

8 See Appendix C for Municipal Detached Secondary Suite Guideline Comparison of 10 cities.



Ottawa's Coach Houses:

Following their secondary suites policy, Ottawa became the first municipality in Ontario to enact a detached secondary suite bylaw. Their philosophy is “one lot, one service” as coach houses share service as well as ownership with the main house.

Having recently conducted a city-wide parking study, they do not require that coach houses provide additional parking for the backyard suite and have exempted coach houses from all development fees except public transit charges which supports their recent investment in mass transit.

Act. In 2016, the Minister of Municipal Affairs approved OPA 320 with one modification to Neighbourhoods Policy 5 that clarifies wording regarding assessing the geographical context of development sites. The Neighbourhoods policies in the Official Plan speak to a set of development criteria which ensures that new development in Neighbourhoods respects and reinforces the existing physical character of that neighbourhood. Therefore, where secondary suites in ancillary structures already exist and are a building and dwelling type that is part of the existing physical character of the neighbourhood, the Official Plan provides for the opportunity to consider additional housing in that form as it would be considered a characteristic of that neighbourhood. Because new development in Neighbourhoods is based on prevailing character, and laneways are a new building typology, the City should consider if the Official Plan requires an amendment to facilitate a broader implementation of a laneway suite typology, as well as amendments to the Zoning By-law that would provide a set of performance standards for a laneway suite.

Loss of Green Space

The issue was raised that the construction of laneway suites would result in loss of green space including removal of trees and increased impermeable surfaces.

Minimizing the footprint of laneway suites can manage this concern to great extent. Additionally, many municipalities have addressed this through guidelines encouraging green roofs, requiring that stormwater be managed on site, and through tree protection policies. Vancouver and Ottawa both have such tree protection policies in place and can relax other guidelines at the discretion of the planner if required to salvage a mature tree.

Emergency Vehicle Access

The concern with emergency vehicle access pertains to three issues: widths and turning radii within laneways, fear of servicing construction blocking access, and confusion of addressing.

Our recommended performance standards require an access with a minimum width of 0.9m of unobstructed access be maintained through the principal yard to the main street so that emergency services can reach the unit from the street front and that they be permitted only within 45 m of curb access from a hydrant. By running water and electrical services from the principal residence, concerns of perpetual servicing construction on the laneway can be assuaged. Laneways can use the main home's address with a prefix 'R' for 'rear' so mail, waste disposal, and emergency access can all be accommodated and easily located via the principal residence.

Parking

An increase in density invariably raises parking concerns. -

The City of Toronto does not require the provision of an off-street parking space for secondary basement or attic suites. Renters also tend to have lower car ownership rates than home owners¹⁰ and car ownership is decreasing city-wide.¹¹ As our consultation feedback suggests, there is little interest in requiring parking provision for laneway suites. Rather, it can be left up to the home owner to decide if their property can accommodate parking and if they perceive the need to supply parking for their tenants. Ottawa, Victoria, and Portland have all taken this approach to parking for laneway suites.

10 Chapel, Karen, Jake Wegmann, Alison Nemirow, and Colin Dentel-Post (2012). Yes, in my backyard: Mobilising the market for secondary units. The Center for Community Innovation at the Institute of Urban and Regional Development. <http://communityinnovation.berkeley.edu/reports/secondary-units.pdf>

11 Data Management Group (2011). Transportation Tomorrow Survey Area Summary. http://dmg.utoronto.ca/pdf/tts/2011/regional_travel_summaries/Toronto.pdf

Snow Clearing

The city of Toronto applies road salt, but currently does not plow laneways due to lack of snow storage spaces.

This is generally sufficient except in extreme storms in which case residents' groups could employ private snow clearing services if city vehicles were unable to access certain lanes or adequately remove snow. Laneway suite residents also have access to their home from the main street via the side yard accessway.

Garbage Pick-Up

In the 2006 Staff Report, the concern was raised that laneways not connected from street to street will not receive garbage and recycling services since solid waste vehicles are not permitted to back up due to safety issues.

Since a .9m emergency accessway must be maintained from the main street to the laneway suite, garbage, recycling, and organics can go out with that of the principal residence, not unlike a secondary suite would.

Lack of Sidewalks

The 2006 Staff Report expressed concern for pedestrian access to laneway suites as there is no room for sidewalks or other essential public realm amenities.

Although laneway suite residents may use the laneway for access just as principal home residents do now, they will also have direct access to the main street through the side yard accessway. Also, if parking is not made a requirement of laneway suite construction as our consultation feedback suggests, laneways will require less and less vehicular access over time as parking garages convert to housing, at which point provisions could be made to prioritize pedestrian travel in laneways.

Shadowing, Privacy and Overlook

Shadowing, privacy and overlook are the main concern—and therefore the main drivers of—sensitive design in all established laneway and detached secondary suite design guidelines and policies.

Screening, placement and transparency of windows, orientation of dormers and terraces, height and pitches of roofs can all be regulated to maintain maximum privacy and minimum overlook and shadowing (see Appendix F for a comparison of municipal design guideline elements.) When sensitive design is applied, the impacts are less than those currently regulated from existing neighbours, even from across a residential street.

Recommended performance standards for Toronto's Laneway Suites are presented in the following Performance Standards section.

CURRENT PLANNING CONTEXT

Land use planning and development in the City of Toronto is currently governed by legislation and several policies and zoning provisions, which include the Planning Act, the Provincial Policy Statement, the City of Toronto's Official Plan, and the City of Toronto's Zoning By-law. The current policy and regulatory context as it relates to laneway suites is presented below.

Planning Act

The Province of Ontario sets out rules and regulations in the Planning Act which describe requirements for planning processes, how land uses may be controlled and by whom.

In 2011, the Planning Act was amended by the Province to **require that official plans include policies for secondary units** in detached houses, semi-detached houses or rowhouses, which include basement suites and **for secondary units in an ancillary building, such as a coach house or converted garage**. This amendment is found in subsection 16(3) of the Planning Act.

Provincial Policy Statement

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important.

In Section 1.1.1, the PPS states that "healthy, liveable and safe communities are sustained by: (b) **accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs.**"

Official Plan -

The City of Toronto's Official Plan is intended to ensure that the City of Toronto evolves, improves and realizes its full potential in areas such as transit, land use development, and the environment.

Chapter 2 – Shaping the City -

Section 2.3.1 – Healthy Neighbourhoods

The Official Plan states that areas designated *Neighbourhoods* are considered to be physically stable areas. Development within *Neighbourhoods* will be consistent with this objective and will **respect and reinforce the existing physical character of buildings, streetscapes and open space patterns** in these areas.

Chapter 3 – Building a Successful City -

Section 3.2.1 – Housing

The Official Plan states that a **full range of housing, in terms of form, tenure and affordability**, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents. A full range of housing includes: ownership and rental housing, **affordable and mid-range rental** and ownership housing, social housing, shared and/or congregated-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and **housing that makes more efficient use of the existing housing stock**.

Chapter 4 – Land Use Designations

Section 4.1 – Neighbourhoods

The Official Plan states that lands designated as *Neighbourhoods* are considered physically stable areas made up of lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys.

Stability of the *Neighbourhoods'* physical character is considered one of the keys to Toronto's success. **Any physical changes to established Neighbourhoods must be sensitive, gradual and generally 'fit' the existing physical character.** A key objective of the Official Plan is that new development respect and reinforce the general physical patterns in a *Neighbourhood*.

The Official Plan lists a series of development criteria for new development in *Neighbourhoods*. This criteria is intended **to guide new development to respect and reinforce the existing physical character of the neighbourhood**, including prevailing building types, heights, massing, scale and dwelling type of nearby residential properties, and prevailing patterns of rear and side yard setbacks, among others.

The City of Toronto's Official Plan is currently undergoing review. In December 2015, Council approved Official Plan Amendment 320 to revise the policies of the Plan with respect to *Healthy Neighbourhoods* and the *Neighbourhoods* land use designation. The intent of these changes is to clarify, strengthen and refine the policies in these sections to support the Plan's goals to protect and enhance the existing neighbourhoods. On July 4, 2016, the Minister of Municipal Affairs approved OPA 320 subject to a modification. Currently, OPA 320 has been appealed in its entirety to the Ontario Municipal Board. No hearing date has been scheduled regarding the appeals.

The Zoning By-law

A zoning by-law controls the use of land and provides performance standards that may be used to illustrate how land is used, the location and orientation of buildings or structures, and requirements related to lot size and dimension, parking, building heights and setbacks from property lines, the street, or other buildings.

Zoning By-law 438-86

Zoning By-law 438-86 is the Former City of Toronto Zoning By-law applying to the lands in the former City of Toronto. Zoning By-law 438-86 provides performance standards for building heights, density, and setbacks for the principal building, such as a detached house, and for any ancillary building, such as a garage or coach house.

Currently, Zoning By-law 438-86 does not permit a "house-behind-a-house" condition, which has, historically, prohibited the development of laneway suites. This performance standard is under Section 4(11)(c) of the Zoning By-law 438-86.

Zoning By-law 569-2013

Zoning By-law 569-2013 is the City-wide Zoning By-law, which consolidates all the zoning by-laws across the City of Toronto in one single, harmonized zoning by-law. Like 438-86, Zoning By-law 569-2013 also provides performance standards for principal buildings and ancillary buildings.

With regard to laneway suites, Zoning By-law 569-2013 is similar to 438-86 in that it does not permit a "house-behind-a-house" condition. The performance standard is under Section 10.10.40.1(5) for the "R" (residential) zones.

DEFINITIONS

For laneway suites to be recognized as an accepted housing typology, a clear, workable, legal definition must be established. The Province of Ontario's Planning Act mandates that Official Plans contain policies that authorize the use of a second residential unit, and clearly define detached secondary suites, which would include laneway suites as a residential unit in a building or structure ancillary to a detached house:

Second unit policies

(3) Without limiting what an official plan is required to or may contain under subsection (1) or (2), an official plan shall contain policies that authorize the use of a second residential unit by authorizing,

(a) the use of two residential units in a detached house, semi-detached house or rowhouse if no building or structure ancillary to the detached house, semi-detached house or rowhouse contains a residential unit; and

(b) the use of **a residential unit in a building or structure ancillary to a detached house**, semi-detached house or rowhouse if the detached house, semi-detached house or rowhouse contains a single residential unit. 2011, c. 6, Sched. 2, s. 2.

Laneway suites and detached secondary suites, could be defined as follows for recognition in both the Official Plan and zoning bylaw:

- **Laneway Suite** – A laneway suite is a dwelling unit located in a structure that is ancillary to a principal dwelling on a residential lot that fronts onto a residential laneway.
- **Detached Secondary Suite** – A detached secondary suite is a dwelling unit located in a structure that is ancillary to a principal dwelling on a lot.

Other laneway or detached secondary suite definitions recently adopted in Canadian Municipalities include:

- **Ottawa's Definition of Coach House** - a small accessory apartment located in a small freestanding building detached from the principal dwelling and located on the same lot as the principal dwelling.¹²
- **Regina's Definition of Laneway and Garden Suites** - Additional dwelling units which are separated or detached from the Primary Dwelling on a given residential property. Any detached additional dwelling units on a site with a rear laneway is considered to be a Laneway Suite (regardless of whether the laneway is in fact used for access). Detached additional dwelling units on properties with no rear laneway are considered to be Garden Suites. Garden Suites are accessed from the front street via a sidewalk or driveway. These definitions apply regardless of whether a garage is incorporated into the suite.¹³

12 Ottawa (2016). How to Plan Your Coach House. Planning Infrastructure, and Economic Development Dept. https://documents.ottawa.ca/sites/documents.ottawa.ca/files/how_to_coach_en.pdf

13 City of Regina (2015). Laneway and Garden Suites Guidelines for Pilot Projects. <http://www.designregina.ca/wp-content/uploads/LanewayGuidelines.pdf>

DEVELOPMENT CHARGES

Currently, because laneway suites and detached secondary suites are neither acknowledged as a housing typology by Toronto's Official Plan, nor defined by the Zoning Bylaw, it is unclear as to how exactly development charges should be levied on this form of development. By clearly defining laneway suites as detached secondary suites, exemption from City of Toronto Development Charges (DC) Bylaw could apply.

City of Toronto Development Charges (DC) Bylaw 415-6. Exemptions

- A. Exemptions for intensification of housing.
 - (1) Development charges shall not be imposed with respect to the residential development of land or buildings if the only effect of such development is:
 - (a) An enlargement of an existing dwelling unit;
 - (b) The creation of one or two additional dwelling units in an existing single detached dwelling; or
 - (c) The creation of one additional dwelling unit in any semi-detached dwelling or other existing residential building.

As part of Ontario's updated Long-Term Affordable Housing Strategy 2015, efforts are being made to reduce the cost of constructing secondary units by introducing legislation and proposing regulatory amendments that would, if passed, reduce the complexity and cost of developing second units in new homes and provide more affordable housing options to Ontarians. The provincial government is proposing to require municipalities to provide development charge exemptions for second units in new homes, and amend the Ontario Building Code standards to reduce unnecessary costs related to building second units.¹⁴ The proposed amendment prescribes residential dwellings ancillary to single detached dwellings, semi-detached dwellings, and row houses as a class of new residential buildings in which the creation of secondary suites would be exempt from development charges.¹⁵

By adopting this language into the Development Charges Bylaw, the City of Toronto would be acting on provincial mandate by removing prohibitive financial barriers to enable the creation of additional rental stock.

14 - Ministry of Municipal Affairs and Housing (2016). Ontario's Long Term Affordable Housing Strategy Update, p.16. <http://www.mah.gov.on.ca/AssetFactory.aspx?did=13683>

15 - Proposed amendment to Development Charge Exemption for Second Units in New Homes Under the Development Charges Act, 1997 <http://www.ontariocanada.com/registry/view.do?postingId=24104&language=en>

PERFORMANCE STANDARDS

The performance standards proposed in this section were developed based on feedback received from consultation with residents, elected representatives, and City of Toronto staff, as well as a thorough review of existing detached secondary suite policies in municipalities across Canada and the United States. They define design and functional requirements for laneway suites in Toronto that optimize flexibility and opportunity for the homeowner, while remaining thoughtful and sensitive, and of a scale that is well-suited to the established neighbourhoods in which laneway suites are intended to be built. Laneway suites built within these defined parameters are proposed to receive planning approval as-of-right, like the approvals process currently in place for houses.

KEY CONSIDERATIONS

When introducing a new building typology, we have the opportunity to address key issues of provincial policy and stakeholder concern. Although all current building code standards would apply to laneway suites, due to their size and nature, laneway suites offer a particular opportunity to reinforce standards or incentives for accessibility, affordability, safety, heritage, materiality, functionality, constructability, and sustainability.

Accessibility

With over 25% of Ontario's population expected to reach their senior years by 2041¹⁶ and aging in place recognized as the preferred and most affordable means of care¹⁷, laneway suites offer an ideal opportunity for multigenerational living and accessible care for dependents.

Affordability

As laneway suites respond to local and provincial mandates to address gentle forms of intensification and rental housing, it is critical for approvals to be efficient, predictable, and affordable. To achieve this, an as-of-right permitting process like what is presently in place for houses must be implemented to provide simplicity for most homeowners who have little experience developing houses. In addition, there should be no development charges or levies if the laneway suite is the second unit on a lot, which is the same approach when creating a basement suite in Toronto.

Safety

As experienced with Secondary Suites, regulating rental suites ensures that they are built to safety standards. The presence of laneway suites on back lanes also builds a sense of stewardship in these often-neglected parts of our city.

Heritage

When located in a heritage district, heritage requirements should still apply to the laneway suite in terms of required materials and building shape.

Materiality

Materials that are in character with the neighbourhood context are encouraged. High quality, durable, and washable cladding will enhance the laneway streetscape, and make the management of graffiti art simple for the residents.

Constructability

Creating a zoning envelope that can accommodate relatively thick, energy-efficient building assemblies will improve usability of these standards. With increasing thicknesses of insulation being required by the Ontario Building Code, walls, floors, and roofs will only get thicker as time goes on. This must be accounted for in determining permitted heights and footprints.

Sustainability

The performance standards have considerations for green roofs, photovoltaic panels, and efficient building envelopes. As sustainability standards change throughout time, provisions should be included to ensure laneway suites remain able to perform to superior sustainable standards.

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Ontario Ministry of Finance (2016). Ontario Population Projections Update, 2015-2041.
CARP (2008). Impacts of the Aging of the Canadian Population on Housing and Communities. Canadian Association of Retired Persons. <https://www.cmhc-schl.gc.ca/odpub/pdf/65913.pdf>

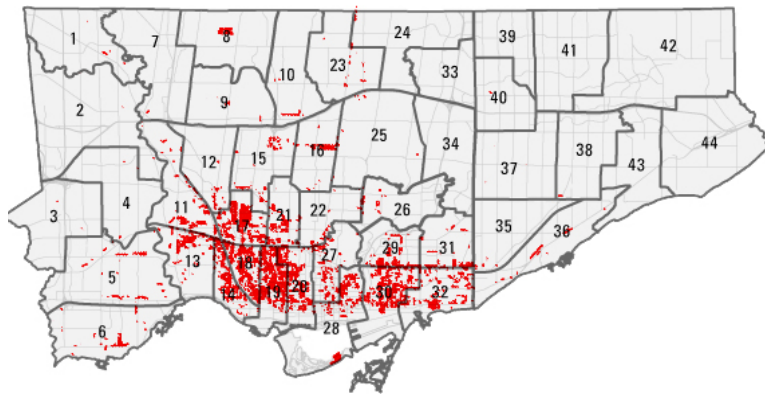
WHERE THE PERFORMANCE STANDARDS APPLY

These performance standards should apply to any and every residential property that abuts a laneway in the City of Toronto.

To ensure all homeowners have equal access to this development entitlement, the standards have been designed to sensitively suit as many lot conditions as is reasonably possible for properties with laneways.

Laneways primarily exist in the Toronto and East York District. There are very few laneways in Scarborough, North York, and Etobicoke-York, so areas outside Toronto and East York will be minimally impacted (if at all) due to existing development patterns.

Coincidentally, neighbourhoods with an abundance of laneways tend to be walkable and well serviced by transit and community amenities, making them prime areas for secondary suite development.



For these performance standards, sensitive design metrics are prescribed through a methodology that optimizes flexibility and opportunity for the homeowner, while protecting and improving the laneway and adjacent spaces.

PERFORMANCE STANDARDS

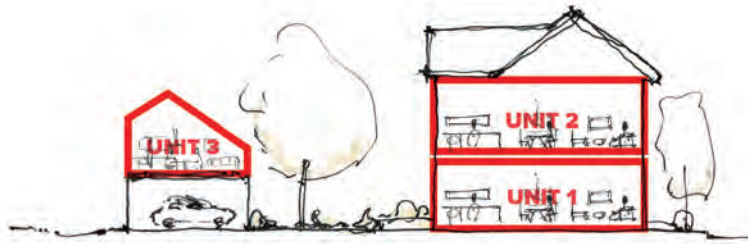
1. Permitted Building Types

Laneway suites are permitted on all R-zoned lots containing detached, semi-detached, duplex, and row houses. They are not permitted in mixed MCR or CR zones.

It is important to consider the functionality of a laneway when expecting people to live on them. Laneways behind commercial buildings tend to be busy with service vehicles and other forms of traffic. Like you would not expect a house to front on a commercial street, a laneway house should not front on a commercial laneway.

2. Units per Lot

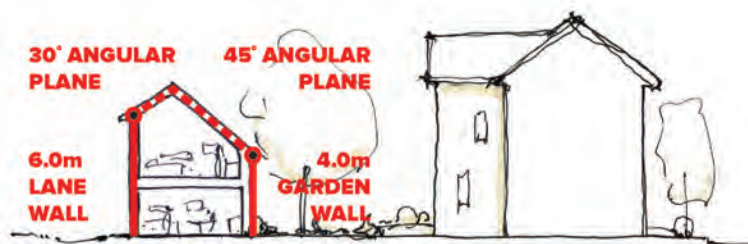
A laneway suite is permitted to be a third unit on a lot in all R-zones. Where fourplexes are allowed, the laneway suite may be the fourth unit. Where fiveplexes are allowed, the laneway suite may be the fifth unit.



All residential lots in Toronto are currently permitted to have two units in the main house, as of right. By allowing the laneway suite to be the third unit, it ensures existing two-unit houses will still be entitled. +3 unit residential lots are less able to accept units in addition to their current zoning allowance without having significant impact on their neighbourhood.

3. Façade Height and Angular Plane

Lane-wall height: 6.0m with a 30° angular plane.
Garden-wall height: 4.0m with a 45° angular plane.



A 6.0m lane-wall height allows for two storeys of construction while ensuring the building is sensitively massed to respect the narrow aperture of a laneway. A 4.0m garden-wall height mimics the current as-of-right height allowance of a laneway garage, preserving the existing openness of rear yards. 45° angular planes minimize the perceived massing of the structure to pedestrians, and preserves openness to light and fresh air. Shadows will be minimized, particularly for rear yards.

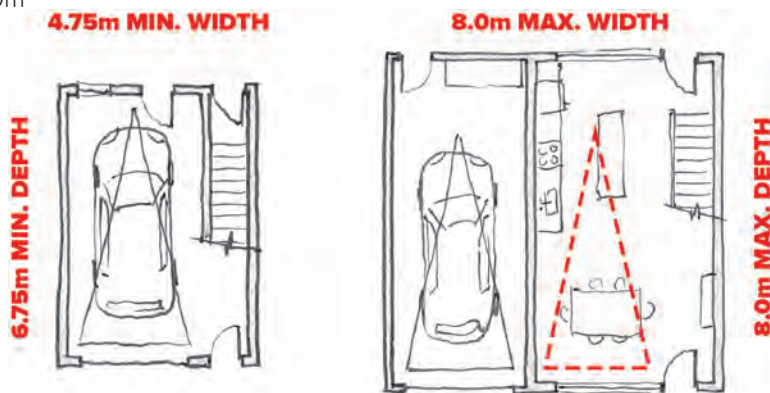
4. Setbacks

Setback from rear lot line: 1.0m
Side yard setbacks: 0.0m
Separation from main house: 5.0m

Rear and side yard setbacks mimic the current as-of-right allowances of a laneway garage, ensuring a consistent development pattern with existing structures. Separation from main house ensures adequate rear yard space, privacy between buildings, and a guarantee that sunlight will contact most the rear yard landscaping throughout the year.

5. Footprint

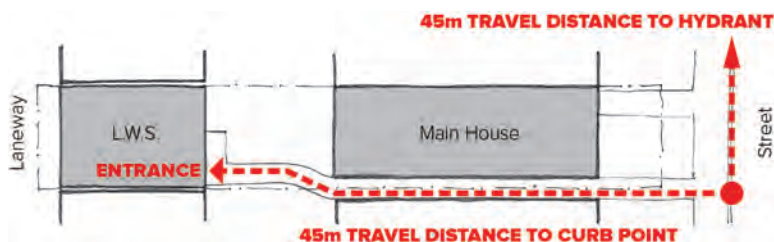
Minimum Width: 4.75m
Maximum Width: 8.0m
Minimum Depth: 6.75m
Maximum Depth: 8.0m



The minimum footprint allowable accounts for one legal parking space and a code minimum staircase. This provides sufficient space for a small bachelor apartment on the second level, and is the least amount of space a laneway suite can be expected to reasonably accommodate. The maximum footprint allows for two parking spaces and a code-minimum stair, with some storage in front of the parking space. Limiting depth also controls height, by controlling the location where the angular planes meet.

6. Access

Access to Entrance: a 0.9m wide clear path of travel must be accommodated from the LWS entrance and a street (either through a side yard, which can be shared between properties, or through a laneway) -
Maximum Travel Distance from LWS Entrance to Curb Point: 45.0m (Through side yard, or through laneway.) -
Maximum Travel Distance from Curb Point to Fire Hydrant: 45.0m -
Where Maximum Travel Distance cannot be achieved, the LWS must be sprinklered. -

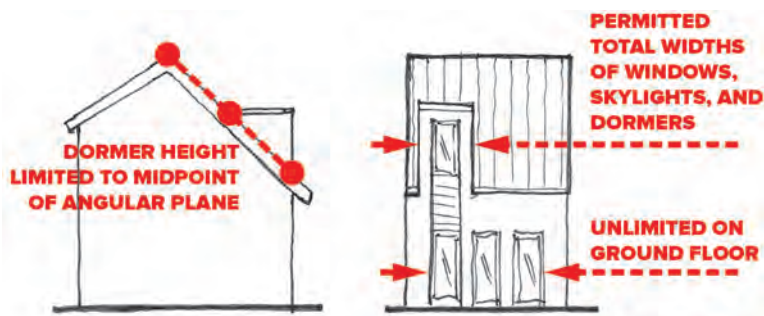


To ensure rapid response to emergencies, access must be provided from the main street. The 45m distances are dictated by a fire truck, which will park at the curb and must have a 45m hose reach a hydrant and another 45m hose reach the front door of the LWS. If access is not possible, like where the side yard is too narrow, or where there is a row house, sprinklers will ensure fire does not spread before occupants can reach safety.

7. Windows, Skylights, Dormers

Refer to table below for acceptable cumulative total widths of all windows, skylights, and dormers for each façade. This table also includes which faces may accommodate dormers. -
Dormer height is limited to the midpoint of the garden side angular plane. -

Permitted Total Widths	Ground Level	Second Level
Facing Laneway	20% - Unlimited	20% - 60% of footprint width (Dormers not permitted, this face.)
Facing Garden	0% - Unlimited	10% - 40% of footprint width
Facing Sides	0% - Unlimited	10% - 40% of footprint width (Dormers not permitted, this face.)
Corner Lot	20% - Unlimited	20% - Unlimited



It is important that laneway houses have windows to present a friendly face to the public, and put “eyes on the lane”. It is also important, however, that windows are controlled to maintain privacy and limit the size of dormers. Note that the Ontario Building Code provides additional limitations on the amount of windows that are permitted, based on distance from property lines. It is likely that most laneway houses will be too close to the side lot lines to have windows on their sides.

8. Decks and Balconies

Fronting Laneway: Unlimited
Fronting Garden: Not Permitted
Fronting Sides: Not Permitted
Corner Lots Fronting Adjacent Street: Unlimited



Balconies and decks are a good way to provide dedicated outdoor space to rental units, however they must not overlook neighbouring back yards. They are only permitted to overlook laneways and adjacent streets. They must also fall within the permitted building envelope.

9. Parking

A laneway suite adds no additional parking requirement to a lot.

Currently, parking requirements are associated with any lot that has a house. Parking requirements imposed on the lot will remain unaltered and unaffected by laneway suites. Laneway suites may contain a parking space to satisfy the parking requirements of lot, however, if parking can be accommodated elsewhere, the laneway suite can be entirely filled with living space.

ADDITIONAL REQUIREMENTS

10. Double-Loaded Properties

Laneway suites are permitted on a property where the rear lot line abuts a street. They are not permitted where a side lot line abuts a street and the rear lot line abuts another lot.

11. Landscaping

Except for one 1.5m walkway to an entrance, the setback from the rear lot line is required to be entirely permeable paving and/or soft landscaping.

12. Permitted Existing Structures

Existing structures located at the rear of the lot are permitted to remain. New construction must conform to the above requirements.

13. Permitted Projections into Angular Planes and Setbacks

The following building elements are permitted to project into the angular planes and setbacks: eaves, dormers (refer to windows and skylights requirements for max. widths and heights), vents, chimneys, solar panels, and green roofs. -

Railings, guards, and decks are NOT permitted to project into angular planes and setbacks. -

14. Permitted Uses

Uses permitted within the LWS are to be the same as the uses permitted within the main house.

15. Severability

Laneway suites may NOT be severed.

16. Laneway Streetscape

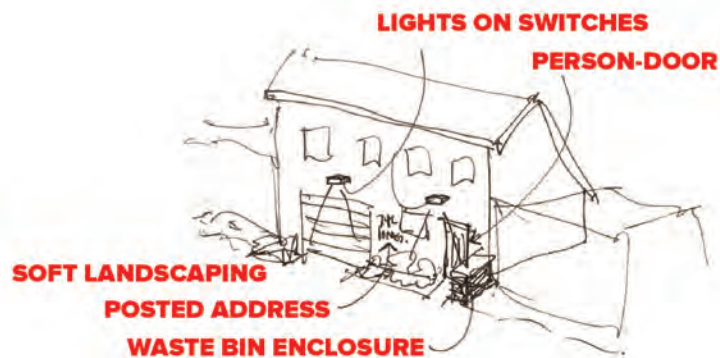
A light on a switch or timer must be installed on the laneway façade that illuminates the pedestrian realm.

Motion sensor lights are not permitted. -

If waste disposal bins are stored in laneway setback, they must be enclosed in a storage area. -

The address of the property must be posted on the laneway side. -

A person-door entrance is required at grade on the laneway side and on the garden side, with access through the structure. -



IMPORTANT DISTINCTIONS

It is important to note that several metrics commonly associated with zoning regulations were intentionally left out of these performance standards.

- Gross floor area limitations are not included. Instead, a building massing envelope is defined by a shape that is sensitive to privacy, shadowing, and contextual massing. In laneway and rear yard contexts, controlling built form and massing is the only critical metric requiring control.
- Lot coverage limitations are not included. Instead, a maximum and minimum footprint is defined. This ensures interior spaces can be functionally encapsulated while ensuring massing will fit the built form of a laneway by following the size and shape of existing laneway garages.
- Height limitations are not included. Instead, height is determined by the meeting point of the angular planes projected from the lane wall and the garden walls. Because of this, height will never exceed appx. 8m, and will be reduced where narrower footprints are required. This ensures height is parametrically adjusted to suit the available space of the lot while still allow sufficient space for construction assemblies.

It is intended that gross floor area and lot coverage requirements for the main house be unrelated and unaffected by a laneway suite. A laneway suite is only suitable where a sensitive building shape can exist with proper setbacks, and is therefore unrelated to the zoning characteristics of the main house. This will ease the design and approvals process, since lot area guarantees adequate space for the laneway suite without complicating associative zoning metrics between the two separate structures on the lot.

EXCEPTIONS TO THE PERFORMANCE STANDARDS

The performance standards are designed to accommodate the large majority of residential lots in Toronto, however there will inevitably be unique lot conditions that require exception to the performance standards. For this, minor variances must be sought from the Committee of Adjustment.

Variances that seek to fulfill desires for additional building volume, footprint, or other exceptions should be assessed on a case by case basis. Homeowners should consider these standards to be the maximum allowable, in order to preserve a cohesive and sensitive laneway development pattern.

APPLYING THE PERFORMANCE STANDARDS

To study the suitability of the performance standards, they were applied to 8 neighbourhoods across Toronto to determine how many lots could accommodate laneway suites. The neighbourhoods were chosen to represent a variety of contexts, including new and old neighbourhoods and large and small lot typologies.

In total, 4,966 properties adjacent to laneways were studied. It was found that 3,686 lots, or 74% of these lots could satisfy the performance standards and contain an as-of-right laneway suite.

Some lots in the study were anomalous in shape and character, such as severed mid-block properties containing garages or industrial buildings. Their odd size or shape rendered them unusable.

Additional lots were sterilized by two metrics; insufficient lot width, and insufficient space between the existing house and the rear property line to accommodate minimum setbacks and footprint.

Prohibitive Lot Characteristic	Lots Sterilized
Anomalous Lot Shapes	184 lots (4% of lots in study areas)
Insufficient Lot Width	748 lots (15% of lots in study areas)
Insufficient Rear Yard Depth	662 lots (13% of lots in study areas)

Note that some lots failed to have both sufficient width and sufficient rear yard depth and were counted in each category, however, anomalous lots are statistically isolated.

OPTIMIZING APPLICABILITY OF THE PERFORMANCE STANDARDS

It is important that the performance standards suit as many lots as possible. This will minimize the need for minor variances, and to ensure equal opportunity for all property owners. As such, adjustments to the performance standards were studied to see if an appreciable number of lots would become suitable for laneway suite development.

The performance standards were designed to optimize uptake by requiring only the minimum footprint needed while still meeting the building code and parking needs, and setback from the rear lot line is a current requirement for laneway garages that will ensure a cohesive laneway streetscape. So, none of these metrics can be altered.

Separation between the laneway suite and the main house, however, is designed to provide an ideal minimum amount of yard space. This statistic could be altered if it would improve uptake.

Minimizing separation between the laneway suite and the main house to 4.0m only improved uptake by less than 1%. It was determined that the degraded quality of open space that would result from this change is an unacceptable compromise for such minimal impact on uptake.

Increasing separation to 6.0m was also tested. The amount of suitable lots dropped by nearly 10%. This significant drop-off proved that a 5.0m separation is the optimal requirement.

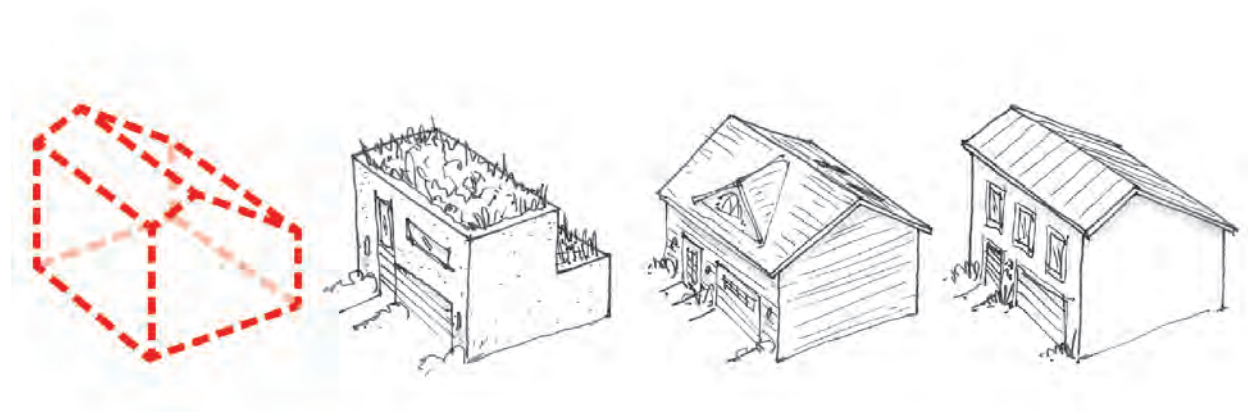
Given the lot conditions required to sterilize a lot, the performance standards should be considered suitable to optimally accommodate all typical development scenarios. Toronto's urban fabric contains many unusual and/or very small residential lots, and such properties are not suitable for accommodating the functional needs of a laneway suite, or they require minor variances granted only after case-by-case review.

The study maps are in the appendix.

PERFORMANCE STANDARDS ILLUSTRATED

The prescriptive requirements of the performance standards are designed to create a maximum zoning envelope that will sensitively accommodate a partial second floor, and provide flexibility to designers and homeowners to customize their structures to suit their needs.

The envelope guarantees the extents of the building will be sensitive to context, yet a smaller building could be accommodated with it by employing different roof shapes, dormers, etc.



TORONTO'S COLLABORATIVE VISION: CONSULTATION PROCESS

The in-depth consultation process which informed this report consisted of three approaches:

- An online survey, disseminated city-wide through Councillor's newsletters and various social and traditional media platforms, resulting in 2,600 responses
- Public consultations in Ward 18 and Ward 32 as well as one city-wide event drawing collectively over 400 participants.
- Meetings with City of Toronto Technical Staff from Solid Waste, Toronto Fire, Buildings, Development Engineering, Toronto Water, Urban Design, Transportation Services, Environmental Planning, and Community Planning

The findings of each of these consultative approaches are summarized below.

ONLINE SURVEY RESULTS

The process of engaging citizens, elected representatives, and City staff to develop a collective vision in which laneway suites would suit the social and physical fabric of Toronto and make a positive and lasting impact on our city began with an online survey. We collected public feedback on critical issues related to laneway suites, and the results established the foundation of our performance standards.

The survey opened November 10, 2016 and closed 6 months later on April 30, 2017 with over 2,600 responses received. With 91% of respondents expressing a desire for laneway suites to be permitted in their neighbourhood, responses were, in general, positive and suggested that any concerns could be addressed through thoughtful and sensitive policy.

Details of the issues presented in the survey were also raised at the public consultations which are discussed below, and the results of the survey questions are included in full in **Appendix C**.

PUBLIC CONSULTATION FINDINGS

The goal of our consultation was to propose a simple, straightforward notion to Toronto's residents—the non-severable, laneway suite—and gather residents' feedback on the design and planning details that would maximize the benefits of laneway suites while minimizing their impact on established neighbourhoods.

The consultation process was designed to be a democratic visioning exercise, galvanizing practical and widely accepted options for laneway development. Two ward-specific consultations in Wards 18 and 32, and one citywide consultation at Evergreen Brick Works were co-facilitated with Crazy Dames, an arts-based engagement firm, which drew over 400 people interested in talking about the uses of laneways and the potential for laneway suites in Toronto. The format of the consultations included walking tours, clay-based modelling and well-documented facilitated discussions to support the participants in understanding and designing laneway suites. The full consultation report is attached in **Appendix D** with the main outcomes highlighted below.

Perception of Laneways

Participants perceived laneways and garages as underutilized areas, used mostly for parking, garbage and storage. They envisioned their potential as walking and cycling paths, play areas for children, artist studios, shops and live-work spaces, and neighbourhood gathering places.

Perceptions of Laneway Suites

At all three consultations, the majority of participants expressed a positive interest in the idea of laneway suites. There were also some participants who voiced concerns, noting that the additional density associated with laneways would contribute to parking shortages, traffic and noise issues, and negatively impact neighbours' privacy. Many design and policy solutions to these issues were raised and incorporated into our performance standards. It was also noted that in order to pursue laneway housing, a less onerous and expensive permitting process would be required.

Sustainability

Sustainability was a major theme discussed at all consultations. Participants highlighted the importance of maintaining adequate green space including sustainable design as part of - laneway suite construction and in the neighbouring laneway. Ideas such as green roofs, solar panels, composting toilets, and laneway parkettes were central to the conversation. -

Parking

Although some participants did express concern that increasing the number of residents could exacerbate parking shortages in neighbourhoods, for the most part, there was agreement that additional parking should not be required when building laneway suites. Easy access to transit, declining rates of urban car ownership, continuing growth of auto-share programs and the development of driverless cars were mentioned as reasons.

Concerns

When asked specifically to express their concerns around laneway housing, responses included:

- Elimination of trees and loss of green space
- Access for emergency vehicles and snow clearing
- Shadowing from laneway suites on neighbouring properties
- Privacy and overlook from neighbouring properties
- Lack of parking and increased traffic with added density
- Increased stress on local social services, parks, and schools with added density
- Noise

Consultation participants were also asked about design considerations to resolve each of these issues which informed the proposed Performance Standards presented in this report. The full consultation report is provided in **Appendix D**.

FEEDBACK FROM CITY OF TORONTO TECHNICAL STAFF

In order to gather input from City of Toronto technical departments, we held two meetings, in February and March 2017, and received two rounds of feedback on the proposed (and subsequently revised) Performance Standards and Test Scenarios from the following Divisions:

- Solid Waste
- Toronto Fire
- Toronto Building
- Development Engineering
- Toronto Water
- Urban Design
- Transportation Services
- Environmental Planning
- Community Planning

Their comments have been incorporated into our proposed performance standards and can be read in full in **Appendix E**.

IMPLEMENTATION STRATEGY FOR LANEWAY SUITES

The vision for laneway suite development in Toronto is one which clearly defines laneway suites as a viable form of infill housing that implements Toronto's Official Plan and Provincial Policy directives through sensitive, gradual, neighbourhood scale growth.

Implementation should be designed to move the laneway housing agenda forward in a timely way, and in a manner that is straightforward, comprehensible and impactful. The approvals process should be accessible, affordable, and above all predictable. These considerations were specifically mentioned as essential to a successful laneway suites permit process throughout the public consultations and are vital to making laneway suites a practical and effective means of supporting increased housing supply.

“In order for a [detached secondary suite] program to succeed, it has to be flexible, uncomplicated, include fiscal incentives, and be supported by a public education campaign that increases awareness and generates community support”.

-US Dept. of Housing and Urban Development, 2008

RECOMMENDED ACTIONS

In order to implement a successful laneway policy, the City of Toronto must create a **streamlined, straightforward, affordable planning approvals process** that emphasizes predictability of costs and timing. The following actions are recommended as next steps:

<p>Action 1 Act on Provincial legislation</p>	<p>Act on Provincial legislation to acknowledge laneway suites as detached secondary suites that when developed within the framework of a reasonable, purposeful set of performance standards such as those proposed in this report, represent thoughtful infill development that respect the ‘existing physical character’ of stable neighbourhoods and work to achieve goals outlined in Toronto’s Official Plan.</p>
<p>Action 2 Develop an as-of-right planning framework</p>	<p>Develop a planning approvals framework that allows for laneway suites to be developed ‘as-of-right’ as long as they meet the requirements of the performance standards. This should include a definition for a ‘laneway suite’ and specific, associated zoning bylaw and municipal code provisions based on the performance standards.</p>
<p>Action 3 Exempt laneway suites from development charges</p>	<p>Exempt detached secondary suites, including laneway suites, from development charges just as secondary suites are if they are the second unit on a property, or if they are part of a new build. If the laneway suite represents a third unit or more, development fees could apply. Toronto’s DC Bylaw should be updated to reflect The Planning Act’s definition of detached secondary suites.</p>
<p>Action 4 Implement laneway policy citywide</p>	<p>Apply Official Plan and zoning bylaw policies for laneway suites to all ‘residential laneways’ in the City of Toronto to ensure that all neighbourhoods benefit from equal access to these policies and that the policy is effective in creating rental housing supply city-wide.</p>
<p>Action 5 Seek input on performance standards</p>	<p>Consult with key stakeholders from building, planning, and architecture communities and neighbourhood associations to provide input in advance of the implementation of the performance standards.</p>
<p>Action 6 Monitoring and evaluation framework</p>	<p>Develop a framework for monitoring and evaluating the implemented laneway suites policy, seeking specific feedback from laneway suite owners, tenants and neighbours, city staff, architects, planners and developers.</p>

CONCLUSION

Recognizing Toronto's network of laneways as an underutilized asset in a time of urgent need for housing supply and options, this proposal uses this existing laneway infrastructure to create opportunities for appropriate, modest new density within neighbourhoods. It presents a city-wide strategy for laneway-based development that offers predictability for permit applicants, and increases the potential of this new building typology to respond to rental housing supply needs on a more effective scale.

The Performance Standards and Recommended Actions form the basis of an implementation strategy informed by public consultation and departmental feedback.

Landscape and Evergreen look forward to continuing to work with our partners both inside and outside of City Hall to support this initiative and move it forward.

AREAS OF FURTHER STUDY

As can be seen from a scan of the existing Municipal Detached Secondary Suite Policies presented in Appendix C, many of Canada's major cities have already implemented policies which include both laneway and garden suites, recognizing slightly different setback and orientation standards depending on whether the suite is located on a laneway or in a backyard. Since the issues and design responses and benefits for laneway suites and garden suites are quite similar. A next logical step for the City of Toronto would be to consider developing a policy framework for garden suites once a process for permitting laneway suites has been established.

ACKNOWLEDGEMENTS

Landscape and Evergreen, along with all those who have supported this work over the course of the past two years, would like to take this opportunity to thank the City of Toronto, and in particular George Pantazis, Michelle Knieriem, Gregg Lintern and Jennifer Keesmaat in City Planning, the City staff who contributed in the technical review from Community Planning, Solid Waste Management, Toronto Fire, Toronto Building, Engineering & Construction Services, Toronto Water, Transportation Services, and City Councillors in the Toronto and East-York District, particularly Councillor Ana Bailão, Councillor Mary-Margaret McMahon and their staff Robert Cerjanec, Abby Ramcharan and Edward Birnbaum who we have worked side-by-side with during this process. Thank you for providing us with an opportunity to make what we hope will be a valuable contribution to the changing urban fabric of our city.

APPENDIX A – ABOUT THE AUTHORS

Landscape

Landscape is a group of planning, design, and development entrepreneurs who have long considered laneway development to be a potential resource and opportunity for the City of Toronto to thoughtfully improve housing options in existing residential neighbourhoods.

Since 2014, Landscape has been working with the City of Toronto to establish thoughtful, positive, and sustainable laneway suite guidelines. Our principals have successfully navigated the current planning and approvals process to obtain authorization for laneway suites across Toronto, including a laneway home that now serves as the primary residence of one of the principals and his family.

That experience of seeking approvals through the current, inefficient, expensive, and uncertain approvals process acts as the inspiration for us to create an equitable, simple process that will make laneway suites accessible to all Torontonians.

www.landscape.ca

Evergreen

Evergreen is dedicated to making cities flourish. Since 1991, we've been hard at work, transforming spaces into great places so that communities can thrive.

This is evident in our work designing school grounds; building community programs; collaborating on transportation, housing, and water issues; and imagining and developing the Evergreen Brick Works social enterprise.




Since 1991, Evergreen, a Canadian charity and international thought leader, has provoked bold action in transforming public landscapes into thriving community spaces with environmental, social and economic benefits. At the core of our work is the belief that involving people directly in the process of restoring the health of local ecologies and their communities positively affects the attitudes and behaviours that lie at the core of the sustainable city.

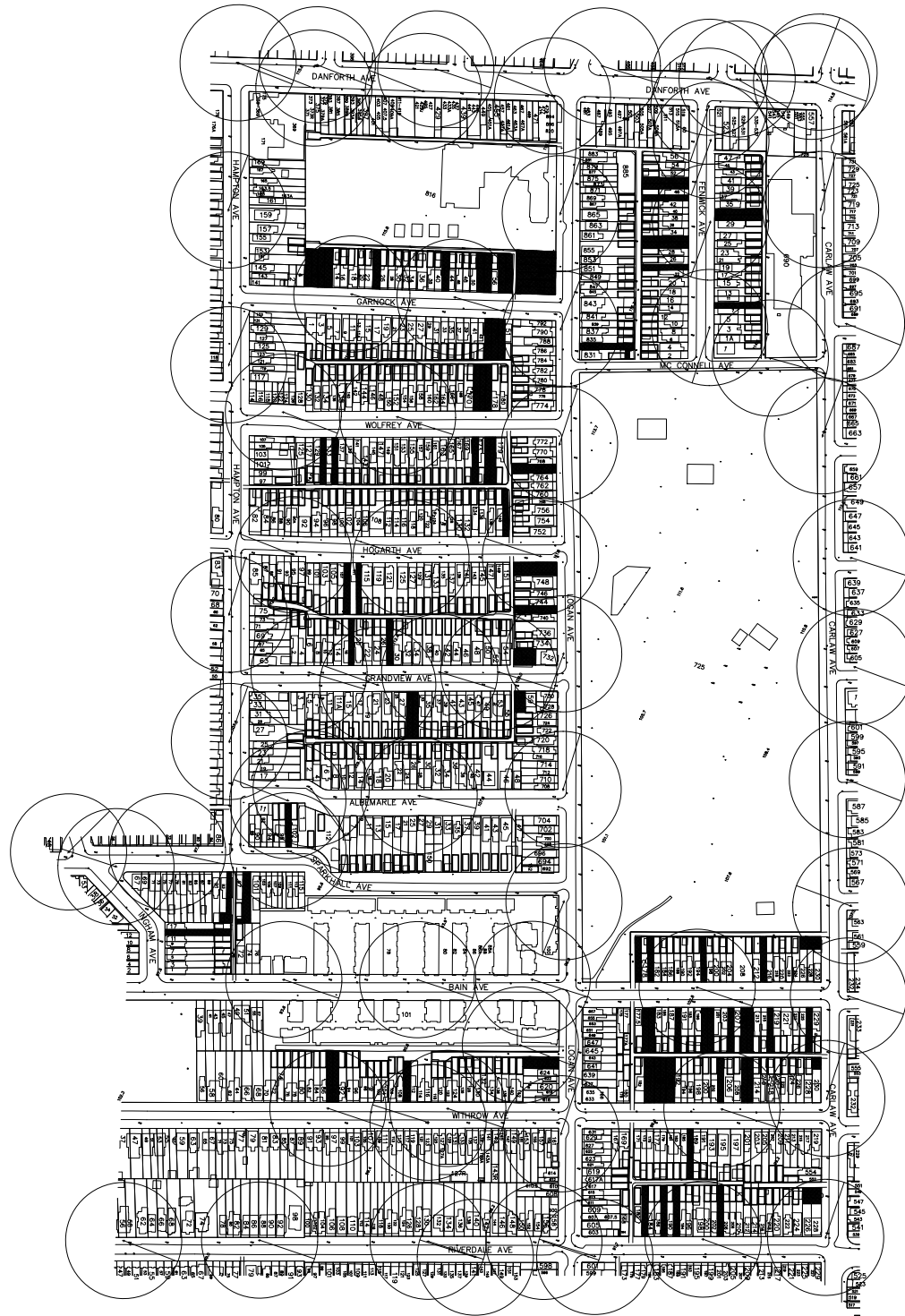
www.evergreen.ca






APPENDIX B – TEST SCENARIOS

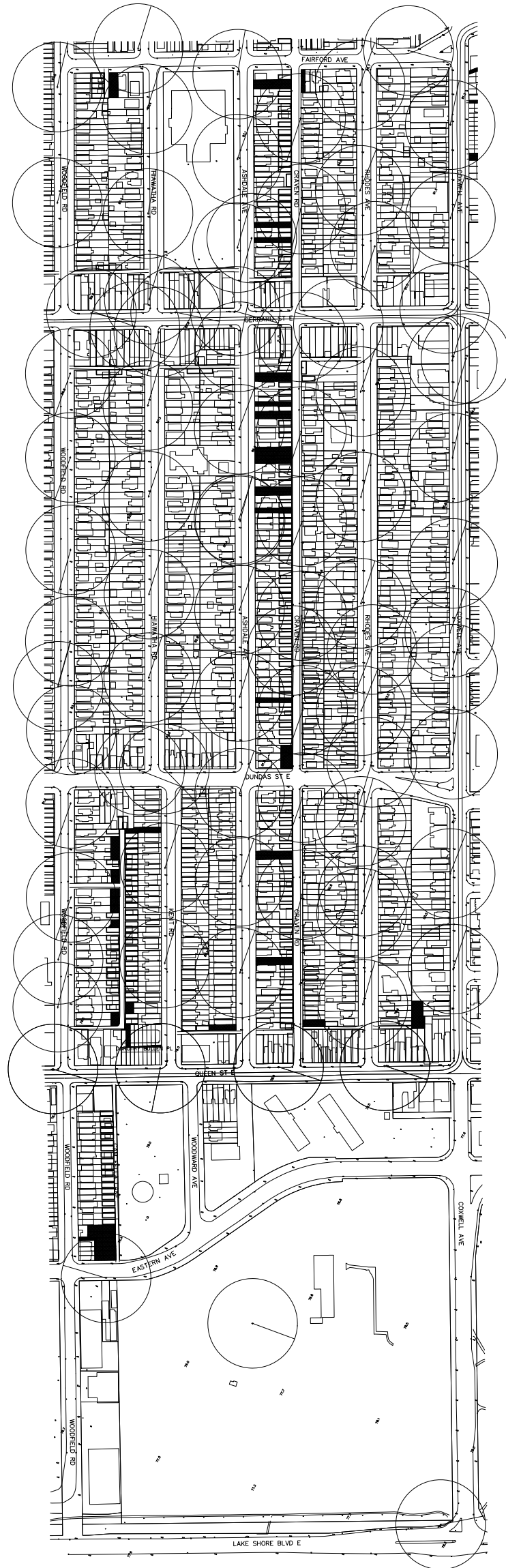
WITHROW PARK – DANFORTH

LEGEND		TOTAL LANEWAY LOTS		552	
	Minimum Area for Laneway Suite	COMPLIANT LOTS	472	(86%)	
	Non-Compliant Lot	NON-COMPLIANT LOTS	80	(14%)	
	45m radius from hydrant	WHY DID THE NON COMPLIANT LOTS NOT SATISFY THE PERFORMANCE STANDARDS?			
		LOT WIDTH TOO NARROW	64	(12%)	
		REAR YARD TOO SHALLOW	43	(8%)	
		ANOMALOUS LOT	8	(1%)	
		NOTE: SOME LOTS HAVE MULTIPLE DEFICIENCIES			






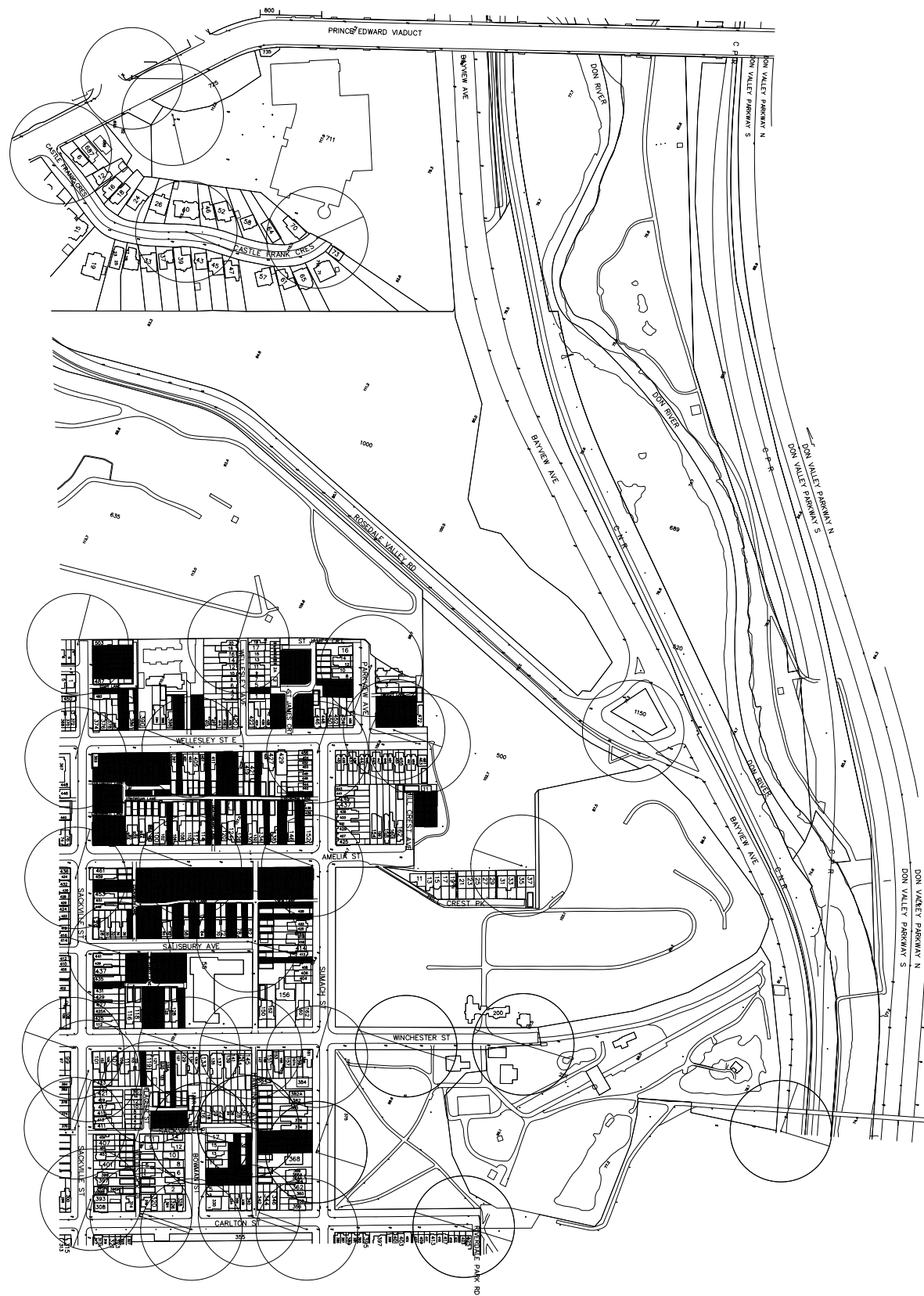
LITTLE INDIA – LESLIEVILLE

LEGEND		TOTAL LANEWAY LOTS		243	
	Minimum Area for Laneway Suite	COMPLIANT LOTS	212	(87%)	
	Non-Compliant Lot	NON-COMPLIANT LOTS	31	(13%)	
	45m radius from hydrant	WHY DID THE NON COMPLIANT LOTS NOT SATISFY THE PERFORMANCE STANDARDS?			
		ANOMALOUS LOT	21	(9%)	
		LOT WIDTH TOO NARROW	20	(8%)	
		REAR YARD TOO SHALLOW	2	(1%)	
		NOTE: SOME LOTS HAVE MULTIPLE DEFICIENCIES			






CABBAGETOWN

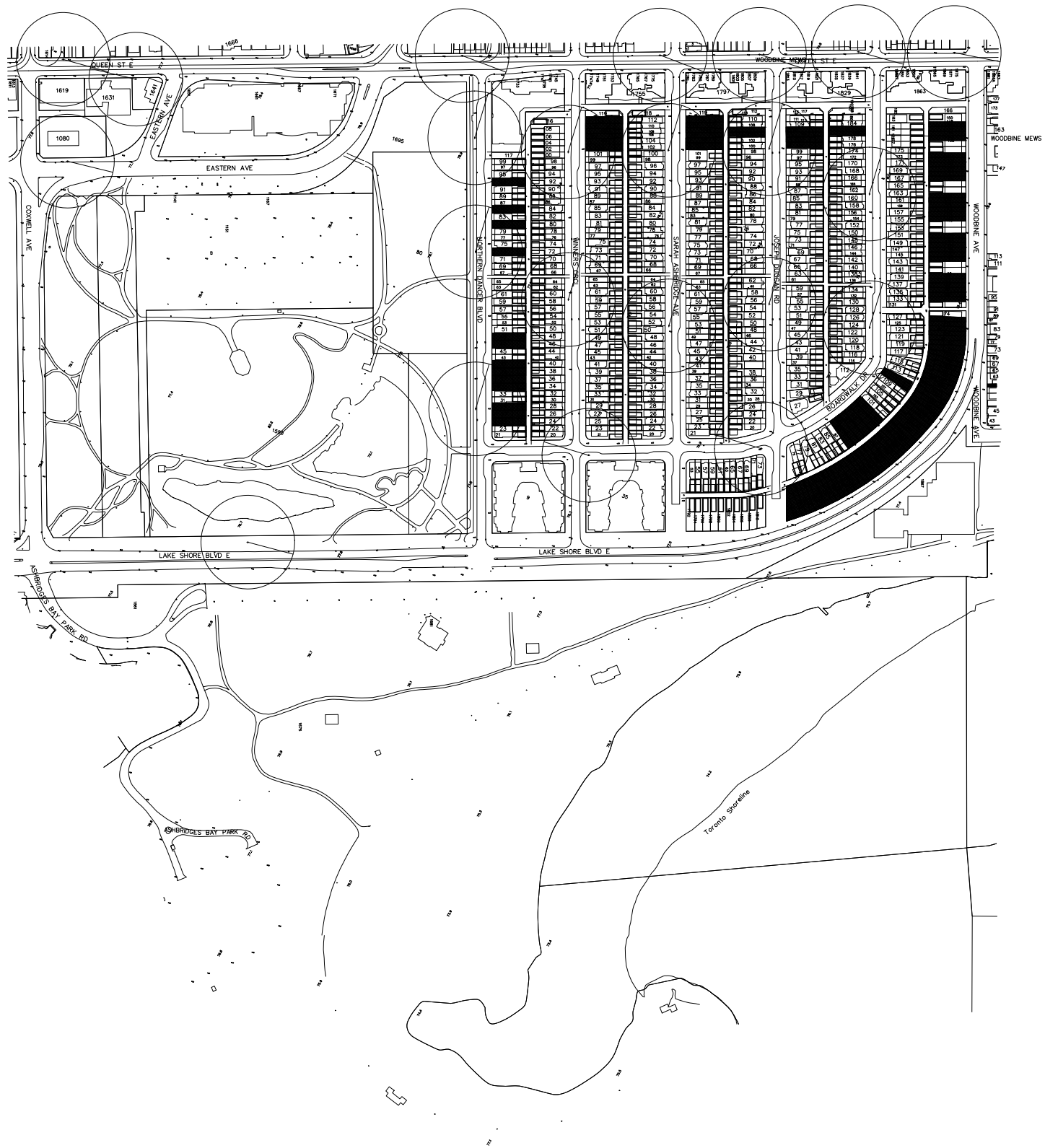
LEGEND		TOTAL LANEWAY LOTS	
	Minimum Area for Laneway Suite	276	
	Non-Compliant Lot	COMPLIANT LOTS	102 (37%)
	45m radius from hydrant	NON-COMPLIANT LOTS	174 (63%)
<p>WHY DID THE NON COMPLIANT LOTS NOT SATISFY THE PERFORMANCE STANDARDS?</p> <p>REAR YARD TOO SHALLOW 97 (35%)</p> <p>LOT WIDTH TOO NARROW 97 (35%)</p> <p>ANOMALOUS LOT 37 (13%)</p> <p>NOTE: SOME LOTS HAVE MULTIPLE DEFICIENCIES</p>			



WOODBINE PARK

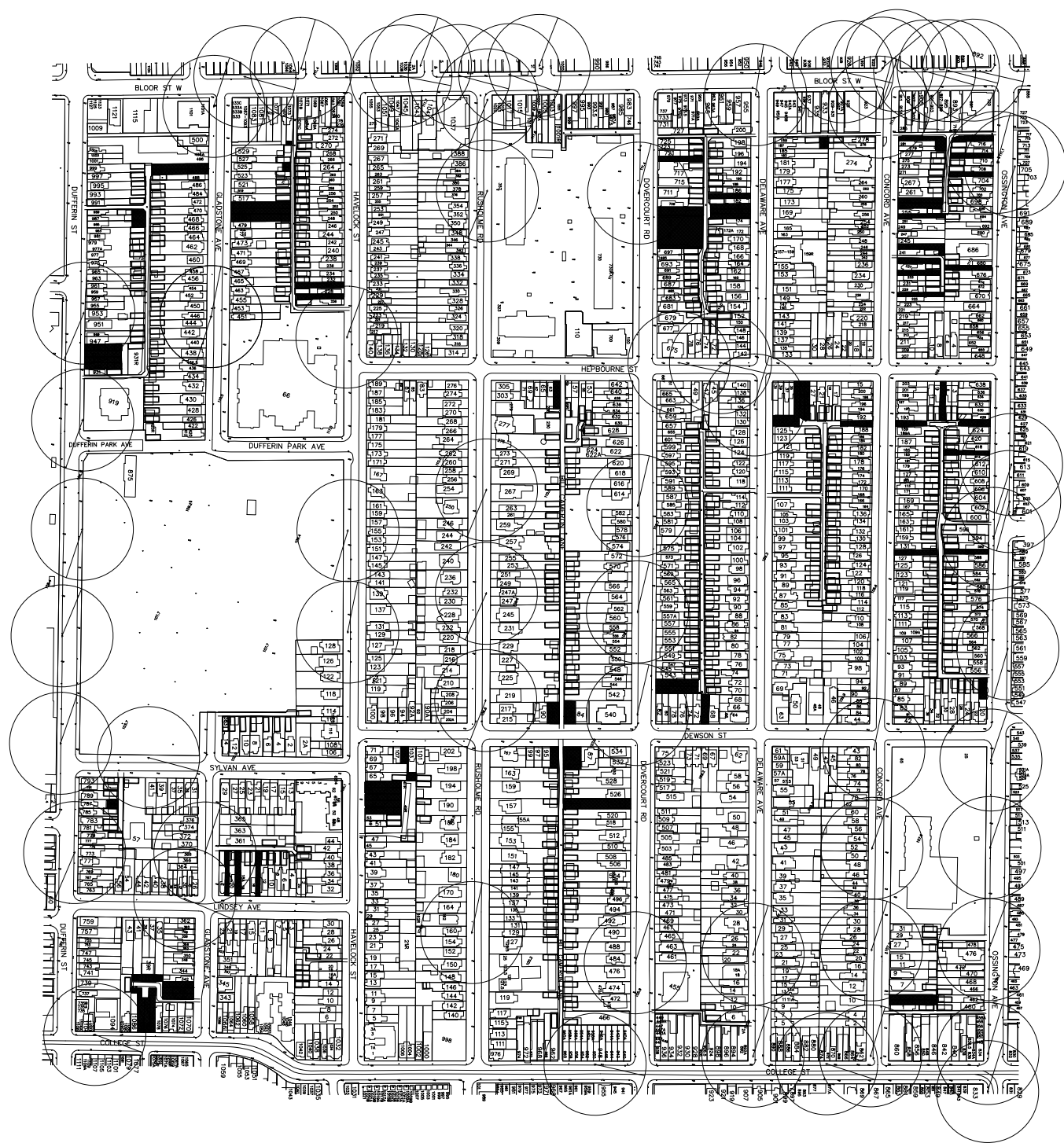
LEGEND		TOTAL LANEWAY LOTS	
	Minimum Area for Laneway Suite	522	
	Non-Compliant Lot	COMPLIANT LOTS	403 (77%)
	45m radius from hydrant	NON-COMPLIANT LOTS	119 (23%)

WHY DID THE NON COMPLIANT LOTS NOT SATISFY THE PERFORMANCE STANDARDS?	
LOT WIDTH TOO NARROW	78 (15%)
REAR YARD TOO SHALLOW	65 (12%)
NOTE: SOME LOTS HAVE MULTIPLE DEFICIENCIES	






DUFFERIN GROVE

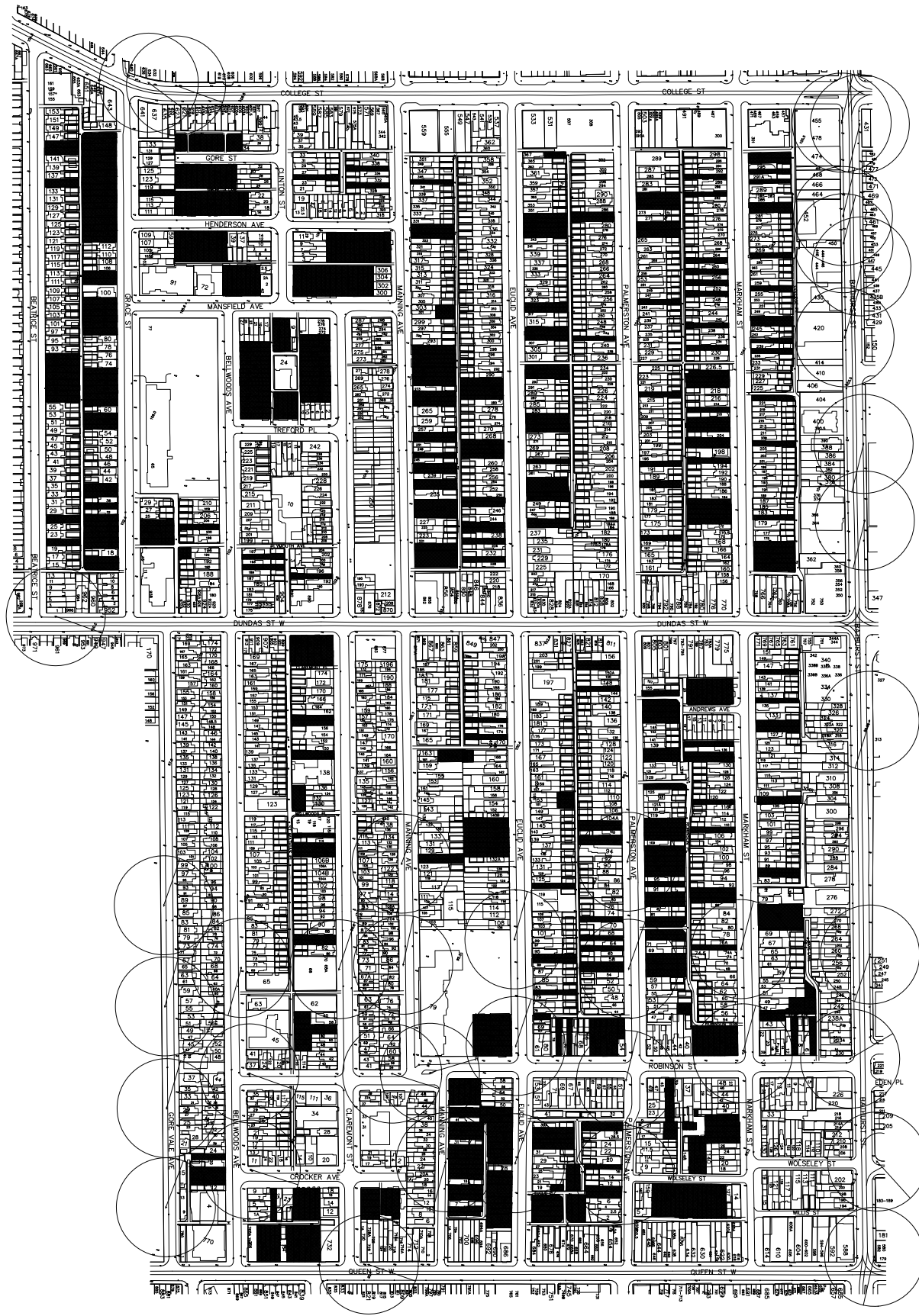
LEGEND		TOTAL LANEWAY LOTS										
	Minimum Area for Laneway Suite	570										
	Non-Compliant Lot	484	(85%)									
	45m radius from hydrant	86	(15%)									
<p>WHY DID THE NON COMPLIANT LOTS NOT SATISFY THE PERFORMANCE STANDARDS?</p> <table border="0"> <tr> <td>LOT WIDTH TOO NARROW</td> <td>44</td> <td>(8%)</td> </tr> <tr> <td>ANOMALOUS LOT</td> <td>32</td> <td>(6%)</td> </tr> <tr> <td>REAR YARD TOO SHALLOW</td> <td>28</td> <td>(5%)</td> </tr> </table> <p>NOTE: SOME LOTS HAVE MULTIPLE DEFICIENCIES</p>				LOT WIDTH TOO NARROW	44	(8%)	ANOMALOUS LOT	32	(6%)	REAR YARD TOO SHALLOW	28	(5%)
LOT WIDTH TOO NARROW	44	(8%)										
ANOMALOUS LOT	32	(6%)										
REAR YARD TOO SHALLOW	28	(5%)										



LITTLE ITALY

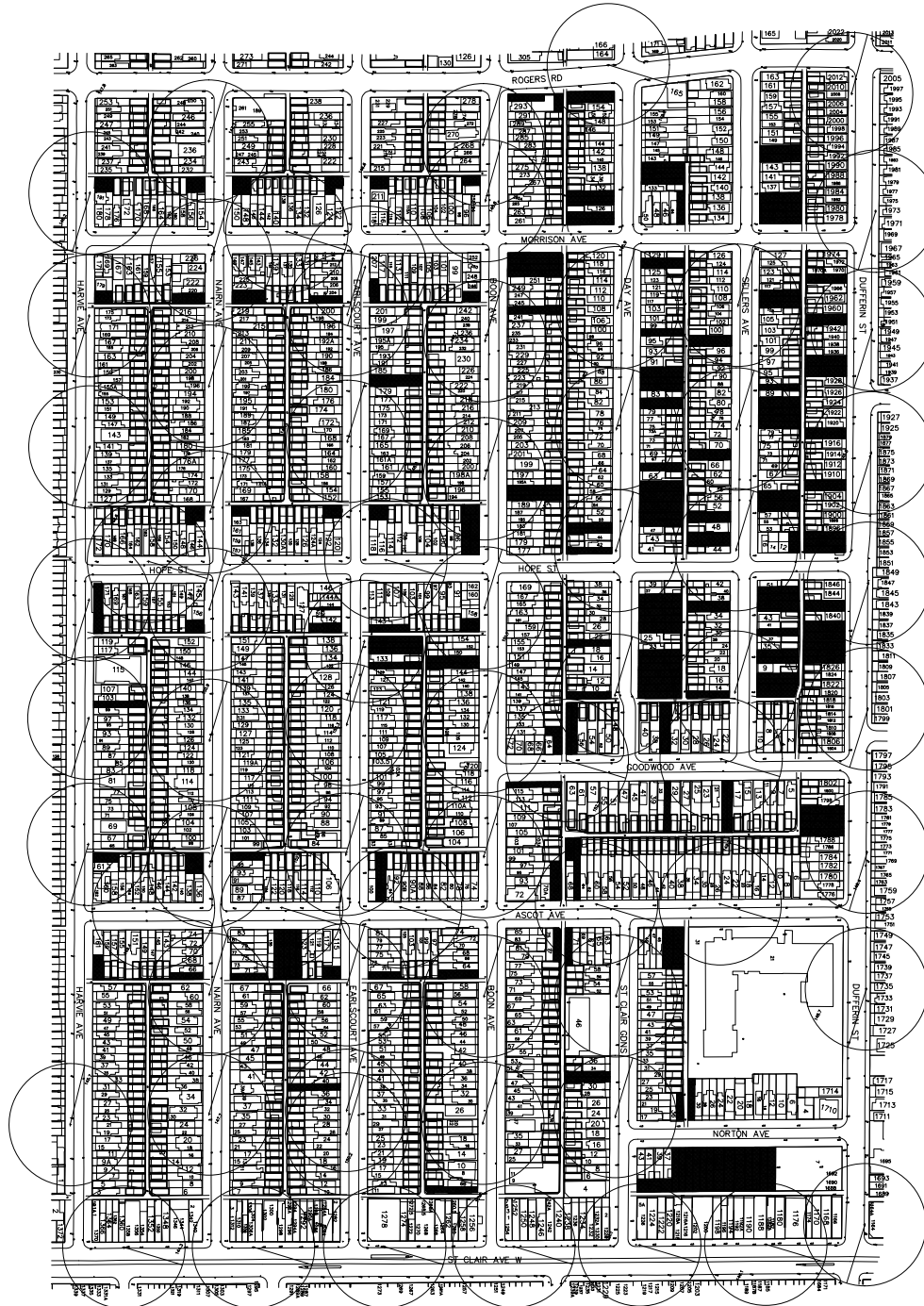
LEGEND		TOTAL LANEWAY LOTS	
	Minimum Area for Laneway Suite	1349	
	Non-Compliant Lot	COMPLIANT LOTS	775 (57%)
	45m radius from hydrant	NON-COMPLIANT LOTS	574 (43%)

WHY DID THE NON COMPLIANT LOTS NOT SATISFY THE PERFORMANCE STANDARDS?		
LOT WIDTH TOO NARROW	394	(29%)
REAR YARD TOO SHALLOW	312	(23%)
ANOMALOUS LOT	46	(3%)
NOTE: SOME LOTS HAVE MULTIPLE DEFICIENCIES		



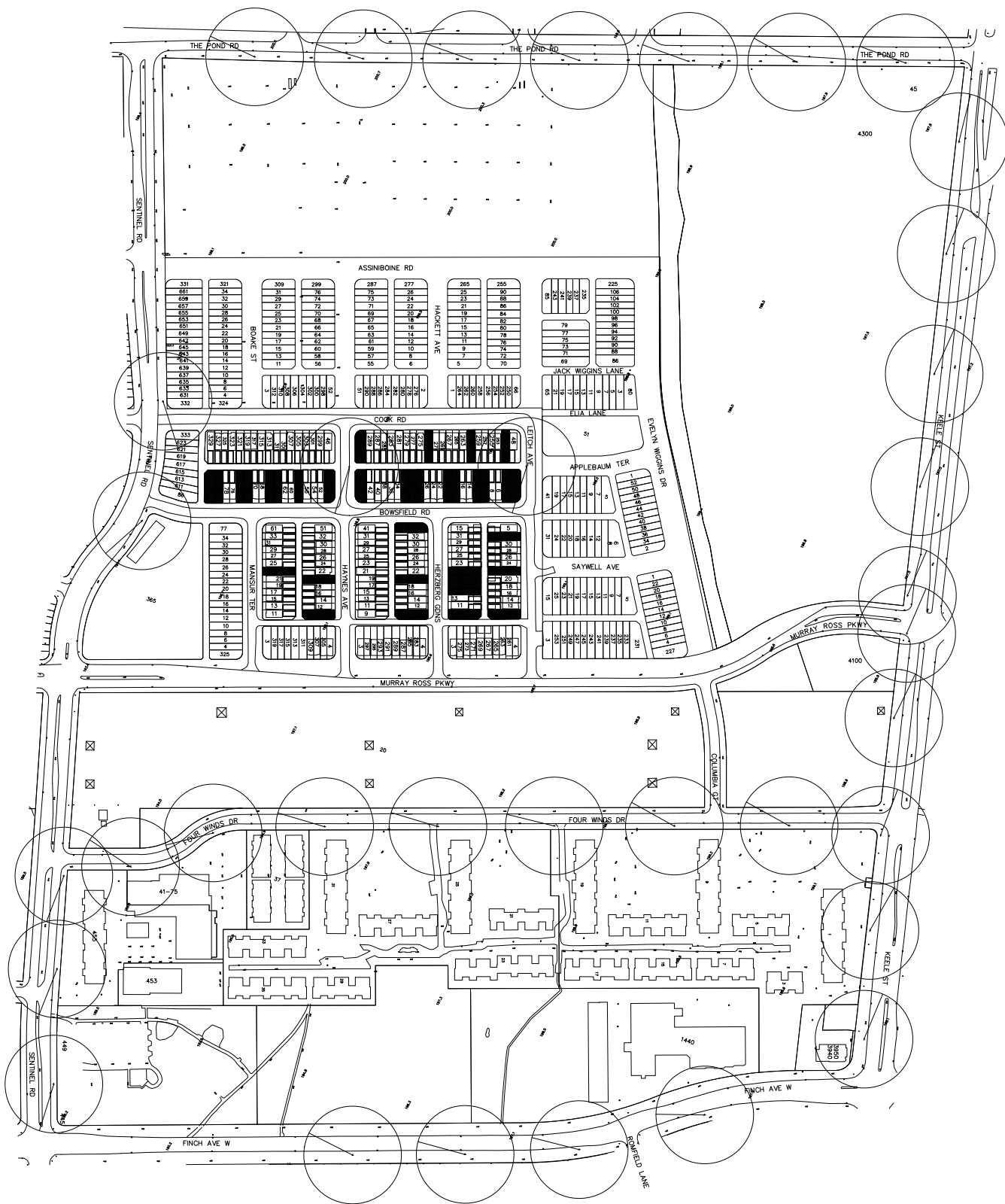
ST. CLAIR WEST

LEGEND		TOTAL LANEWAY LOTS 1302	
	Minimum Area for Laneway Suite	COMPLIANT LOTS	1118 (86%)
	Non-Compliant Lot	NON-COMPLIANT LOTS	184 (14%)
	45m radius from hydrant	WHY DID THE NON COMPLIANT LOTS NOT SATISFY THE PERFORMANCE STANDARDS? REAR YARD TOO SHALLOW 79 (6%) LOT WIDTH TOO NARROW 51 (4%) ANOMALOUS LOT 40 (3%) NOTE: SOME LOTS HAVE MULTIPLE DEFICIENCIES	



VILLAGE AT YORK UNIVERSITY

LEGEND		TOTAL LANEWAY LOTS	
	Minimum Area for Laneway Suite	156	
	Non-Compliant Lot	COMPLIANT LOTS	120 (77%)
	45m radius from hydrant	NON-COMPLIANT LOTS	36 (23%)
		WHY DID THE NON-COMPLIANT LOTS NOT SATISFY THE PERFORMANCE STANDARDS?	
		REAR YARD TOO SHALLOW	36 (23%)



APPENDIX C – ONLINE SURVEY RESULTS

Tailoring the vision for laneway suites to fit the fabric of Toronto's infrastructure and society will ensure they have a positive and lasting impact on our city.

Engagement of citizens, politicians, and staff to produce the defining terms that will craft a collective vision for laneway suites began with an online survey. Public feedback on critical issues related to laneway suites was collected, and the results established a foundation for built-form and functional design standards.

The survey opened 10 November 2016 and closed 6 months later, on 25 May 2017.

2,640 responses were received.

1. WHAT WARD DO YOU LIVE IN?	
I do not live in Toronto.	7%
North York Wards	4%
Etobicoke-York Wards	9%
Scarborough Wards	3%
Toronto & East York Wards	78%

We are enthused to see high engagement from wards in the Toronto East-York region. Almost all of Toronto's laneways exist in these areas, so they are the wards that will be impacted. Few laneways exist in Scarborough, North York, and Etobicoke-York wards.

2. WHAT IS YOUR AGE RANGE?	
19 or younger	1%
20-29	14%
30-39	31%
40-49	22%
50-59	18%
60 or older	15%

Not surprisingly, we saw very high engagement from adults who are at an age where buying a home is a prominent topic. Laneway suites will have a large impact on this generation, so their input is very important.

3. DOES YOUR PROPERTY ABUT A LANEWAY?	
Yes	56%
No	44%

When analyzed separately, responses from people who have property on a laneway were very close to city-wide responses - always within 3%.

4. WOULD YOU LIKE TO SEE LANEWAY SUITES IN YOUR 'HOOD?	
Yes	91%
No	9%

Although this survey was published in all major Toronto newspapers and designed to allow opponents to voice their opinions, the clear majority of respondents were eager to replicate the success other cities have had with laneway housing.

5. IN WHAT REGIONS OF THE CITY DO YOU THINK LANEWAY SUITES ARE MOST APPROPRIATE?	
North York	45%
Etobicoke-York	45%
Scarborough	43%
Toronto & East York	91%
None of the above.	5%



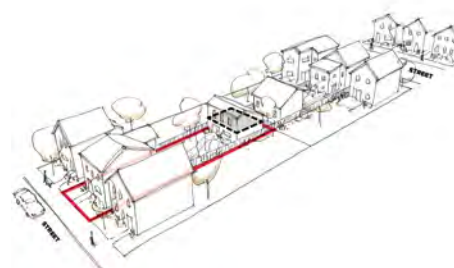
This is appropriate, since wards in Etobicoke-York, North York, and Scarborough have very few laneways, and will be minimally affected by laneway suites.

6. WHAT TYPE OF RESIDENTIAL LOTS DO YOU THINK SHOULD ACCOMMODATE A LANEWAY SUITE?	
Detached	91%
Semi-Detached	81%
Row House	65%
None of the above.	5%
I don't know.	2%



It is important that solutions for all housing typologies are created so there is equal access to this new housing solution.

7. COULD DETACHED AUXILIARY SUITES BE SUITABLE IN REAR YARDS WITHOUT LANEWAYS?	
Yes	71%
No	29%



This question was designed to test Torontonians' openness to detached secondary suites in general. For now, detached secondary suites should only exist on laneways. The laneway realm is public space that will benefit from new housing.

8. IF THE MAIN HOUSE CONTAINS MULTIPLE UNITS, SHOULD A LANEWAY SUITE STILL BE PERMITTED?	
Yes	85%
No	15%



Other municipalities have had great success where laneway suites are permitted to exist on the same lot as a multi-unit house. It ensures properties that already have a basement apartment can continue to contribute to a community's rental stock.

9. WHAT SHOULD BE THE MAXIMUM HEIGHT?	
One Storey	9%
Two Storey	58%
Three Storey	27%
No Limit	6%

Most municipalities limit height to two storeys. This ensures the laneway suite is appropriately scaled, relative to the main house, and remains sensitive to neighbours.



10. SHOULD A LANEWAY SUITE CONTAIN PARKING?	
Yes	22%
No	78%

The large majority of neighbourhoods that have laneways are pedestrian-oriented with excellent access to public transit. If a neighbourhood has laneways, typically automobile ownership is proportionally small.



11. SHOULD THE MAJORITY OF WINDOWS FACE THE YARD OR LANEWAY?	
Yard	5%
Laneway	20%
Either is appropriate	76%

Ensuring laneway suites remain sensitive to privacy and overlook is critical to their success. It is encouraging to see respondents remaining open to windows on either side of the suite.



12. WHAT SHOULD BE THE MAXIMUM SIZE?	
Bachelor	4%
1 bedroom	1%
2 bedroom	10%
3 bedroom	4%
Depends on the lot	71%

Sensitive massing is more important than the statistics of what is contained inside. The size of suite should be relative to the amount of space available.

13. LIST OF KEY CONSIDERATIONS SURVEY PARTICIPANTS BELIEVED SHOULD BE CONSIDERED MOST PROMINENTLY IN LANEWAY SUITE DESIGN:	
Sensitive Scale and Density	18%
Parking	15%
Sensitive to Neighbour Privacy, Overlook, and Shadowing	13%
Affordability	13%
Access to Services & Infrastructure	11%
Aesthetics & Character	10%
Emergency Services Access	9%
Laneway Beauty	8%
Sustainability & Preservation of Greenspace	8%
Access for Occupants & Clear Addressing	7%
Occupant Safety In & Around the Laneway Suite	7%
Equitable Cost and Efficient Approvals Process	5%
Barrier Free Design & Accessibility	4%
Considerate Waste Management	3%
Multi-Generational Living	3%
Live/Work Opportunities	2%
No response to this question.	42%

In general, considerations were positive and suggested that solutions were possible. There were two issues that were the most prominent.

Parking was polarizing. Some respondents were adamant about parking spaces being integrated because they are concerned about over-crowded street parking. Other respondents, however, foresaw a reduction in car ownership due to the prevalence of car-share programs and public transit, and would rather their suites contain more living space.

Density was also a popular topic. Some respondents were opposed to additional housing being added to the city in any form because they felt Toronto was overcrowded. Most respondents who commented on density, however, supported laneway suites as a responsible way of sensitively adding housing to low-rise neighbourhoods.

APPENDIX D – PUBLIC CONSULTATION REPORT



Laneway Suites Consultation Summary Report

March 15, 2017



This report was prepared by Crazy Dames'

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Overview '

Evergreen, Lanescape, Councillor Mary-Margaret McMahon (Ward 32, Beaches-East York) and Councillor Ana Bailão (Ward 18, Davenport) set out to engage the public in conversations about the potential for laneway suites in Toronto. Crazy Dames was retained to co-facilitate a series of laneway suite workshops and prepare a summary report of the conversations. The purpose of the consultation was twofold:

1. Educate the public on the potential for laneway suites within the City of Toronto, the provincial and municipal policy context, and the outcomes in other jurisdictions; and
2. Collect community input regarding the existing conditions and uses of laneways and design considerations for future laneway suites in Toronto.

As part of the consultation process, two ward-specific consultations and one citywide consultation were held. An online survey was also distributed and is available at lanescape.ca/survey.

Consultation Locations	Date
Ward 32, S.H. Armstrong Community Centre, 56 Woodfield Rd (ward-specific)	November 22nd, 2016
Ward 18, St. Mary's Catholic Secondary School, 66 Dufferin Park Ave. (ward-specific)	November 28th, 2016
Evergreen Brick Works (citywide)	December 5th, 2016

The ward-specific consultations included the following:

- An interactive walking tour led by Crazy Dames to collectively explore the design features of the laneways and potential suites;
- Introduction from Jo Flatt, Senior Manager at Evergreen;
- Welcoming remarks from the Ward Councillors (Mary-Margaret McMahon for Ward 32 and Ana Bailão for Ward 18);
- A presentation by Craig Race, architect and co-founder of Lanescape to provide additional context and details about laneway suites, which included the updated provincial policies and precedents within Toronto and across Canada (Presentation can be found in Appendix A and at <https://www.evergreen.ca/our-impact/cityworks/housing/laneway-suites/>); and
- A clay-based collaborative design modelling session to help participants explore the existing conditions of the laneways and design considerations for laneway suites.

At the citywide event on December 5th, there was a panel of short presentations:

1. Unlocking Toronto's Laneways, Michelle Senayah, The Laneway Project
2. Make Way for the Laneway, Mike Collins-Williams, Ontario Home Builders' Association
3. Designing Laneway Houses, Brigitte Shim, Shim-Sutcliffe Architects

The presentations are available in Appendix B. A small art installation featuring the clay models from the previous workshops were also put on display.

City Planners Michelle Knieriem and George Pantazis explained their role as representatives of the City of Toronto Planning Department within the laneway suites consultation, acting as a resource, answering questions and providing expertise. They laid out the context of laneway suites within current Official Plan policy, which allows for a full range of housing forms so long as it respects the existing physical character of the neighbourhood in which the laneway suite is proposed. The City Planners invited discussion on the complex issues associated with the implementation of laneway suites and welcomed possible solutions.

Over 400 people attended and gave feedback at the consultations (with approximately 70 attendees at the first consultation, 120 at the second consultation and over 200 at the citywide consultation). The participant group was diverse, including homeowners who backed onto laneways, residents living in laneway houses, members of the development community, and interested citizens.

The purpose of this report is to summarize the key messages received from participants at the three events. This information will be shared with the project team and will help inform the *Laneway Suites Recommendations Report* to be submitted to the City.

What is a Laneway Suite? '

A laneway suite is a small dwelling at the rear of a residential lot that is detached from the primary home and fronts onto a laneway. All of its services (water, sewer, electricity, gas, garbage, mail, etc.) come from the front street, not the laneway. The laneway suite can be used by the property owner for personal uses (i.e. housing family or caregivers) or as an income producing rental suite, however it is not severable from the front house.



Key Messages from the Consultations

At all three consultations, the majority of participants expressed a positive interest in the idea of laneway suites, although concerns and opposition were also raised. Many participants at the consultations were in favour of building laneway suites and were eager to provide input on potential design guidelines as well as the planning process. There were also some participants who voiced strong opposition to laneway suites, noting that the additional density would contribute to parking shortages, traffic and noise issues, and negatively impact neighbours' privacy. These topics are discussed in more detail below.

Relaxed regulations and financial incentives were requested by many. Many participants were concerned that the existing development process for building laneway suites is too onerous, expensive and rigid. Revised zoning by-laws, financial incentives (such as the elimination of development charges for laneway suites) and flexible design guidelines were recommended. Pilot projects were also requested.

Sustainability was a major theme discussed at all consultations. Participants highlighted the importance of maintaining adequate green space and sustainable design as part of laneway suite construction and in the neighbouring laneway. Ideas such as green roofs, solar panels, composting toilets, and laneway parkettes were central to the conversation.

Most participants felt that parking requirements should not be necessary for building laneway suites. While many diverse perspectives were shared regarding the various design considerations, parking provisions were almost unanimously seen as unnecessary. Some participants did express that increasing the number of residents could exacerbate parking shortages in neighbourhoods, but for the most part, there was agreement that parking provisions should not be required when building laneway suites. Easy access to transit, declining rates of urban car ownership, continuing growth of auto-share programs and the development of driverless cars were mentioned as reasons.

Summary of Discussion '

Activity 1 - Existing Conditions

The first activity was a discussion about the existing conditions and opportunities for Toronto laneways in order to understand the context and uses that would influence the design of laneway suites. The questions posed and responses from the public are included below:

Current use of laneways, garages and coach houses

How do you currently use the laneways in your neighbourhood or the coach house/garage?

A diversity of uses were discussed. For the most part, participants perceived laneways and garages as underutilized areas, used mostly for access, parking, garbage and storage. However, there were also many participants who use laneways in other ways, including;

- Walking paths and cycling paths (shortcuts);
- Quiet areas for dog walkers;
- Play areas for children;
- Artist studios / shops / live-work spaces; and
- Neighbourhood parties.

Likes and Dislikes of Laneways

What do you like about your laneway? What don't you like?

Participants enjoyed both the private and social aspect of the laneways.

While some participants mentioned the quiet, peacefulness and privacy of laneways as something they enjoy ("sometimes they act as sanctuaries"), others discussed how laneways can be active and lively, used as social and gathering spaces for neighbours and friends. Laneway parties, kids' play areas and friendly informal conversations with neighbours were all mentioned as positive aspects of the laneways. For some, the laneway was perceived as being an extension of their backyard.

Perception that laneways are unsafe. Many participants expressed the laneways as 'dim, sketchy, quiet and dirty with the opportunity for drugs and other questionable activities'. Lack of proper lighting and lack of 'eyes on the street' were mentioned as concerns. A few participants mentioned that laneways are sometimes used for illegal activities.

Lack of proper design and attention to laneways.

Participants discussed that the City does not maintain laneways the same way as City streets (more potholes). Many suggested that the laneways often feel decrepit and neglected and require additional greenery, vegetation and better lighting.





Opportunities for Improvement in the laneways

What are some improvements you would like to see in your laneway? How might laneway suites assist with these improvements?

Participants discussed many opportunities for improvement, including:

- **Diverse housing types** including accessible housing for those less abled/older population.
- **Community spaces** for block parties, gathering spaces, parkettes and other forms of community animation. There was a specific suggestion to develop a co-op model with multiple laneway suites in order to invest in a shared parkette/public space near or within the laneway.
- **Space for businesses** in the garages/laneways, including shops, markets, micro-businesses and start-ups.
- **Sustainability initiatives** including green roofs, rainwater harvesting, permeable surfaces/paving, solar panels and tree plantings in laneways.
- **Servicing** such as garbage pick-up, better access for fire trucks and snow removal.
- **Enhanced connections** by incorporating dedicated cycling and pedestrian routes.
- **Express the unique character of the area** through public art, artistic signage and the retaining of heritage features.
- **Improved safety** through better lighting.
- **Enhanced accessibility** to better accommodate people with disabilities.

Some participants felt that the introduction of laneway suites would legitimize the underutilized laneway space and lead to a sense of pride in the neighbourhood.

Concerns

What are some concerns you may have with laneway suites?

Concerns with laneway suites varied. While some participants expressed concerns about the impact that potential laneway suites would have in the neighbourhood, other participants were concerned with the potential barriers in developing laneway suites. Both sets of concerns are outlined below.

Concerns with laneway suites:

Some participants raised concerns with the development of laneway suites and a small number advocated that laneway suites should not be permitted in the City of Toronto. The primary concerns are outlined below:

- **Elimination of trees and loss of greenspace** – Many participants expressed concern that added density in backyards/laneways will result in a loss of greenery.
- **Servicing in the laneways**, including snow

removal and fire trucks – Some participants questioned how laneway suites could be developed if many laneways do not receive snow removal services and if fire trucks do not fit in laneways.

- **Shadowing** – Concerns over shadow impacts on backyards and houses were discussed.
- **Privacy** – Many argued that developing new units in narrow spaces will negatively affect the privacy of neighbours.
- **Parking and traffic** – There were concerns over a lack of parking and increased traffic with new residents.
- **Social Services** – Participants noted that many community services, such as parks and schools, are already over capacity.
- **Noise** caused by increased density was raised as a concern. #

The above concerns and related design considerations to address them are discussed in more detail throughout the report.



Barriers to laneway suite development:

Parking standards: Many participants felt that parking requirements in downtown neighbourhoods are antiquated. They felt that laneway suites should not require parking and were concerned that parking requirements would pose barriers to development.

- **Financial barriers:** The costs associated with the development/permit process are often too high. Many participants expressed the need for financial incentives and/or waiving development charges.
- **Lack of clear information on the planning/development process.**
- **Potential rigidity with the upcoming design guidelines.**
- **NIMBYism from neighbours.**

Many participants suggested that laneway suites should not only be used for residential purposes, but for commercial uses as well (offices / studios / retail uses such as cafés, etc.). They further recommended that if these uses are to be permitted, regulations would be required to mitigate noise (i.e. from customers on patios, waiting in lines, etc.).



Activity 2 - Design Considerations for Laneway Suites

The second activity was focused on discussing what laneway suites might look like in the Toronto context. Participants were asked how they would design laneway suites in Toronto and provided with clay and aerial maps to explain and demonstrate their preferences. Participants were asked to consider the following design considerations:

- Location;
- Height;
- Entrances;
- Privacy;
- Surrounding Spaces;
- Parking;
- Other Uses.

Key messages are outlined below:

Location

Location was primarily seen to be context dependent. For the most part, there was consensus that there is no one size fits all solution to determining the location of the laneway suites, instead suggesting it be dependent on the lot size, shape and surrounding context. Some participants felt that the laneway suites could be built to the property line in order to utilize space in the backyard. Others said setbacks should be required to encourage privacy.

Additional design requirements were also suggested when considering a location including:

- Require a minimum amount of green space;
- Ensure buy-in from neighbours;
- Design for adequate access to emergency services.

Height

Overwhelmingly, participants preferred a low-rise built form that matches the neighbourhood context (maximum 3 storeys). However, there was a diversity of views on whether the height should be limited to 1, 2 or 3 storeys. For the most part, participants felt the laneway suites

should not be taller than the main building (a maximum of 2-3 storeys). Some participants felt strongly that the height should be kept to 1 to 2 storeys (shorter than the main house and/or one storey less than the maximum height in the zoning regulations). Others expressed the need to follow the maximum height regulations for Neighbourhoods in the Official Plan policy (4 storeys). Finally, there were many participants that felt the height should be context dependent and based on the size of the lot (the larger the lot, the higher the laneway suite could be). Density and site coverage should also be considered.

Additional design considerations for height included the following:

- Mitigate against shadow impacts by including shadow studies in applications;
- Consider setbacks to allow for sunlight and privacy;
- Permit additional height for rooftop gardens and/or solar panels.
- Consider sloped roofs to create wider sense of space and allow for sunlight and privacy.

Entrances

Participants preferred locating the main entrance to the laneway suite on the laneway (not the main street via the backyard of the main house).

While the placement of entrances was typically seen as dependent on the surrounding context, a majority of participants preferred entrances from the laneways as opposed to the front of the house. The participants felt that the laneways offer privacy from the main house and provide 'eyes on the laneways', therefore better activating them and responding to concerns about lack of safety. It was also suggested that laneway entrances can provide autonomy for residents of the suites.

Some participants recommended two sets of entrances, from both the laneway and from the main street via the back yard of the main house to ensure safety (ie. have multiple entrances/exits

in case of fire). It was also discussed that if there are no laneways, access to a coach house/garden suite should be from the main street.

Participants also had questions about entrances on laneways:

- If entrances open onto a laneway, will they block the lane?
- Should the entrance be pushed into the yard to carve out a safe entryway?
- Should the whole laneway suite/building be pushed away from the lane to create a "front" yard for these suites, essentially creating a mirror image of the main streets?

Privacy

Varied perspectives on privacy were expressed.

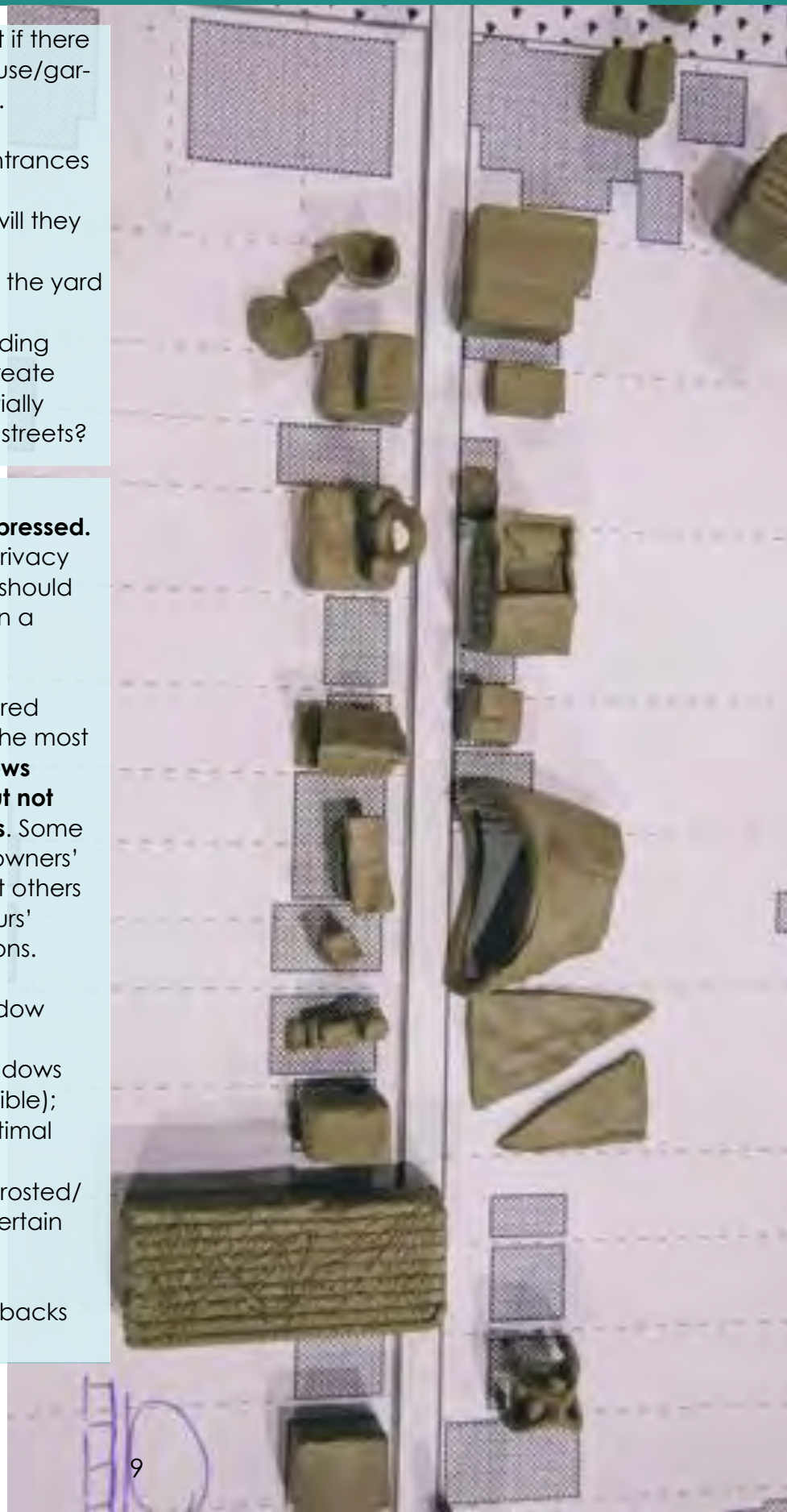
There were many participants who felt privacy was not a main concern and that there should be realistic expectations of privacy within a dense city.

Much of the discussion on privacy centered around the placement of windows. For the most part, participants agreed that the **windows could face the backyard or laneway, but not the side yard and/or adjacent properties.** Some residents felt that it should be the homeowners' decision where windows are placed, but others argued that since it affects the neighbours' privacy, there should be design regulations.

Additional design considerations for window placement included:

- Use of skylights and/or clerestory windows (or placing windows as high as possible);
- Plan window locations based on optimal access to natural light;
- Use living walls (ie. plants), curtains, frosted/glazed windows and/or screens in certain areas for privacy.

Participants also discussed the use of setbacks to enhance privacy.



Surrounding Space

A large proportion of participants want more greenery in their laneways. When asked what participants want to see in the surrounding spaces, the number one response was greenery (rooftops, balconies and at-grade). Participants also discussed the need for improved pedestrian and cycling connections as well as improved lighting. While some participants suggested the need to provide open space for laneway tenants, others felt that there were parks nearby and that gathering space or green spaces should not be mandatory.

Other suggestions included:

- Community gardens;
- Communal parking areas;
- Sports/recreational spaces;
- Green pavers;
- Enhanced public art.

Parking

Parking requirements were mostly viewed as a low priority. While some participants viewed parking as necessary, the vast majority of participants felt that parking should not be required. The main reasons mentioned included:

- Laneways that are located close to public transit should not require parking;
- Condominiums often do not require one parking space per resident, which should act as a precedent for laneway suites; and
- The rise of driverless cars means parking will soon be antiquated.

Many suggested that shared parking spaces or different regulations for different lots/neighbourhoods may be a solution to accommodate limited parking. Other recommendations included below grade parking and diagonal street parking, which received mixed reviews.



Other Uses

For the most part, uses other than residential uses were accepted and/or encouraged.

A range of other uses were discussed including **small-scale commercial uses** (office, studios, live-work, restaurants, grocery stores, shops, Airbnb) and **community facilities** (daycares, gyms, parkettes, community spaces such as a bread oven, public art).

There were some innovative community space ideas. One participant suggested that residents who did not wish to build a laneway suite could rent part of their yard to the community as a parkette, which could host markets and/or laneway festivals. However, concerns regarding noise levels and servicing were also expressed and some participants felt that other uses may not be suitable for all laneways.

Additional Feedback

Throughout the consultations, additional ideas and design considerations were discussed. Key considerations are outlined below:

- **Sustainable design was a priority to many participants.** The possibility of 'off the grid houses', green roofs, composting toilets, solar panels and other sustainable infrastructure were discussed. Some participants recommended that homeowners who undergo sustainability designs, such as green roofs, should receive rebates.
- **Regulations and 'bureaucratic red tape' were seen as prohibitive.** Many participants felt that too many regulations will make the process too expensive and people will begin to develop laneway suites illegally. There were further requests to 'make sure the process is not onerous at City Hall.'
- **A desire for financial incentives was also discussed.** The costs of building laneway suites were also seen as prohibitive. Many participants requested greening grants, financial incentives and waiving development charges to build the suites.
- **Participants want a resource guide for laneway**

suites. It was expressed that the development process is difficult, confusing and that the appropriate information is extremely hard to access. A resource guide that outlines the process was requested.

- **Some participants felt density should be concentrated near public transit.**
- **Number of units was discussed.** Some participants suggested a maximum of 1-2 units per property while others showed support for allowing multiple units in the main house as well as laneway suites.
- **Construction considerations.** Alternative and cheaper construction options were discussed including prefabrication and the use of shipping containers. However, there was also concern about a 'cookie cutter approach' and lack of creativity. Some participants also favoured building basements in laneway suites, but were unsure about the viability of such an option.
- **Concerns regarding ownership of laneway suites were expressed by many.** There were many questions and conversations around ownership, including discussions around co-operative laneway ownership. Many participants recommended that the City should be open to severing lots in the future, suggesting that servicing could still come from the main house through an easement agreement.
- **Affordability was also a concern.** Laneway suites are promoted as a potential solution to the affordable housing issues in the city. There were many questions about how these suites will be affordable for renters and new homeowners. Some participants recommended that Airbnb should be limited in certain areas. Others questioned whether laneway suites could be used as micro-housing for low-income people through tax incentives.
- **Many participants requested a pilot project.** There were suggestions that one lot, laneway or ward should be chosen as a pilot project to test the process and then scale up.

Frequently Asked Questions

Many questions were raised during the consultations. Below outline some of the most commonly asked questions.

1. The issue of laneways with multiple uses was raised, particularly laneways that are garages on one side, and the backs of businesses (restaurants) on the other. How will this existing relationship change with the introduction of laneway suites (and residents)?
2. Will laneway suites increase traffic in laneways?
3. How would (or should) laneway suites affect property taxes?
4. Can the owners of attached semis agree on constructing a laneway suite in their backyard? Is this logistically possible?
5. Will this be a pilot in certain wards or will this be city-wide?
6. Could homes without laneway access, but which have garages or empty spaces on their lots, be included as potential sites for secondary suites? Would houses that don't back onto laneways be able to build coach houses?
7. Could basements be permitted?
8. How would snow removal happen?
9. Should there be different policies for built-to-rent vs. built-to-own/sell?

Next Steps

The purpose of the consultation was to share information about the potential for laneway suites and receive informed input from the public. The consultation and survey findings, combined with policy analysis and professional expertise will all be considered in the development of Laneway Suites design guidelines and recommendations. #

Building on the public consultations, we will be engaging related City of Toronto departments, Councillors from other Wards, and other key stakeholders to review and inform the development of a recommendations report on laneway suites to be submitted to the City in spring 2017.

APPENDIX E – CITY OF TORONTO TECHNICAL STAFF FEEDBACK

The following summarizes the feedback received from key City of Toronto technical departments and our response as to how each issue can be addressed.

	DEPARTMENTAL FEEDBACK	HOW LANEWAYS SUITES POLICY CAN ADDRESS THE ISSUE
Toronto Fire	Emergency Vehicle Access must be maintained	The required 45 m minimum distance to both a fire hydrant and the curb access must be included in the proposed Performance Standards.
Toronto Building	“House behind a house” Current zoning bylaw [10.10.40.1(2)] states that “A maximum of one residential building is permitted on a lot in the R zone.”	The definition of laneway suites should recognize them not as a “house,” but rather a detached secondary suite, like any basement or attic apartment. Bylaws should be amended as necessary to recognize this distinction.
Development Engineering	How will the city ensure against future severance?	Vancouver assures this by entering a legal agreement with the laneway suite owners that the property will never be severed. This agreement carries with the title of the principal residence and a local bylaw prohibiting the severance of laneway houses reinforces this.
Solid Waste	Existing garbage, recycling and organics pick-up points for the principle residence must be used by the laneway suite and no additional communal collection points may be used	The proposed performance standards reflect the requirement of a .9m emergency access to the main street, this route can be used to place waste and recycling along with that of the principle residence just as secondary suites would.
Toronto Building	Current parking bylaws [200.5.10.1(1)] require “one [space] for each dwelling unit in a detached house,” though secondary suites are exempt from this.	The definition of laneway suites should recognize them as exempt them from parking requirements as does the Secondary Suite bylaw [150.10.80].
Toronto Building	Under current by-laws, a laneway suite would be subject to a \$40,067 Development Charge as well as a \$1,493 Toronto Catholic District School Board Educational Development Charge and a park levee proportionate to the scale of the suite	If laneway suites were considered the same way as secondary suites, except for their detached nature, they would be exempt from development charges, the most prohibitive of the fees.
Development Engineering	The current water and sewer use bylaw prohibits multiple service points, but also prohibits sharing of services between multiple buildings.	These bylaws will need to be amended to accommodate laneway suites. Advice from how other jurisdictions like Ottawa are currently being sought as to how they surmounted this concern.

	DEPARTMENTAL FEEDBACK	HOW LANEWAYS SUITES POLICY CAN ADDRESS THE ISSUE
Toronto Building	There are very specific setbacks related to standard residences, for example, [10.10.40.70(2)] requiring a 7.5 meter rear yard setback	Existing bylaws would have to be amended to exempt laneway houses as they are intentionally located at the rear lot line.
Toronto Building	By-law [10.10.40.40(1)] regulates maximum built coverage of a lot. Comments from Building suggest that most properties are already at or near the maximum lot coverage, so a laneway suite could not be accommodated.	If the intention of this by-law is to maintain greenspace or accommodate stormwater management, these issues can be addressed by percentage of impermeable surfaces rather than simply built area with greenroofs permitting the exemption. Footprint of laneway suites would also be regulated to maintain their smaller scale within the site.
Toronto Building	Addressing: As municipal response points may be confusing, a very clear and common addressing system should be used.	Since laneway suites must maintain an emergency access of .9m from the main street, this main house address can be used suffixed with and “R” for rear.
Toronto Building	Ontario Building Code (OBC) standards that do not currently address laneway suite construction	Laneway suites should be treated as secondary suites as they pertain to the OBC. Upcoming changes to the OBC as recommended by Ontario’s updated Long-Term Affordable Housing Strategy, 2015 include measures to reduce the cost of construction of a new dwelling with a second unit, while maintaining occupant health and safety.

**APPENDIX F - MUNICIPAL DETACHED SECONDARY SUITES
GUIDELINE COMPARISON**

Appendix C- Municipal Detached Secondary Suite Guidelines Comparison

--- = Data not found Adapted from 'Backyards: Way Forward. Assessing the potential for detached secondary suites in Toronto.' Kelsey Carriere, 2017.

Policy Context	Vancouver	Victoria	Edmonton	Calgary	Regina	Saskatoon	Ottawa	Moncton	Austin	Portland
Guiding Document	Laneway Housing How-to Guide	The Garden Suite Policy	Edmonton Zoning Bylaw 12800 Garage and Garden Suites	Secondary Suites and Backyards Suites	Laneway and Garden Suites Guidelines for Pilot Projects	Design Guidelines for Garden and Garage Suites - Neighbourhood Infill Development Strategy	How to Plan Your Coach House in Ottawa	Garden Suites By-law	Secondary apartment infill option	Accessory Structure Zoning Code Update
Year established	2009 (amended 2013)	2011	2007 (amended 2009)	2007	2016	2014	2016	1998	2001	1991 (amended 2016)
Policy Context	Addressing a crisis in affordable housing	---	Introduced along with Secondary Suites to increase affordable housing stock.	Introduced along with Secondary Suites to increase affordable housing stock.	Increase supply of rental and affordable housing and direct 30% of future growth through infill	Introduced as part of residential infill development strategy	Addressing affordable housing in suit with Provincial Policy	Originally permitted temporary, portable structures. Revised, 2014 for affordable housing	Introduced to combat rising housing costs, and ensure more sustainable patterns of growth	To ensure accessory structures do not become the predominant element on site
Permitting	As-of-right for simple one story. Taller DSS or outside of guidelines is discretionary	Discretionary – requires re-zoning	Discretionary	Permitted in four central Wards Discretionary elsewhere	In Phase 2 of pilot project	Administratively discretionary	As-of-right for one simple story. Two stories involves committee of adjustment approval	Discretionary “change in use”	As-of-right where Secondary Apartment Infill Tool has been adopted	As-of-right city-wide
Public Consultation and evaluation	On- going consultation and evaluation between 2009 and 2013 informed program revisions	---	Initial stakeholder consultation, “What we heard report,” A Garage and Garden Suite Buildability Engagement Session to address issues raised in previous consultations	In conjunction with secondary suites consultation. 5 focus groups, telephone public opinion survey	Online Survey, Community advisory committee, online feedback. Consultation 1 - considering infill options, Consultation 2 - reviewing guiding principles and guidelines	2 public meetings, 125 attendance, council bus tour of exiting DSS, external working group	354 Comments received over 1 month comment period on Guiding Principles and Draft Recommendations. Comments informed final bylaw and guide.	Resident feedback was against city-wide regulations. DADUs allowed in one of the two single-unit zones, the two-unit dwelling zone, and the urban dwelling zone.	Informed through many non-profit housing advocacy partnerships	Focus group, draft public review, commission review, public hearing. Updated zoning based on public feedback.

Policy Context

	Vancouver	Victoria	Edmonton	Calgary	Regina	Saskatoon	Ottawa	Moncton	Austin	Portland
DADUs allowed in backyards?	Laneways only	Only in backyards (laneways are not prominent)	Laneways and backyards	Laneways and backyards	Laneways and backyards	Laneways and backyards	Laneways and backyards	Laneways and backyards	Laneways and backyards	Laneways and backyards
Regulated by neighbourhood, or city-wide?	Permitted in two main residential zones with lanes	Permitted in all single and two-family dwelling zones	Permitted in all 4 main residential zones. Infill Design Guidelines apply to "Mature Neighbourhoods" in block-specific locations ¹	Permitted in 4 central Wards, Discretionary elsewhere	On pilot project sites, expansion city-wide pending evaluation. 3 distinct property types	All properties with detached single family homes	Permitted in all single and two-family zones. Row houses permitted if a corner lot or serviced by a lane	Permitted within some single-unit, and all two-unit, and urban dwelling zones	As-of-right where Secondary Apartment Infill Tool has been adopted	As-of-right where single detached homes are permitted
Servicing	---	---	---	---	From principle residence	---	From principle residence ²	---	---	---
Severances	Severances not permitted	---	---	Severances not permitted	Severances not permitted	Severances not permitted	Severances not permitted	---	Severances not permitted	Severances not permitted
Addressing	---	Garden suite will have a unique address	---	---	Same as main house, L for 'lane' or R for 'rear'	---	Garden suite will have a unique address	---	---	---
Permitted Uses	Long or short term rental	Long or short term rental	Long or short term rental	Long or short term rental	Long or short term rental	Long or short term rental	Long or short term rental	Long or short term rental	Short term rental NOT permitted	Long or short term rental, home business, no parking.
Incentives or Fees	\$1,150 simple one story, \$1760 all other cases	\$1,200 base fee \$400 notice fee \$1,400 public hearing = \$3,000	Cornerstones Grant, up to \$20,000 or 50%	City has waived permit application fees	Fee exemption for secondary suites and laneway / garden suite pilot	\$1,950 application fee , 100% rebate on building and plumbing permit fees	Exempt from development fees except public transit charges	"change in use" as well as a building permit fees, no registration fees	Sliding scale of permit fee rebate based on percentage of affordable units	Waiver of System Development Charges = \$8,000 to \$13,000 USD savings per unit
Units to date	As of July 2016, 2,329 permits issued to construct laneway homes	From 2011-2014, 3 built, 12 applications pending	2 garden suites, 64 garage suites	458 secondary suites from 2012 - 2015 Backyard suites not distinguished.	31 purpose-built suites in new developments Applications in for 8 in established neighbourhoods.	since 2014, 15 approved, 8 under construction	First project currently breaking ground	---	5 as of September 2016	From 2000-2016 2,200 permits issued

- Garage and Garden Suites in Edmonton are permitted in the following locations: on corner lots throughout the neighbourhood, on lots fronting onto a service road, on lots backing onto a lane adjacent to an arterial road that is separated from the lane by a landscaped boulevard, on lots abutting or separated by a laneway from sites zoned for Row Housing, Apartments, Community Services or Public Parks.
- In Ottawa, coach houses are also permitted on rural or village lots over .8 hectares in size and must share either water or wastewater services with the main house, subject to Site Control Plan

Lot Guidelines	Vancouver	Victoria	Edmonton	Calgary	Regina	Saskatoon	Ottawa	Moncton	Austin	Portland
Typical city lot size (for comparison)	33 x 122 ft 4,026 ft ²	50 x 100 ft 5,000 ft ²	4,300 ft ²	25 ft wide ---	--- 4,795 ft ²	25 x 125 ft 3,125 ft ²	38 ft wide ---	---	50' x 140' 7,000 ft ²	50 x 100 ft 5,000 ft ²
Minimum lot area	N/A	N/A	4,300 ft ²	N/A	N/A	N/A	N/A	N/A	5,750 ft ²	3,000 ft ²
Minimum lot width	33'	N/A	N/A	30'	N/A	N/A	N/A	N/A	N/A	Min. 36' standard development
Maximum total built coverage	Laneway house width must not exceed 50% of lot width	25% of backyard or 40% of total lot	25% including garage and accessory buildings	45% including garage and accessory buildings	50% including garage and accessory buildings	50% of backyard	40% including garage and accessory buildings	---	40% including garage and accessory buildings	Accessory building may cover no more than 15% of lot area

Size Guidelines	Vancouver	Victoria	Edmonton	Calgary	Regina	Saskatoon	Ottawa	Moncton	Austin	Portland
Minimum square footage	205 ft ²	N/A	323 ft ²	40-60% depending on zone	N/A	N/A	Standard, regulated by Building Code	N/A	500 ft ²	N/A
Maximum allowable square footage	900 ft ²	400 ft ²	538 ft ² (at grade)	646 ft ² (above garage)	750 ft ²	861 ft ² (or 80% GFA of principal residence)	829 ft ²	861 ft ² (or 40% of GFA principal residence)	800 ft ²	1,100 ft ²
Number of stories permitted	1 ½ (2nd floor must be setback from lane and maximum 60% of main floor area)	1 (with exemptions for existing garage conversions and "plus sites")	No taller than main house	1	1 ½ for core	2 in core (with 2nd floor setback), 1 in suburbs	1 (2 if above garage) ¹	---	2 (max 550 ft ² on 2nd floor)	2
Max building height	20'	12'	21' (sloped roof) 18' (flat roof)	15'	19'	20' (in core) 12' (in suburbs)	12'	20'	30'	20', or 15' if within setback
Maximum size compared to principal residence	N/A	N/A	N/A	N/A	must be smaller than principal residence	DSS (incl. garage) must be smaller than principal residence	must be smaller than principal residence	N/A	---	Maximum 75% of principal residence

1. Applications for minor variances with respect to coach houses shall have regard for all of the following considerations: the coach house is in no circumstance taller than the primary dwelling, the proponent can demonstrate that the privacy of the adjoining properties is maintained, the siting and scale of the coach house does not negatively impact the abutting properties, significant trees and plantings are preserved on the subject property; and any streetscape character impacts are addressed through the coach house design and siting.

Number of DSS permitted	Vancouver	Victoria	Edmonton	Calgary	Regina	Saskatoon	Ottawa	Moncton	Austin	Portland
Number of allowable DSS	1	1	1	1	1	1	1	1	1	1
Allowed if existing secondary unit is principal residence	yes	yes	no	no	no	no	no	no	no	no
Location	Within the rear 26' of principal yard (32' if 1 story)	Rear of yard. ¹	Rear of yard	Rear of yard	Rear of yard	Rear of yard	Rear of yard	Rear of yard or on top of garage	Rear of yard	Set back 40' from lot frontage
Orientation and Setbacks	Facing Lane	Facing lane or backyard	Facing lane or backyard	Facing lane or backyard	Facing lane or backyard	Facing lane or backyard	Facing lane or backyard	Facing lane or backyard	Facing lane or backyard	Facing lane or backyard
Minimum rear set back	5'	2'	---	2'	---	7'	---	8'	10'	---
Minimum side setback	Minimum 10% of the lot width	2'	4'	2'	---	3' in core, 10' in suburbs. One side must have at least 4'.	3' if no windows. 13' with windows. One side must have at least 4'.	4'	---	---
Distance between DSS and principal dwelling	16'	8'	13'	3'	---	13'	---	---	10'	N/A
Basements	Permitted. Counts towards total floor area.	---	---	---	Not permitted to prevent risk of flood damage	Not permitted	Permitted	---	---	---
Parking										
Parking spots required?	1 non-enclosed parking	No additional parking required	Sufficient as per the bylaw	1 (2 in some neighbourhoods)	1	1	No additional parking required	1	1 (or 2 if main house has none)	No additional parking required
Exemptions	---	---	---	----	Exempt within 400m of transit stop or near downtown	---	---	---	---	---

1. In Victoria it is encouraged that on corner lots the Garden Suite is sited as close to the side street as possible to create a consistent streetscape pattern.

**Accessibility
Affordability
Sustainability**

	Vancouver	Victoria	Edmonton	Calgary	Regina	Saskatoon	Ottawa	Moncton	Austin	Portland
Accessibility guidelines	Must have one accessible washroom on the first/ground floor	---	---	---	All publicly accessible areas should be barrier-free	Entrance paths should accommodate barrier-free access	---	---	---	---
Affordability regulations	---	---	---	---	---	---	---	---	SMART program. Short-term rental not permitted to help ensure supply of affordable housing	---
Sustainability	Surface parking spaces should have permeable pavers or impermeable wheel paths with ground cover in centre and sides	---	---	---	---	Passive solar design, energy efficiency encouraged	---	---	---	---