4.0 Public Realm - Creating Pride in Place

4.1 Streetscape, Landscape and Stormwater Management
- **4.1.1** Streetscape
- **4.1.2** Landscape
- **4.1.3** Storm Water Management

4.2 Site Elements Design
- **4.3.1** Lighting, mailboxes and Other Shared Elements (Garbage chutes, parking garage access stair and elevators)
- **4.4** Public Art

4.3 Detailed Design
- **4.5.1** Building Elements Design
- **4.5.2** Windows, Doors and Roofs
- **4.5.3** Materials

4.1 STREETSCAPE, LANDSCAPE AND STORMWATER MANAGEMENT

Provide high-quality, sustainable streetscape and landscape between the building and adjacent streets, parks and open space. The attractiveness and amenity of everyday landscapes are important to the quality of people's lives.

Streetscape with high quality materials, pedestrian amenities, and landscape design.

4.1.1 STREETSCAPE

a. Create a strong visual and physical connection between the building setback and public streetscape through the use of consistent materials, grades, and design elements.

b. Organize streetscape and landscape elements to support safe and comfortable pedestrian movement, highlight important building features, such as entrances, screen less attractive elements, such as parking access and utility equipment.

c. Emphasize front entrances with high quality architectural and landscape design and materials, including lighting of paths and entries.

d. Provide sustainable streetscape and landscape in accordance with the Toronto Green Standard and Urban Forestry practices including:

- use species that are hardy, drought and salt-tolerant, and resistant to the stresses of compacted soils and weather exposure; plant trees at least 1.0 m from street curbs
- providing sufficient sidewalk space
- planting high-branching deciduous trees evenly spaced at 8.0-10.0 metre intervals to form a canopy, with a minimum volume of 30m^3 of high quality soil per tree. The minimum soil volume can be 20m^3 per tree where the soil volume is shared
- avoid monocultures of street trees for extended segments which can be susceptible to disease
- using high albedo and permeable materials to manage the urban heat island effect and stormwater
- maximizing on-site stormwater infiltration, capture and re-use
- providing energy efficient, pedestrian-scale lighting with shielded fixtures and automatic shut-off devices
- providing bicycle parking

e. On streets characterized by soft landscape setbacks or where residential ground floor uses require more privacy from the adjacent sidewalk, provide additional landscaping between the building face and public sidewalk. Such treatment may include tree and shrub planting, minor grade changes, railings, curbs, lighting and seating.

f. Coordinate space for tree planting with utility locations and other city infrastructure. Where street trees and utilities conflict, additional building setbacks may be required to provide space for street trees.

g. Provide lot frontage landscaping in accordance with City of Toronto Zoning By-law 569-2013.

4.1.2 LANDSCAPE

To promote safe and comfortable use in open spaces and on pathways, provide high quality and attractive landscaping including lighting, tree and shrub planting, decorative paving, seating etc.

a. Retain and protect existing trees, vegetation, natural slopes and native soils to integrate these features into the overall landscape plan.

b. Distribute landscaping throughout the site to soften and screen services areas, reinforce circulation routes, create pleasant pedestrian conditions and maximize shade and stormwater benefits.

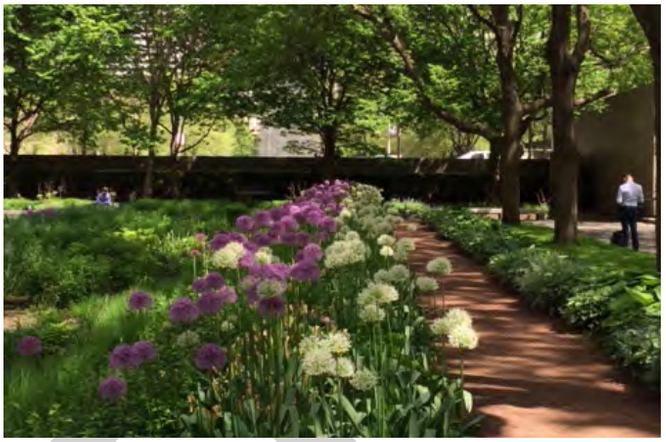
c. Landscaped areas should be designed to accommodate the following:

- Urban Forestry's Guidelines such as Plant A Tree, Grow Toronto's Urban Forest and Ravine Tree Planting along with Toronto Green Standard requirements
- high-branching, deciduous shade and ornamental trees planted at intervals (or as appropriate to the selected species) to quickly establish continuous canopy coverage

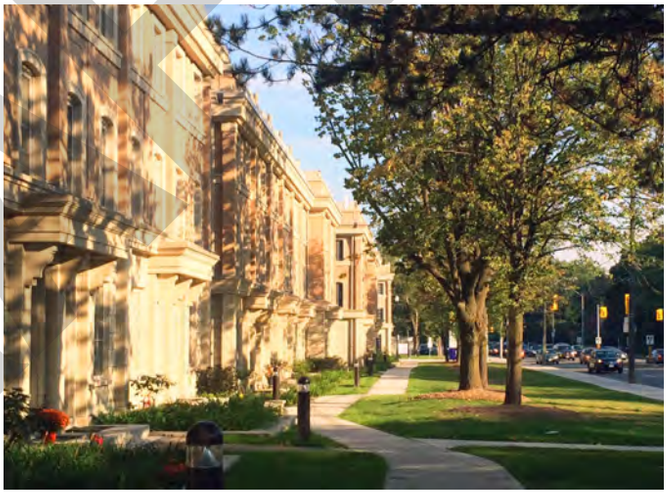
d. Select plant material that is suitable to the growing environment of the site:

- include a minimum of 50% suitable native species
- avoid planting invasive species, particularly near ravines and other natural areas, where only native species should be used
- consider sun, shade and irrigation requirements. Where possible, collect rainwater from rooftops and other surfaces for plant irrigation. Identify storage reservoirs and other applicable irrigation elements on the Landscape Plan. Locate valves and other maintenance controls in discrete, yet accessible areas.
- incorporate a variety of deciduous and coniferous trees and shrubs for year-round interest, texture, shape, seasonal colour and variety within each plant type

e. Where landscaping may have an impact on motorist/ pedestrian sight lines, keep shrubs below 0.85m in height and prune trees so that the lowest branches will be at least 2.0m above ground level. Limit any other landscape features that might cause obstructions to a maximum height of 1.0 metre.



Example of good landscaping.



Ratain and protect existing trees.

f. Maintain overhanging branches of trees or shrubs adjacent to pedestrian pathways for a clear pedestrian zone of at least 2.0 m.

g. Provide a landscaped area with a minimum width of 3.0m between surface parking and public and private streets and a minimum of 3.0m between all surface parking, streets, mews and lanes and an abutting property. Consult the applicable Zoning By-law for additional setback requirements.

h. Provide adequate snow storage on site according to City requirements.

4.1.3 STORMWATER MANAGEMENT

Integrate innovative stormwater management strategies into new developments to create functional and attractive landscapes.

Green roof with native sedum mix. Credit: PWL Partnership Landscape Architects Inc.

a. refer to the Toronto Green Standard and the Wet Weather Flow Management Guidelines for water balance targets and recommended stormwater management strategies.

b. Minimize the extent of impermeable surfaces for hard paved areas; use permeable paving.

c. Manage rainwater and snowmelt on-site with best practice designs that encourage infiltration, evapo-transpiration and water re-use:
   - apply a “treatment train” approach
   - plant trees, shrubs and other absorbent landscaping to provide shade and places for water uptake
   - create bio-retention areas, such as swales and vegetated areas
   - incorporate opportunities to harvest rainwater (active or passive) from rooftops and other hard surfaces for landscape irrigation

d. Where installed, bio-retention areas should be appropriately designed and located to filter, store and/or convey the expected stormwater flows from surrounding paved areas. Note: Bio-retention areas do not take the place of shared outdoor amenity area on site but can be integrated into the development, enhancing the open space.

RATIONALE

Well-designed and vibrant streetscapes and landscapes are vital to the character and quality of the building site and the surrounding public realm, as well as to the livability of the City.

Public streets, parks, and open space must safely and comfortably accommodate pedestrian movement, with street furnishings, lighting, bicycle parking, and landscaping. (as outlined in the City of Toronto Streetscape Manual, and Toronto Green Standard). All streets should have sidewalks and trees. When planting trees, it is beneficial to have as much appropriate planting medium as possible to enable the tree to grow to maturity. Less space reduces the life expectancy of the tree and the benefit that the tree will provide to the environment.

High quality landscape design, material and maintenance, throughout the site, also plays a critical role in the success of a development. Good streetscaping and landscaping in a development contributes in a substantial way to citizens' quality of life and:

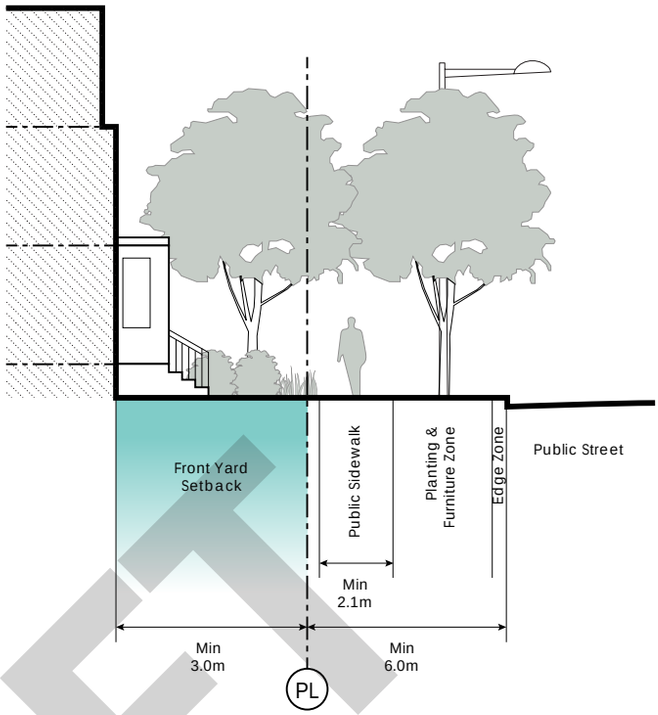
- has a relatively low cost but a high impact on the appearance
- helps to reduce wind and weather impacts
- helps to reduce the heat island effect and heating and cooling costs
- can offer aesthetic enjoyment, escape, tranquility, and a sense of belonging to an area
- is often an important element in providing privacy and in making the transition from public to private areas

An ideal pedestrian environment includes trees for shade and greenery, plantings for seasonal variety and interest, pedestrian scale lighting for safety and appearance and permeable paving and soft landscaping for water infiltration.

Allowance for pedestrians, cycling, motorist safety (as in sightlines) and maintenance need to be included.

Stormwater refers to rainwater and melted snow that flows over roads, parking lots, lawn and other sites. Under natural conditions, stormwater is intercepted by vegetation and then absorbed into the ground and filtered and eventually replenishes aquifers or flows into streams and rivers. Later, part of it is returned to the atmosphere in the form of evapotranspiration. In urbanized areas, however, impervious surfaces such as streets and roofs prevent precipitation from naturally soaking into the ground. Instead, the water runs rapidly into storm drains, municipal sewers and drainage ditches and on its way, picks up pesticides, road salts, heavy metals, oils, bacteria, and other harmful pollutants and transports them through municipal sewers into streams, rivers and lakes.

The Toronto Green Standard and the Wet Weather Flow Management Guidelines provide guidance on water balance targets and stormwater management strategies such as rainwater harvesting, green roofs, bio-retention, permeable pavement, soakaways and swales, to help ensure the continued health of aquifers, streams, rivers, lakes, fisheries and terrestrial habitats in our watersheds.



Bio retention feature integrated into development. Credit: PWL Partnership Landsape Architects Inc.

Rooftop urban agriculture. Credit: PWL Partnership Landscape Architects Inc.

Official Plan Reference

2.3.1 Healthy Neighbourhoods: Policy 5
3.1.1 The Public Realm: Policy 1d, 5, 6, 7, 12, 13, 14, 16, 17, and 18 |
3.1.2 Built Form: Policy 1d, 2b, 5a, 5b, 5d, 5e, 5g and 6 |
3.4 The Natural Environment: Policy 1aiii, 1d, 18a and 18f |
4.1 Neighbourhoods: Policy 5f, 5g, 5h, 9b and 9c |
4.2 Apartment Neighbourhoods: Policy 2c, 3d, 3e, 3f and 3h |
4.5 Mixed Use Areas: Policy 2e, 2f | 5.1.3 Site Plan Control: Policy 3b, 3d, 3e and 3g

Related Standards, Guidelines & Studies

Urban Design Streetscape Manual | Toronto Green Standard |
Vibrant Streets | Toronto Walking Strategy |
Percent for Public Art Program Guidelines |
Wet Weather Flow Management Guidelines |
Design Guidelines for 'Greening Surface Parking Lots'

4.2 SITE ELEMENTS DESIGN

Careful selection, placement, and design of site elements help to elevate the quality and the daily experience of the development.

Good lighting provides improved comfort and sense of safety in the public realm.

Bicycle parking rings with high quality design.

4.2.1 LIGHTING

a. Provide a comprehensive Lighting Plan for the site. Lighting should help to create an identity for the development, enhance adjacent streets and pedestrian environments and be appropriate to the location, context and scale of the areas being lit.

b. Select different luminaires with a coordinated appearance to light pedestrian pathways, building and site entrances and other relevant features.

c. Provide pedestrian-scaled lighting, such as bollards or lower-scale pole fixtures along pedestrian routes.

d. Balance the need for safety and security with the reduction of energy consumption and light pollution:

- ensure all circulation routes are well-lit
- install lighting that is appropriately scaled to its purpose, i.e. avoid “over lighting”
- direct light downward, with shielded fixtures to avoid light overspill on adjacent properties, streets and open spaces. Strive for vertical lighting along property lines to be 0 foot candles
- use energy-efficient bulbs
- incorporate opportunities for off-grid power generation, e.g. solar, wind, etc.
- provide a photometric drawing which illustrates both horizontal (at grade) and vertical (at 1.8m above grade) lighting level

e. Consider lighting elements for their aesthetic and design value, as well as their lighting function cost or ease of maintenance.

f. Coordinate the location of lighting with pedestrian clearways, tree planting and other landscaping.

4.2.2 MAILBOXES AND OTHER SHARED ELEMENTS (Garbge chutes, parking garage access tairs and elevators)

a. Integrate bicycle parking, parking garage ramps and access stairways, mailboxes, garbage chutes, generally within the building, and other applicable site elements such as public art into the site design and layout. Indicate the location of these elements on the Site Plan.

Continued on next page…

b. Where integrating site elements within the building is deemed to not be possible by City Staff, conveniently locate site elements in attractive, well-designed structures with high quality materials and landscaping and incorporate sustainable materials and technologies whenever possible.

d. Locate site elements in highly visible, well-lit, accessible and weather protected areas with well-landscaped pathways leading to the areas.

e. Provide address numbers for each unit and way-finding signage where appropriate.

f. Locate ventilation shafts and grates, away from the public sidewalk and walkways (especially the pedestrian clearway) and public or private open spaces.

g. Locate transformers, utility metres and other site and building mechanical/equipment within a building, at the rear of the property, underground and/or ensure that they are not visible from the street or other public/private space:

- locate individual HVAC units (heating, ventilation, air conditioning) equipment either on the roof, screened from view of the public realm or integrated into the building away from outside seating areas and building entrances.

h. Where it is not technically feasible to integrate "back of house" activities underground or within the building mass, locate these activities to limit negative impacts on the safety, comfort, and quality of the public realm. Where appropriate, use high-quality architectural elements and landscape design to screen these activities from public view. Options include insets into building facades and screening with landscaping or low walls.

i. Utility locations should not interfere with the viability of tree maturity or with stormwater treatment device.

j. Locate all elements on site plan drawings

Official Plan Reference

3.1.1 The Public Realm: Policy 1d, 6, 12 and 14

3.1.2 Built Form: Policy 2c, 2d, 3b, 3d, 5c|

4.2 Apartment Neighbourhoods: Policy 2d, 2e, 3g and 3i

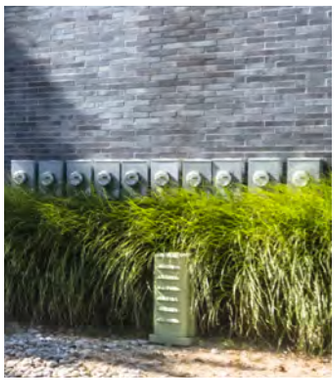
4.5 Mixed Use Areas: Policy 2j | 5.1.3 Site Plan Control: Policy 3g

Related Standards, Guidelines & Studies

Toronto Green Standard

Well-designed seating bench integrated into landscaped planting bed.

Good example of mail area integrated into building design with lighting and canopy.



Locate and integrate utility meters in recessed coves and/or screen with landscape plantings to help maintain an attractive streetscape.

Poorly located utilities and mechanical systems adjacent to front entrance and street frontage negatively impact the quality and comfort of the public realm.

4.3 BUILDING ELEMENTS

Ensure attention to the quality of architectural design, materials, building articulation, and placement of mechanical and utilities.

Section 4.5 focuses on various elements of the building envelope and site (see also Section 4.3 Site Elements Design) that contribute to the composition of the external appearance and that help create character and identity for development. It aims to provide guidance and practical solutions to issues that arise regarding design during the application stage. Overall, while each building may have its own distinct architectural identity, all buildings should be designed to provide a collective sense of cohesion and harmony.

a. Ensure the highest quality of materials and detailing, particularly where there is an immediate interface with the public realm.

b. The building elements which require careful attention to locations and design include:
- doors, windows, roofs
- retaining walls
- railings
- porches
- flues, ventilation pipes and covers
- flashings, gutters, pipes and other rainwater details
- garage doors
- ironmongery and decorative features
- gas regulators, hydro meters, HVAC

c. Anticipate the need and design for building elements early on in the design process.

d. Provide variations in architectural design between building blocks for multiple block developments to create interest and character.

Detailed design of canopy and railing help provide unique building character.

Carefully composed and detailed facade, entrance, and fenestration design combined with high quality materials create a positive impression on the public realm.

4.3.1 WINDOWS, DOORS AND ROOFS

The position, shape and size of windows, doors and roofs have a profound effect on the elevation and are important to consider.

a. Variation in the design and articulation of each building façade is encouraged to provide visual interest and to respond to design opportunities and differing facing conditions.

b. Vary the design and articulation of each façade to respond to changes in solar orientation. Where appropriate, adjust internal layouts, glazing ratios, balcony placement, fenestration, and other aspects of the design to manage passive solar gain and improve building energy performance (see also 3.4 Building Entrances and Front yard).

c. Ensure that windows and doors are of an appropriate scale in the façade and that each element in the façade has some relationship to each other and reflects the floor hierarchy.

d. Distinguish building units and unit types by alternating roof types and color schemes to add variety and unit individuality.

Roofs

The following elements should be considered regarding roofs:

- Primary and secondary roofing materials
- Construction form and detailing
- Roof pitch and shape such as plain, gable, hip, flat, monopitch etc.
- Fire break walls
- Eaves, fascias and soffits
- Dormers and sky lights
- Parapets
- Photo voltaic panels
- Roof top amenity space access

a. A limited range of roof types should be used per neighbourhood particularly if roofs are to be one of the devices to establish an identity for a neighbourhood.

b. Developments should not just include the traditional pitched roof but particularly on key frontages should consider incorporating alternative styles such as mono-pitch, flat, dutch gable and curved as they can help create a more distinctive character.

c. Pitched or mansard roofs which over-dominate the building should generally be avoided, but particularly on larger buildings (i.e. stacked and back to back townhouses and low-rise apartments as the scale of these building types does not relate to house-form buildings). Instead consider a step back of the top floor.

d. Where possible, organize roof slopes so that they can accommodate photo voltaic panels.

e. Avoid lengthy stretches of pitched roof on buildings at the same ridge and eave and height and provide articulation to emphasize the individual quality of the units. At the same time, avoid roofs that are overly complicated.

f. Roof material, shape, texture and colors should be compatible with the overall architectural style of the buildings.

g. Careful consideration must be given to the use of dormers. They can clutter the roofscape and detract from the proportions of the building if they are used excessively, made too large, too small, poorly organized and over-complicated in design. Conversely a well-designed dormer and placed can add interest and quality to the building.

Well positioned and high quality doors, windows, and architectural details such as canopy, railing, screen, and planting areas all work together to enhance the public realm.

Example of building facade over cluttered with rainwater leaders, air conditioning units, utilities, and vents.

h. Building elements that provide access to roof top amenity spaces should be for this purpose only and not used for living space.

i. Consider the detailed design of the roof parapet firewall breaks in pitched roofs as they are often visible from the street.

j. Rooftop building systems (i.e., mechanical and electrical equipment, satellite dishes) should be screened from all key observation points by integrating them into the building design with parapets, screens or other methods.

k. Consider the design and location of chimneys to ensure that they do not have a negative impact on neighbours and complement the overall building design.

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4.3.2 MATERIALS

High quality materials and carefully detailed design work together to create attractive building. Credit: Teeple Architects Inc.

The application process will provide a greater level of clarity on the external design of buildings:

a. Design buildings on both sides of the street holistically with a small selection of materials so that they can be “read as one”.

b. Design buildings to blend in visually with buildings in the immediate surroundings, particularly those along the same street.

c. Use materials that are of high quality, wear well with age and last a long time with low embodied energy and locally sourced if possible.

d. Traditional materials such as brick are strongly encouraged and can be used effectively in both contemporary and traditional designs.

e. Use materials with contrasting grain as well as colour for example brick, metal and wood.

f. Exterior Insulation and Finish System (EIFS) and stucco-textured foam trim molding are discouraged on main facades.

g. To retain the coherence of an elevation or street frontage (to avoid it being untidy or too busy), it is generally a good idea to:

- restrict the number of materials and to employ the same material in different parts of the façade or frontage
- generally use no more than three facing materials per elevation or street frontage. This is particularly important if materials are to be the key feature used to give identity to a neighbourhood

h. The design, detailing and material quality of elements such as railings, windows, doors, trim, eaves, and steps are critical to displaying a building's overall quality.

i. Changes in materials and color generally should not occur in the same plane as this may result in a "thin" or applied quality. Changes that correspond to variations in building mass or are separated by a building element achieve greater emphasis on the massing.

Continued on next page…

RATIONALE

The City of Toronto in these Guidelines, is not advocating and being prescriptive about a particular style of building or landscape for new residential development. Nor does it want to constrain design skills and creativity. However, good public realm demands high quality materials and design for buildings, streetscape and landscape.

If Toronto has a traditional building material, it would be red and buff brick. Although a wide variety of materials have been used throughout the City's development, brick remains a durable and attractive material in both contemporary and traditional designs.

Consideration should be given to the choice of materials for a development by determining the dominant character of materials in the surrounding area and whether this contributes to the character or identity of the street and/or area.

As a general principle, the appearance of buildings and sites should reflect Toronto's ethos of a forward thinking, innovative and unique city. New developments should provide an exemplar architecture that reflects this. Buildings should 'be of their time and place'. Poor quality buildings with a pastiche of architectural styles and details will not be supported as they do not help to create a coherent identity for the development and by extension, the City. Good contemporary design can sit alongside existing traditional development if appropriately designed. The key with all buildings is good quality architecture and materials.

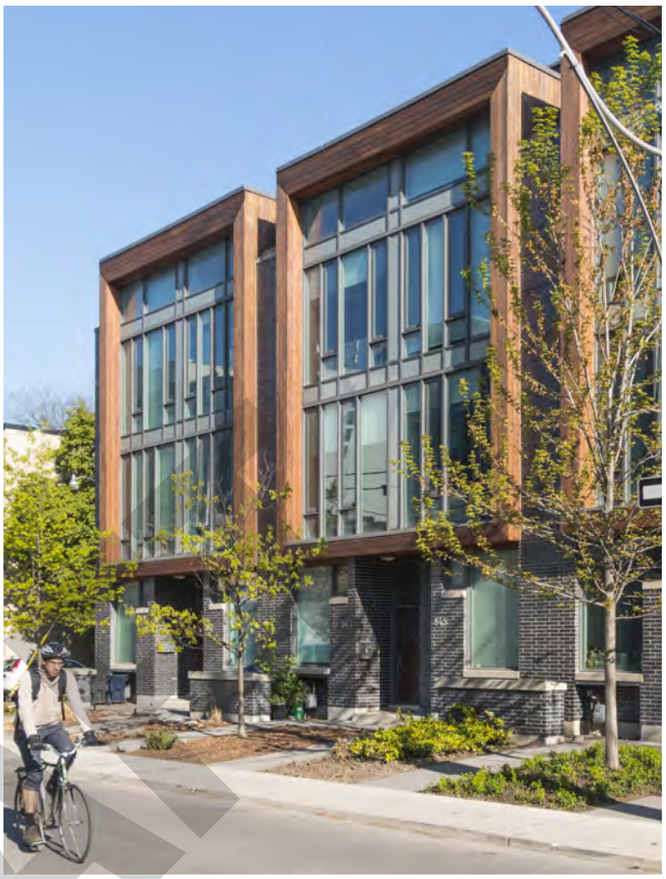
Official Plan Amendment 66 provides the City of Toronto with new powers over the exterior design of buildings as well as the inclusion of sustainable building features under paragraphs 2(iv) and (v) of Section 114(5) site plan control. These provisions will help the City to achieve the objectives in this section.

Official Plan Reference

3.1.1 The Public Realm: Policy 1d and 1e |
3.1.2 Built Form: Policy 3b, d and 6 |
5.1.3 Site Plan Control: 1, 2 and 3

Related Standards, Guidelines & Studies

Toronto Green Standard



A simple palette of materials carefully detailed is designed to wear well with age.

4.4 PUBLIC ART

Pursue public art opportunities and funding strategies on large building sites, or adjacent public lands, to enhance the quality of the development, the public realm and the city.

Public art animates an under-utilized space in a new development. Credit: Shoreline Commemorative, Paul Raff Studios. Photo by: Scott Narsworthy.

a. Where applicable, provide adequate building setbacks and space around public art so that it can be properly viewed and experienced from the public realm.

Public art integrated with landscape elements.

Public art located in the vehicular drop-off area provides placemaking opportunity.

RATIONALE

Public art enriches the public realm by making buildings and open spaces more interesting, engaging, and memorable.

When considered early in the project planning stages, the most effective locations and opportunities for public art can often be identified and secured.

Public art opportunities on low-rise, multi-unit building sites may include:

- a conceptual framework to organize open spaces including parks, plazas, setbacks, or streetscapes
- an independent sculpture or two-dimensional work that marks an entryway, corner, feature area, or view terminus
- a combination of visual arts with the building elements, including façades, canopies, floors, and lighting.
- visual arts combined with landscape design, functional, and decorative elements of a site, such as water features, lighting, seating, paving, walls, fences, entrances and exits.

Official Plan Reference

3.1.2 Built Form: Policy 5g | 3.1.4 Public Art: Policy 1d and 1e

Related Standards, Guidelines & Studies

Percent for Public Art Program Guidelines

5.0 Bringing it all together - Building Types and Development Scenarios

5.1 Building Types
- **5.1.1** Townhouse
- **5.1.2** Stacked Townhouse
- **5.1.3** Back to Back Townhouse
- **5.1.4** Stacked and Back to Back Townhouse
- **5.1.5** Apartment Building
- **5.1.6** Hybrid Building

5.2 Development Scenarios
- **5.2.1** Shallow Mid-Block Parcel
- **5.2.2** Deep Mid-Block Parcel
- **5.2.3** Parcel Adjacent or with Heritage Resource
- **5.2.4** Parcel with Multiple Building Blocks
- **5.2.5** Large Parcel with Tower and Neighbourhood Edge
- **5.2.6** Large Development with Multiple Development Blocks

Credit: Quadrangle Architects Limited

5.1 BUILDING TYPES

Section 5.1 Building Types, describes and provides the typical characteristics and appropriate site conditions for townhouses, stacked, back to back and stacked and back to back townhouses and low-rise apartments including hybrid buildings. (For information on how the townhouse and low-rise apartment types relate to the building types set out in Zoning By-law 569-2013, see the Introduction on page 9 of this document).

5.1.1 TOWNHOUSE

Townhouses share a side walls with neighbouring units.

Building Type Characteristics

- 2 to 3 1/2 storeys
- Shares side walls with neighbouring units
- Individual unit entrance to grade at the front of building
- Distinct front and back side of building
- Private outdoor space, rear yard or deck
- Front or rear integral garages, or garage as separate structure
- Underground garage is sometime provided as part of larger development

Appropriate Site Conditions

Rear Access Garage

Appropriate when:

- Vehicular access from public or private lane at the rear of the site
- Adequate landscape area and setbacks are provided to screen adjacent property from lane

Separated Garage

Appropriate when:

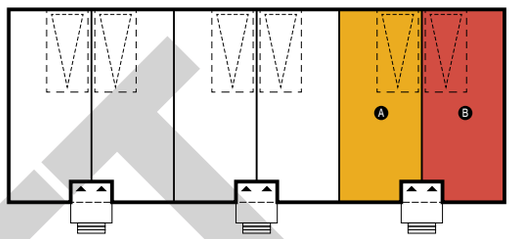
- Vehicular access from public or private lane at the rear of the site
- Consistent with existing condition along public or private lane
- Rear yards can be accommodated for units

Front Integral Garage

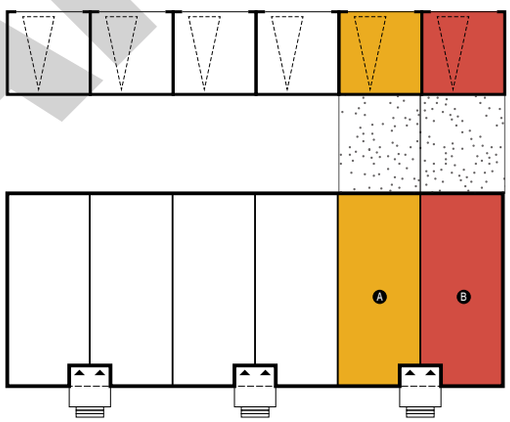
Avoid wherever possible, only appropriate when:

- No vehicular access can be accommodated at the rear of the site
- Adequate front yard landscaped setbacks and soil volume for street trees can be achieved
- Unit width is a minimum of 6.0m

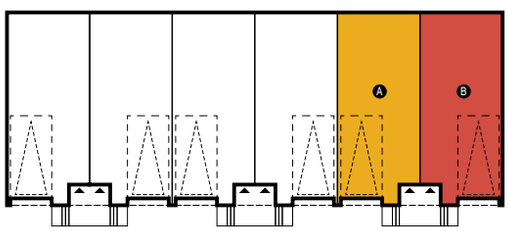
Rear Access Garage

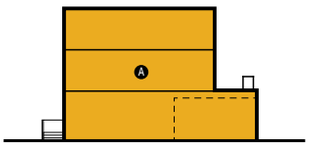


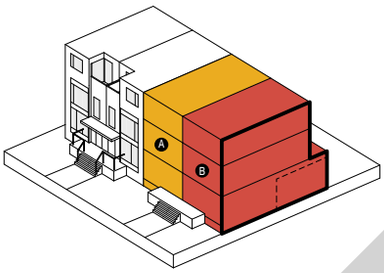
Separated Garage



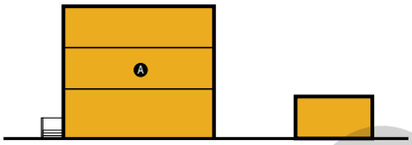
Front Integral Garage

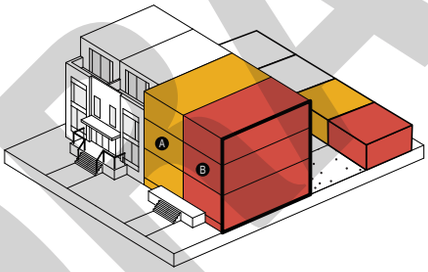




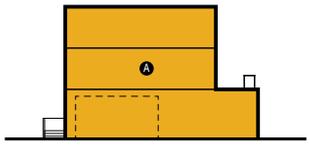


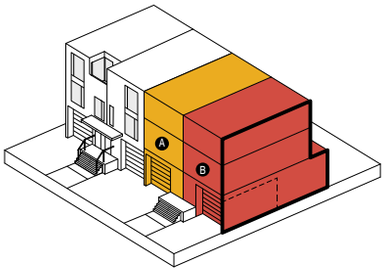
A generous landscape area along the rear property line provides buffer for adjacent property from new townhouses and garage and enhances the views from the townhouses





Separate garages are integrated into the design of the building, landscape and laneway.





Avoid front integral garages that dominate the building facade and streetscape leaving little room for landscaping and front yards.

5.1.2 STACKED TOWNHOUSE

Stacked townhouses share side walls and have units stacked vertically. All units have direct access to grade from the front of the building, allowing the rear of the site to be used as shared or private amenity space.

Building Type Characteristics

- Share side walls and have units stacked vertically
- Units have direct access to grade at the front of building
- Distinct front and back sides
- Underground parking typical

Appropriate Site Conditions

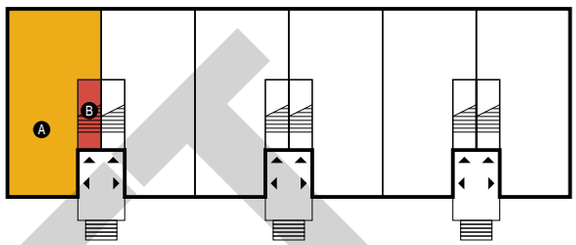
Appropriate when:

- Rear yard to rear yard building relationship is preferred to interface with new or existing neighbourhood
- Underground parking is provided
- Servicing and loading areas are integrated into the building
- Shadow, overlook, and privacy concerns are mitigated
- No below-grade or at-grade private outdoor amenity spaces are provided along public street frontage

Design Considerations

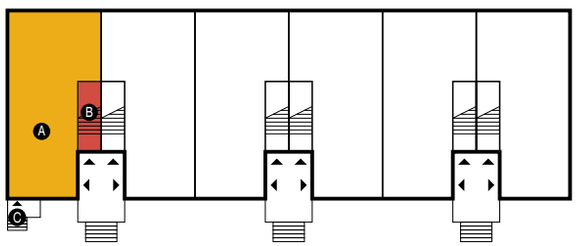
- Provide prominence to the entry area by including canopy and stoop or porch
- Detail the entrance area carefully with high quality, durable materials, attention to detail and lighting
- Provide distingishing features in multiple block developments to improve wayfinding and variety to building design

Typical Layout

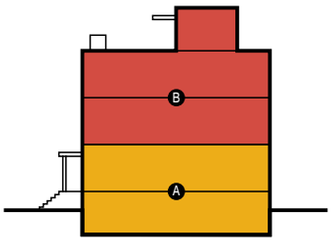


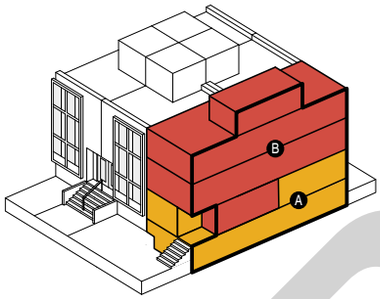
Various forms of stacked townhouses exist. Some arrangements have a single level at-grade units with a two-storey upper unit.

Typical Layout

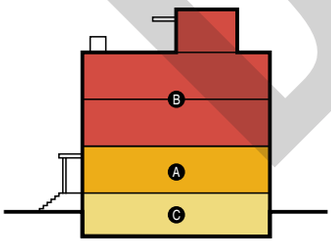


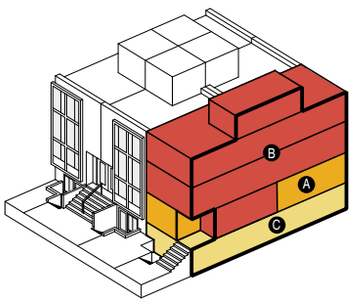
Below-grade outdoor amenity spaces are not permitted along street frontage.





Accessible units are desirable in a stacked townhouse form. Internalize stairs to the upper units to reduce impact on streetscape and public realm.





Avoid building frontage that is dominated by paving, stairs and entrances. Consolidate stairs where possible and provide landscaping to screen below-grade entrances, enhance front yard, and streetscape.

5.1.3 BACK TO BACK TOWNHOUSE

Back to back townhouses share side and back walls with neighbouring units. and can have two frontages.

Building Type Characteristics

- Shares side and back walls with neighbouring units
- Units have direct access to grade often on more than one side of the building
- Underground parking

Appropriate Site Conditions

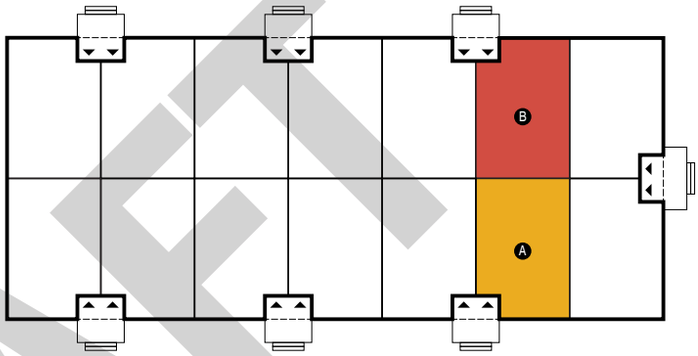
Appropriate when:

- All individual unit entrances can be seen from a public street
- No privacy and overlook concerns to adjacent property
- Direct connections to public sidewalk are accommodated on multi-block sites by streets or pedestrian mews

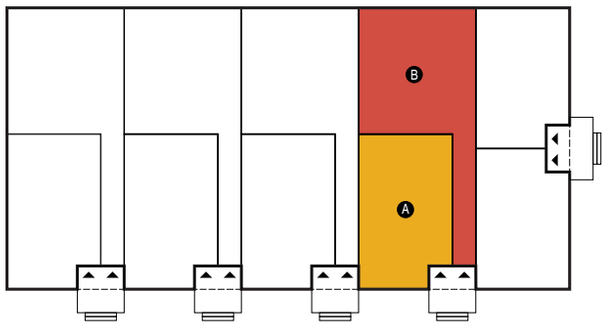
Design Considerations

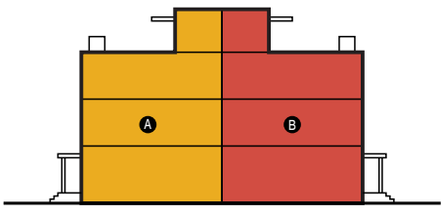
- In multiple front buildings, design all primary frontages of the building to address private/public streets, pedestrian mews, or open spaces
- Provide prominence to the entry area by including canopy and stoop, or porch
- Detail the entrance area carefully with high quality, durable materials, attention to detail, and lighting
- Provide distingishing features in multiple block developments to improve wayfinding and variety to building design
- Grade related units can have private amenity space provided they are designed with appropriate relationships to adjacent streets or buildings

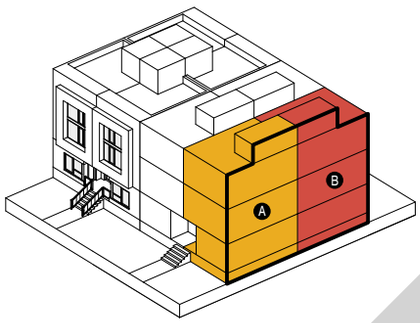
Type 1 - Back to Back, Mulitple Fronts



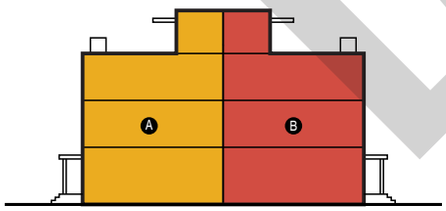
Type 2 - Back to Back, Single Front

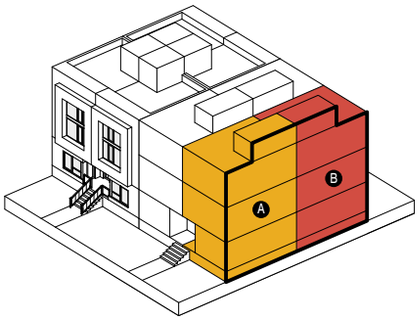






Provide generous building setback to align with prevailing neighbourhood characteristics and patterns.





5.1.4 STACKED AND BACK TO BACK TOWNHOUSE

Stacked and back to back townhouses share a rear wall as well as a side wall and have multiple units stacked vertically. This building type is complex and requires special attention to site organization, building placement, and unit access.

Building Type Characteristics

- Share side and back walls and have units stacked vertically
- Unit entrances have direct access to grade often on more than one side of the building
- Underground parking

Appropriate Site Conditions

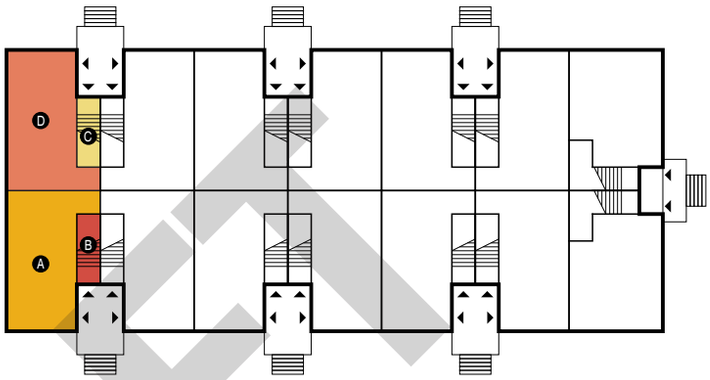
Appropriate when:

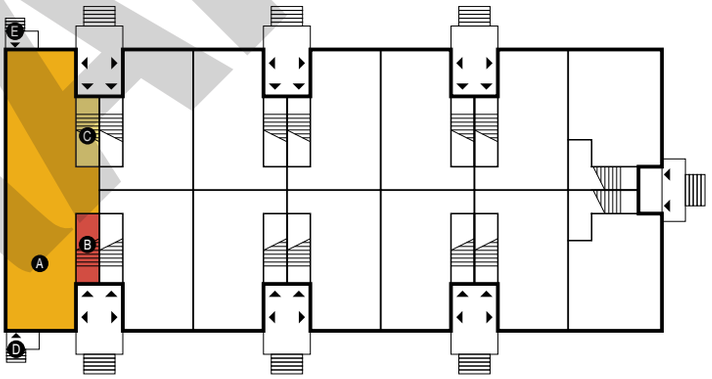
- All individual unit entrances can be seen from public street
- No privacy and overlook concerns to adjacent property
- Direct connections to public sidewalk are accommodated on multi-block sites by streets or pedestrian mews
- No below-grade or at-grade private outdoor amenity spaces are provided along public street frontage

Design Considerations

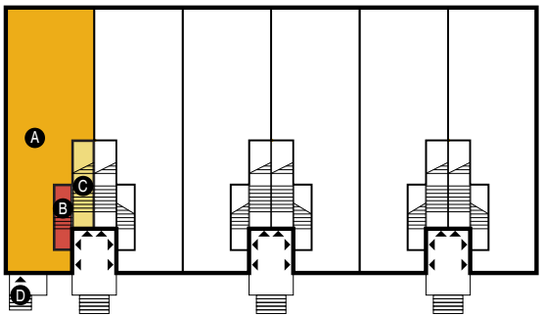
- In multiple front buildings, design all primary frontages of the building to address private/public streets, pedestrian mews, or open spaces
- Careful design of pedestrian mews and/or private streets are required to provide comfortable, safe, and attractive environments for residents
- Provide prominence to the entry area by including canopy, stoop, or porch
- Detail the entrance area carefully with high quality, durable materials, attention to detail, and lighting
- Provide distingishing features in multiple block developments to improve wayfinding and variety to building design

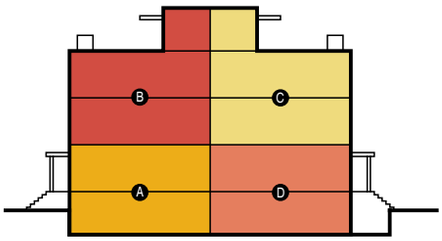
Type 1 - Stacked and Back to Back, Multiple Fronts

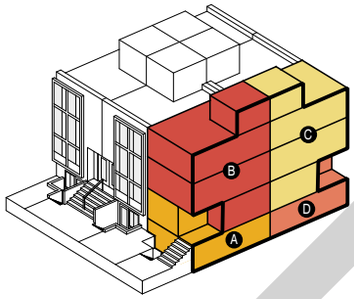




Type 2 - Stacked and Back to Back, Single Front







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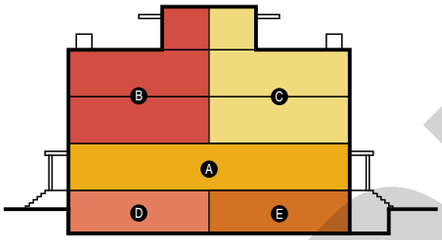

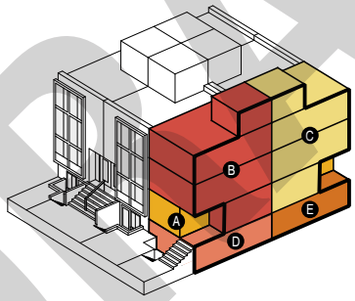

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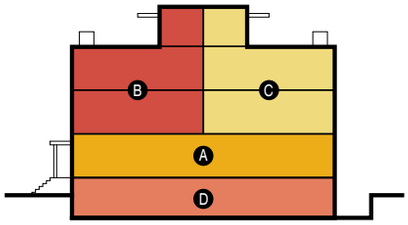

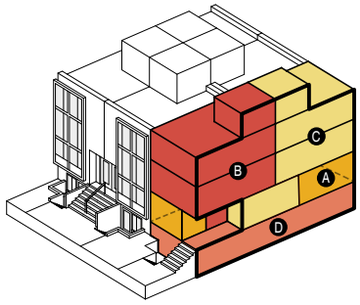

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5.1.5 LOW-RISE APARTMENT BUILDING

Low-rise apartment buildings have a single main entrance providing access to all units through internal vertical access and corridors. This building type is preferred in locations where individual at-grade entrances are not desired.

Building Type Characteristics

- Multiple units stacked vertically and horizontally
- A single main entrance to building providing access to all units internally
- Unit entrances accessed through internal corridors and vertical circulation
- Underground parking

Appropriate Site Conditions

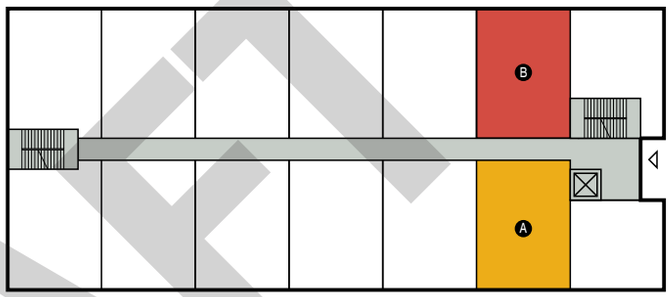
Appropriate when:

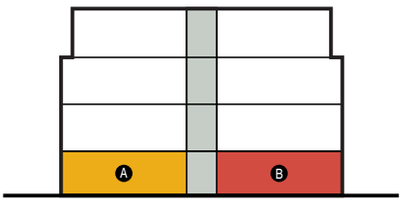
- Site is along major arterial road and/or individual unit entrances are not appropriate
- The neighbourhood context has existing low-rise apartment buildings with similar built form
- The building does not create shadow, privacy, and overlook concerns

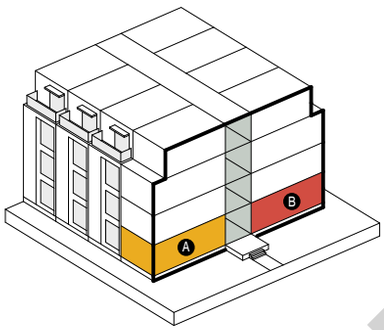
Design Considerations

- Provide prominence to the entry area by increasing visibility and direct connection to public sidewalk
- Detail the entrance area carefully with high quality, durable materials, attention to detail, and lighting
- Provide distingishing features in multiple block developments to improve wayfinding and variety to building design
- Grade related units can have private amenity space provided they are designed with appropriate relationships to adjacent streets or buildings

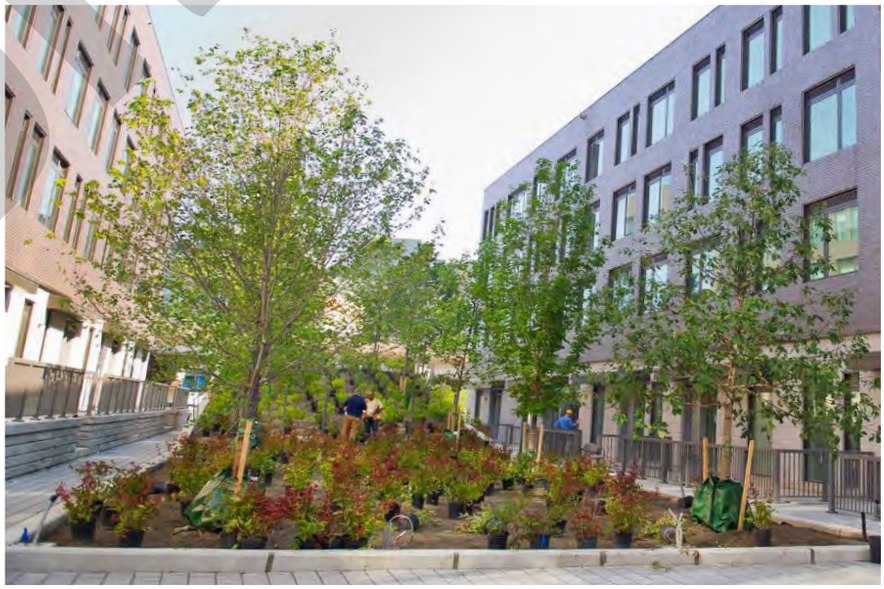
Typical Layout







Several low-rise apartment buildings are arranged to frame the a courtyard internal to the site.
Credit: Quadrangle Architects Limited.



Apartment buildings can take various forms with different internal arrangements. Central courtyard framed by grade-related units and open air corridors create a unique building layout in the example above. Credits: Scott Torrence Landscape Architecture.

5.1.6 HYBRID BUILDING

The hybrid building type combines lower units with direct at-grade access and upper units that gain access from a single main entrance and shared corridor and vertical circulation. This arrangement of units is acceptable in certain circumstances and provides consolidated access for upper units, while allowing landscape areas and grade related accesses to animate the public realm on lower levels.

Building Type Characteristics

- Multiple units stacked vertically and horizontally
- Lower units have direct access to grade
- Upper units gain access through shared entrance into building with vertical circulation and corridor
- Underground or rear integrated parking

Appropriate Site Conditions

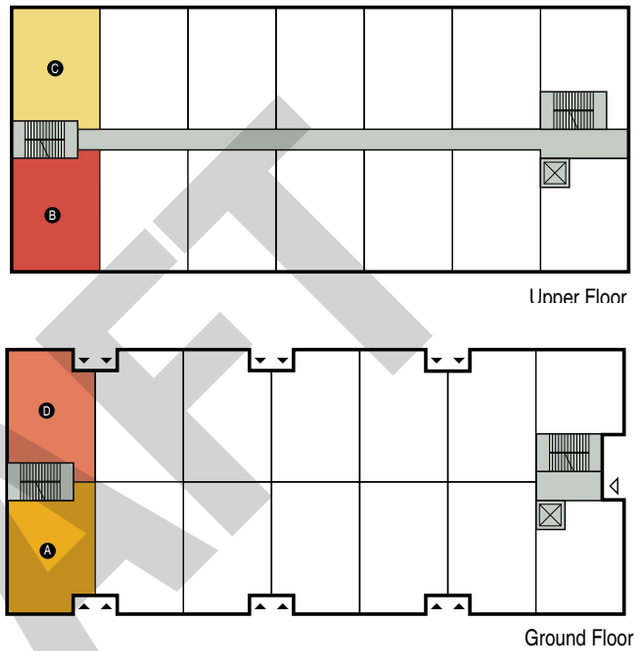
Appropriate when:

- Site is along major arterial street and/or individual unit entrances are not appropriate
- A reduction in individual unit access to grade is desired
- Site is too restricted to accommodate all unit entrances within pedestrian mews or walkways

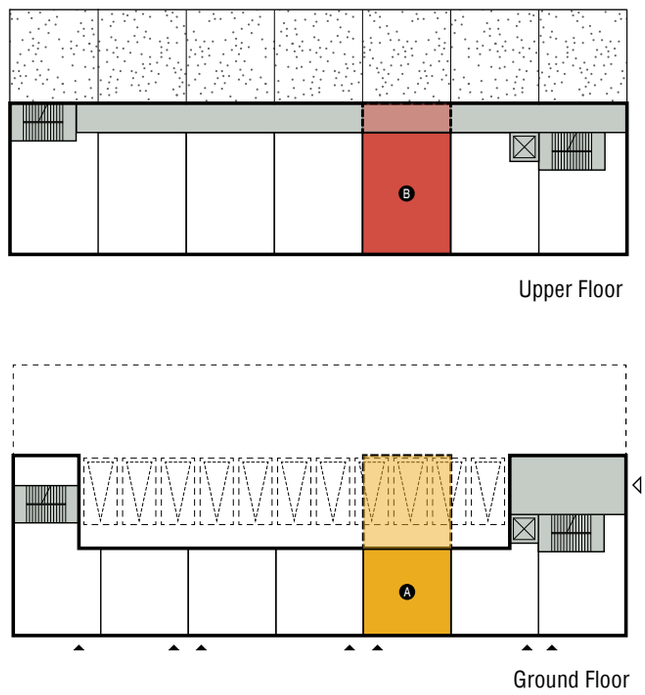
Design Considerations

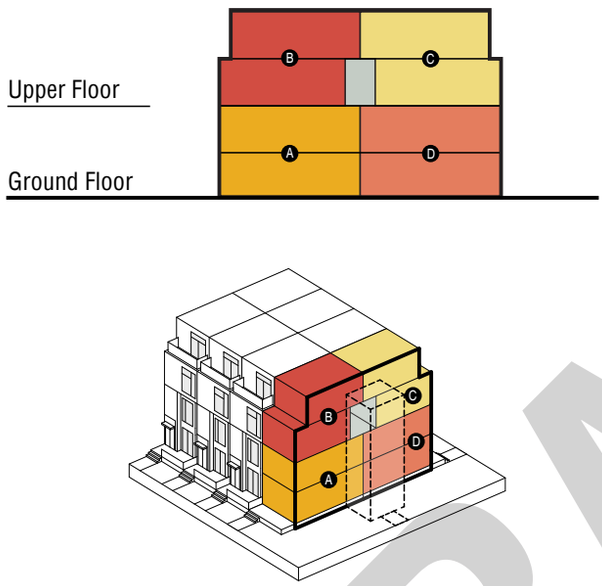
- Hybrid buildings can be designed in different configurations. Consider site and neighbourhood context when proposing this building type
- Provide shared lobby entrance along public street with good visibility
- Individual unit entrances to have direct view to public street
- Detail the entrance area carefully with high quality, durable materials, attention to detail, and lighting
- Provide distingishing features in multiple block developments to improve wayfinding and variety to building design
- Grade related units can have private amenity space provided they are designed with appropriate relationships to adjacent streets or buildings

Type 1 - Stacked and Back to Back, Multiple Fronts

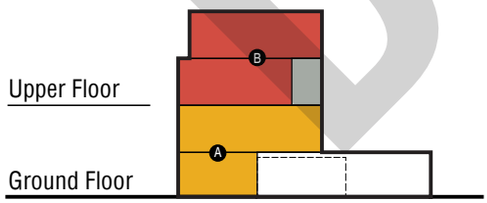


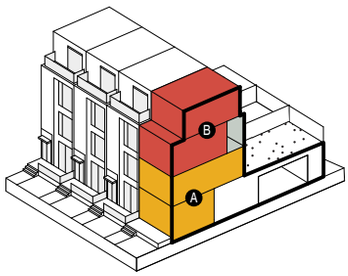
Type 2 - Stacked, Single Front





The hybrid building type can be employed when a reduction in individual unit access to grade is desired.





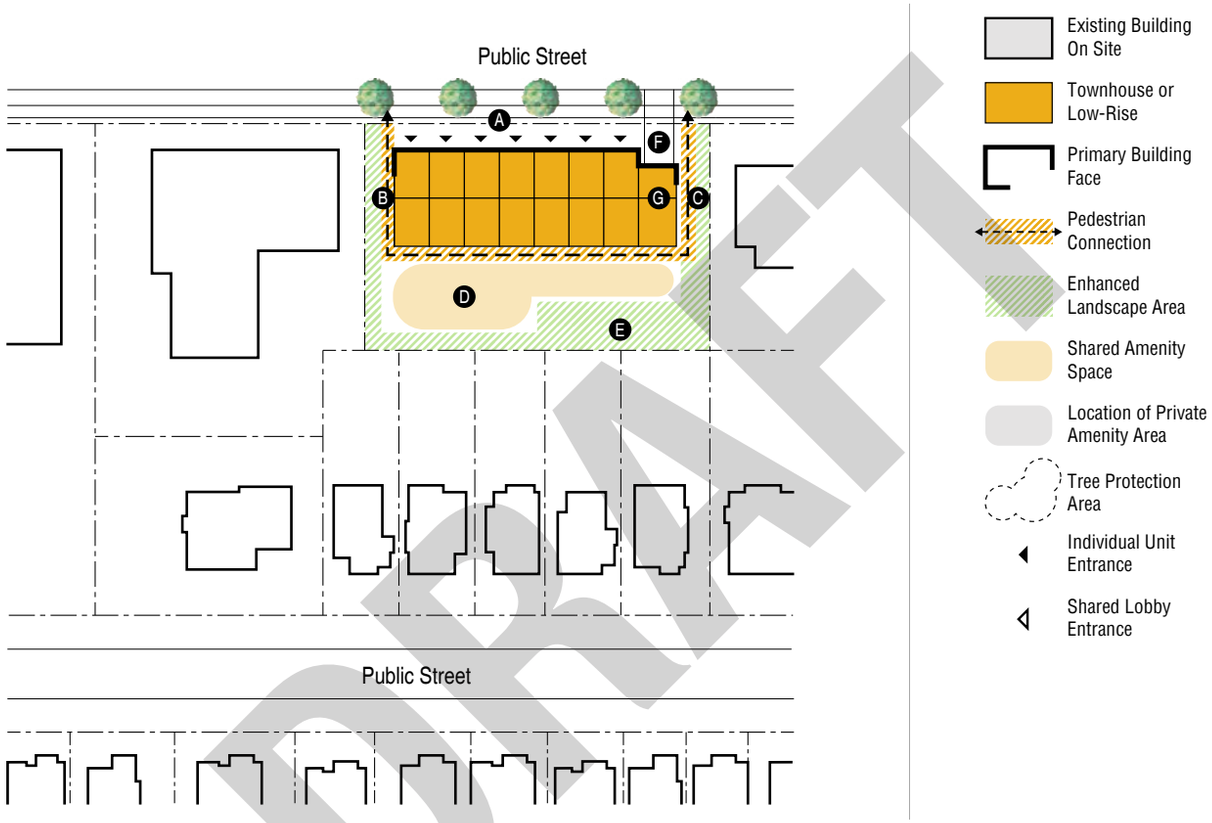
Internalizing parking garage into the building with private amenity space above is acceptable only if negative impacts such as shadow, privacy and overlook on adjacent properties can be limited and resolved.

5.2 DEVELOPMENT SCENARIOS

Section 5.2 Development Scenarios, provides hypothetical examples of how site plans and site elements can come together successfully at different scales and with different site conditions.

5.2.1 SHALLOW MID-BLOCK PARCEL

On shallow sites, orient buildings and entrances parallel to public streets where maintaining the rear of the site for private and/or shared amenity space.



a. Provide a primary building face with unit entrances or a single shared entrance facing and parallel to a street. Do not provide unit entrance(s) at the rear of the building where they do not have street frontage or where they face the rear or sides of adjacent properties.

b. Provide walkway(s) to connect the rear of the site to the public sidewalk. Areas along the property lines are landscaped to provide a green buffer to adjacent properties and enhance the environment for people inhabiting and overlooking these spaces.

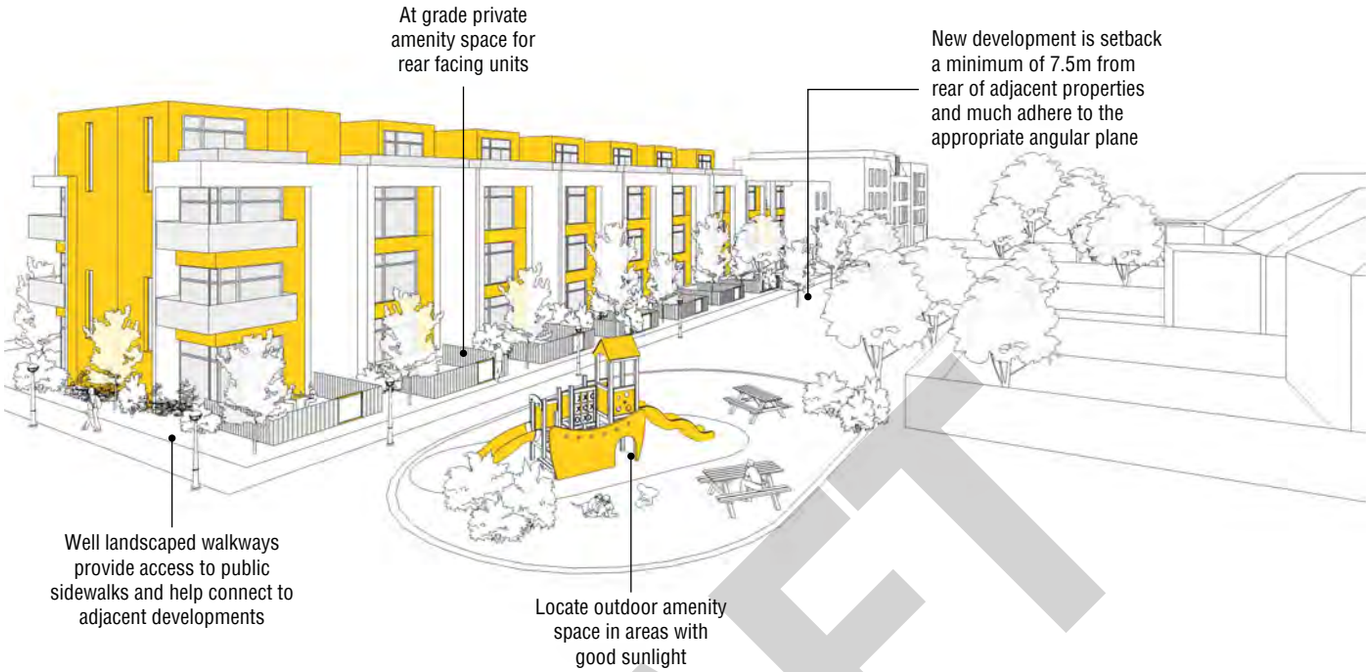
c. When adjacent properties are expected to redevelop, coordinate developments to work together to provide connections.

d. Provide shared outdoor amenity/open space in areas with sunlight and access to indoor amenity space when provided.

e. Enhance landscape areas along edge of the site by planting shrubs and shade producing trees.

f. Integrate driveways, vehicular access ramps, garbage storage, loading, and servicing areas internally within the building.

g. Setback/stepback building to align with neighbouring buildings.



RATIONALE

Many of Toronto's streets are lined with narrow lots, but over time consolidation of lots have created larger sites with wider public street frontages. To successfully develop these sites with low-rise buildings, consideration must be given to the impact of site organization and built form on adjacent properties.

There can be challenges to redeveloping these sites especially with the stacked and back to back townhouse type. Dependent on the character of the neighbourhood, this building type can work well to frame the edges of streets and reinforce the street wall. It is important to recognize the character of the neighbourhood to determine the appropriate relationship the building should have with its neighbour.

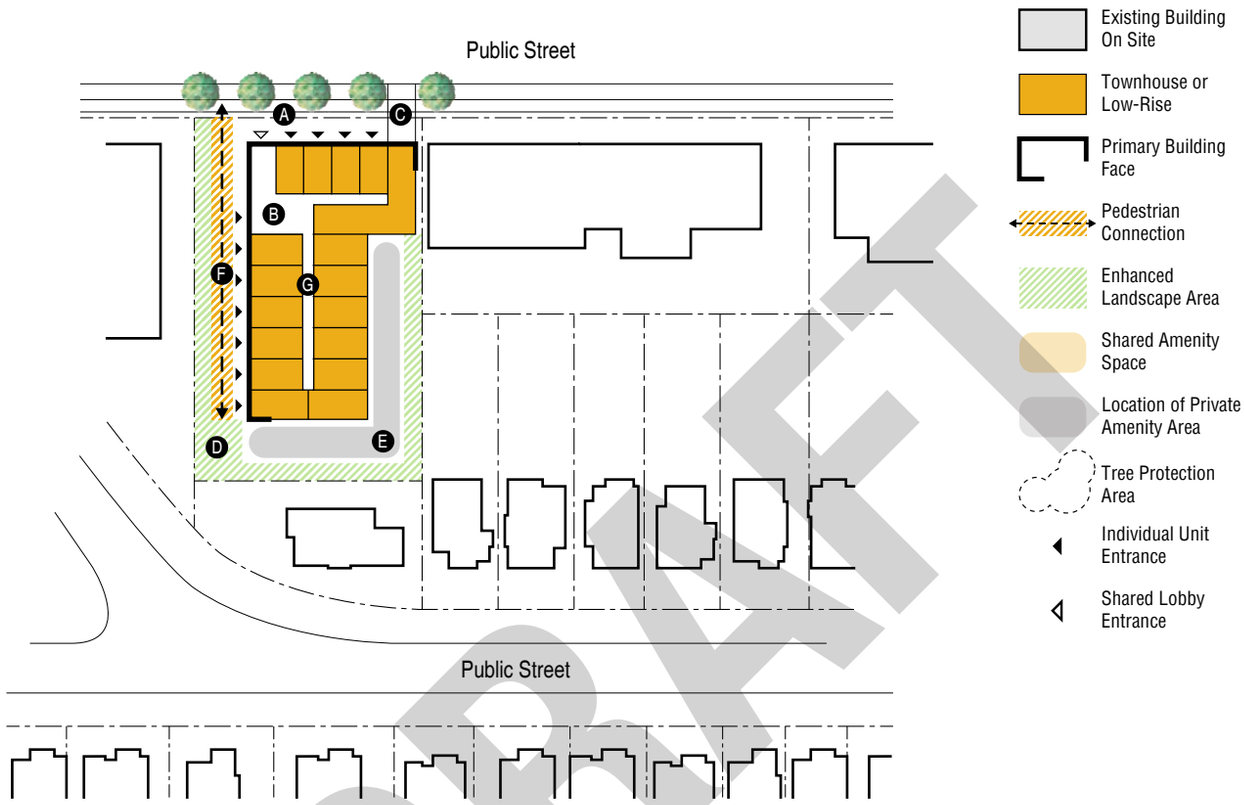
Individual unit entrances facing the rear yards of abutting properties should be avoided due to the lack of visual connections to a public street, safety and way-finding concerns for residents and visitors. Locating entrances at the rear also creates atypical building relationships which are not desirable or consistent with Toronto's urban structure.

It is possible for a building to employ an internal organization where single or multiple entrances are located fronting a public street, which retains the rear of the site as shared or private outdoor amenity space and landscaped area.

New apartment building development respects neighbourhood context by providing front yard setback consistent with adjacent buildings. Credit: Audax Architecture. Photo by: Joy von Tiedemann.

5.2.2 DEEP MID-BLOCK PARCEL

Use appropriate building type on deep mid-block sites to reduce travel distance to unit entrance from public streets. Consider apartment or hybrid building type to limit negative pedestrian experience to entrance along the sides of buildings.



a. Orient building frontage parallel to street and align with neighbouring buildings. Provide grade-related uses along street frontage – eg. Residential uses in residential areas and retail in Avenue or mixed use areas where appropriate.

b. For deep mid-block sites, provide building entrance to a shared lobby with internal corridor and vertical circulation access to units. Avoid locating unit entrances which cannot be seen from a public sidewalk.

c. Integrate vehicular access ramps, garbage storage, service and loading areas into the building massing. Provide vehicular access through private driveway under building when required.

d. Provide enhanced landscaped areas and screening along the edge of the site by planting shade-producing trees and shurbs.

e. Provide private and shared outdoor amenity spaces where appropriate.

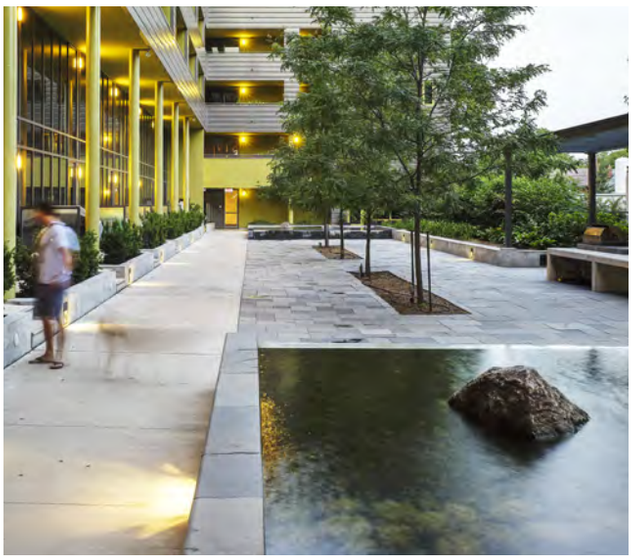
f. Provide landscaped and well-lit pedestrian walkway to individual unit entrances with visual connection to public street.

RATIONALE

Deep sites with narrow public street frontage present significant site organization challenges in redevelopment. These sites typically have difficulty providing individual unit access to grade, vehicular access, loading and servicing areas, and adequate landscaped setback areas.

When units are facing toward the side of the property, generous landscaped setbacks are required to allow sky view and light into the units, provide a pleasant aspect for residents, and screening from adjacent properties. When a pedestrian walkway is providing access to individual unit entrances along the sides of a building, the walkway must be well-lit with high quality landscape design to create a comfortable pedestrian environment. When the site is very deep and the travel distance required to access a unit entrance from a public street is greater than 6-8 units, consider the apartment building type which provides access to individual units via an entrance lobby at the public street with shared internal corridors and vertical circulation.

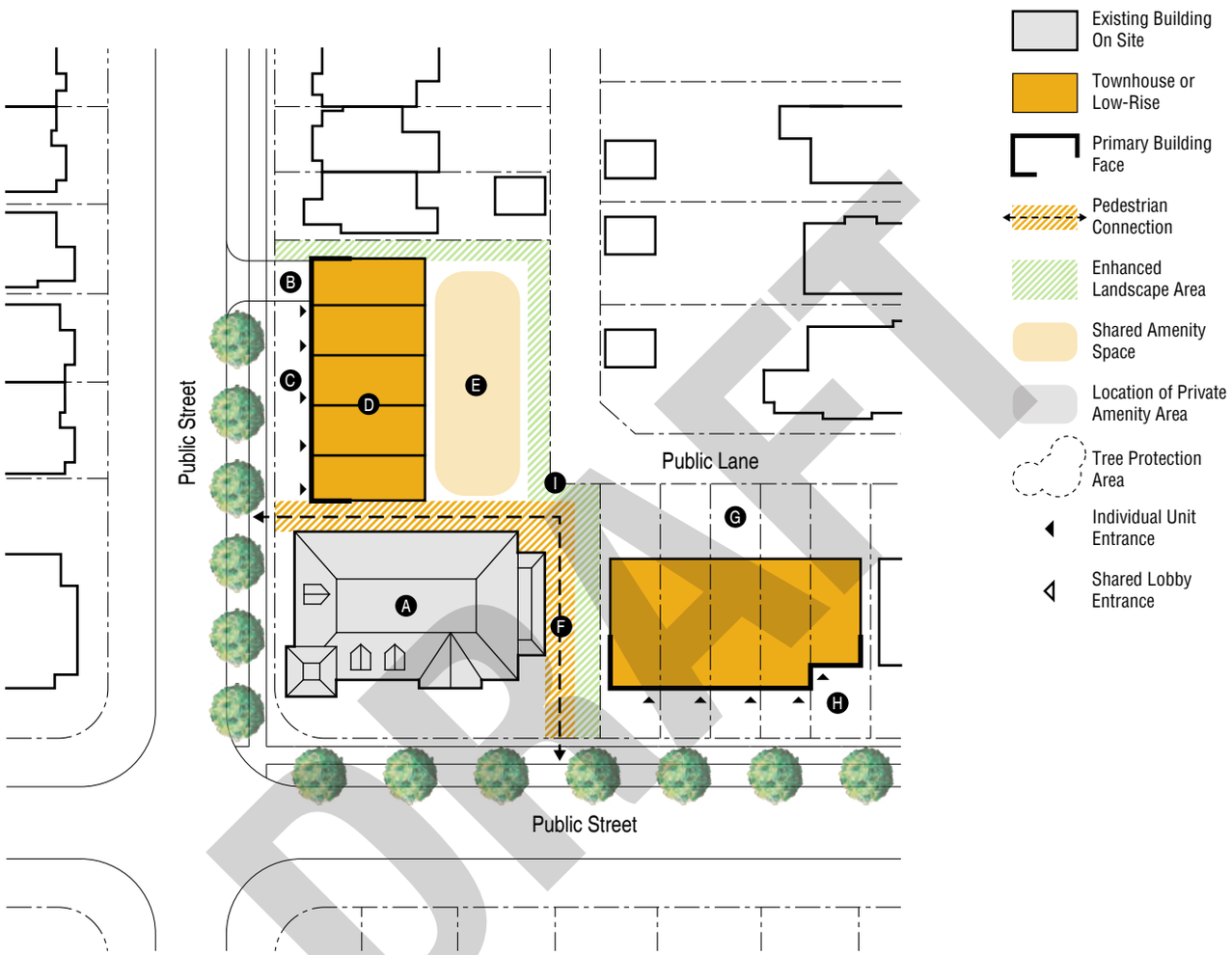
Vehicular access, loading and servicing areas for deep sites are to be integrated into the building and the width of the access is to be kept to a minimum to reduce impact to public realm. When a private street or vehicular mews is proposed, they must be designed to have the characteristics of a public street. Landscaped setbacks are especially challenging in narrow and deep sites. It is important to provide landscaped areas with adequate soil volume to sustain large growth trees to screen adjacent properties.



Pedestrian walkway and shared amenity space work together to provide access to grade-related units and gathering space for residents. Credits: David Peterson Architect Inc., Triumph Developments. Photo by: Ben Rahn/A-Frame.

5.2.3 PARCEL ADJACENT OR WITH HERITAGE RESOURCE

Conserve and maintain prominence of heritage properties and Heritage Conservation Districts (HCDs) by respecting and responding to heritage features in new development.



a. Respect heritage building and landscapes by setting new buildings back to provide prominence to heritage site.

b. Integrate underground garage ramp, service and loading areas into building massing.

c. Provide individual unit entrances facing public streets. For stacked and/or back to back townhouses, avoid locating unit entrances at the back of the building.

d. Place new buildings parallel to public streets to frame streets and public spaces.

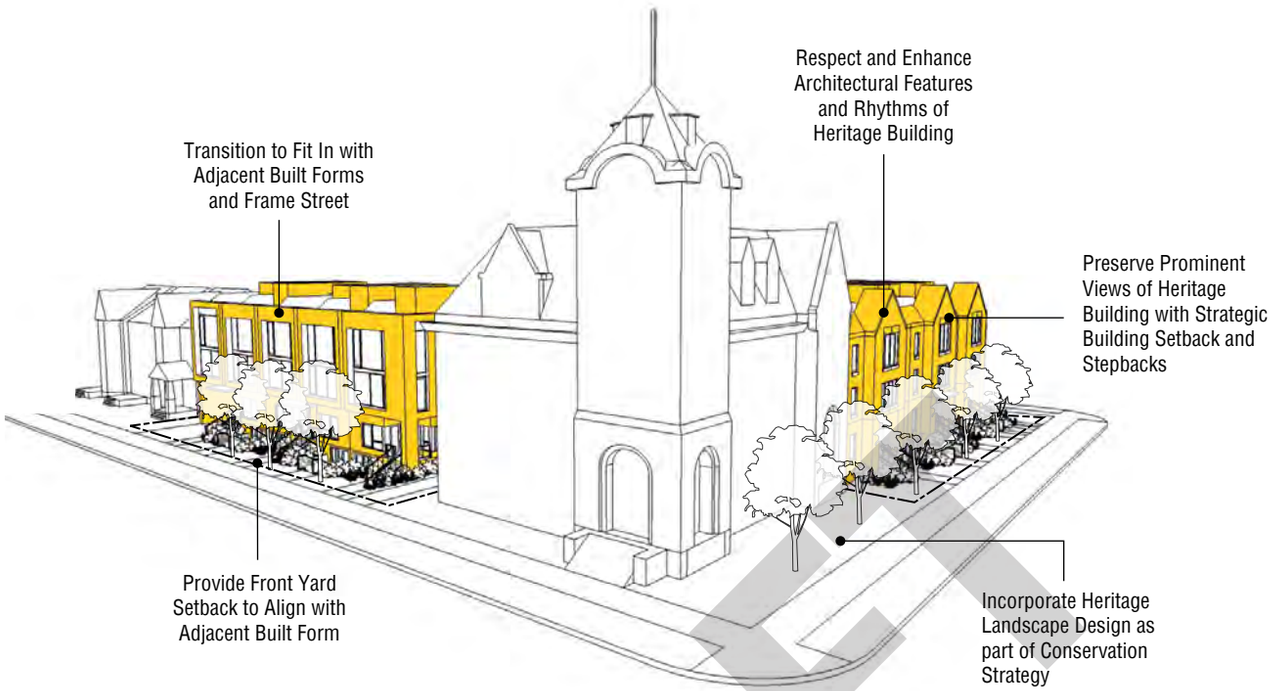
e. Provide and locate shared outdoor amenity spaces central to the development in areas with sunlight and access to indoor amenity space when provided.

f. Provide landscaped and well-lit pedestrian connection through site.

g. Use rear lane access for parking where possible.

h. Setback and transition building in height to align with adjacent buildings and context.

i. Enhance landscape area along the edges of site to screen new development from existing properties.



RATIONALE

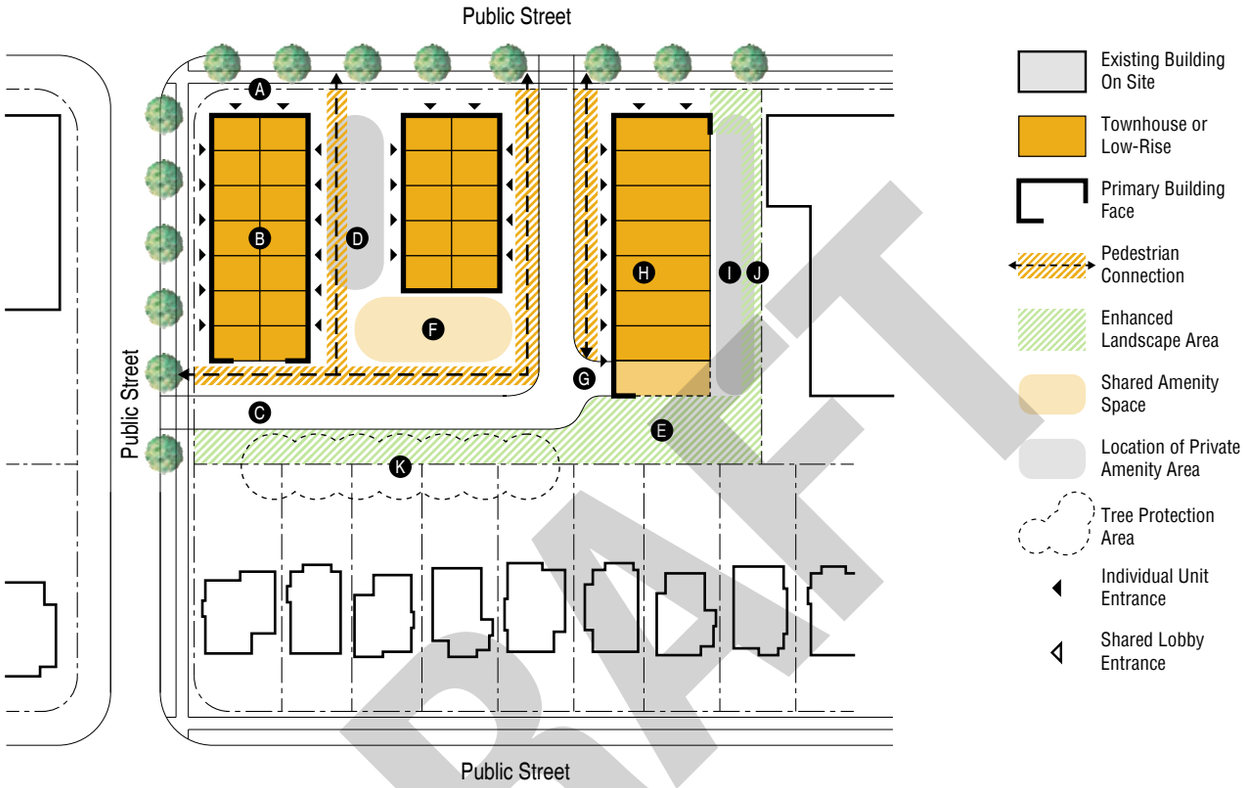
New developments have to be carefully designed to protect and conserve the character of a heritage asset. Where redevelopment occurs on or near a site with heritage assets, various strategies can be employed to respect and complement the scale, character, form and setting of the heritage resource.

In locations where redevelopment is considered appropriate, heritage properties should be referenced to inform the scale and contextual treatment of the new development. "Breathing space" or setbacks between the new development and the heritage property help maintain the prominence of the heritage building and allow for preservation of heritage features such as windows and cornices which would otherwise be hidden. An on-site heritage building or structure should be conserved in its three-dimensional form. Protect and frame views to heritage features such as steeples, roof lines, and other identifying heritage features to help preserve the heritage value of these properties.

Design of the new development is informed by the character of the adjacent Victorian townhouses. Extra care must be taken to maintain and enhance the neighbourhood characteristics such as front yard landscape and entrance design.

5.2.4 PARCEL WITH MULTIPLE BUILDING BLOCKS

Consider building location to avoid creating undesirable site conditions on multiple building block sites. Arrange buildings to allow direct views from public streets to pedestrian mews, unit entrances, and amenity spaces.



a. Provide building face and unit entrances facing streets.

b. Place new building parallel to public streets and align with setbacks of adjacent buildings.

c. Provide streets to access deeper sites . If the street is private, design street to have characteristics of public streets with pedestrian sidewalks, street trees, and pedestrian amenities.

d. Provide well-designed pedestrian mews by incorporating landscape areas, lighting, and articulated entrances within the development site.

e. Provide landscape area to screen new development from adjacent sensitive land uses such as designated Neighbourhoods, schools, and/or parks and open spaces.

f. Provide and locate shared outdoor amenity spaces central to the development in areas with sunlight and access to indoor amenity space when provided.

g. Integrate and consolidate garbage storage, loading, and servicing areas internally within the building.

h. For building blocks with a building facing a side yard, locate unit entrances on one side of the building with greatest visibility and accessibility to pedestrian mews and/or street.

i. Private outdoor amenity spaces can be provided for new developments adjacent to side yard of the adjacent property, provided that an appropriate building setback and landscape screening can be achieved.

j. Enhance landscape areas along edge of the site by planting shrubs and shade-producing trees.

k. Protect and avoid damage to existing trees on or adjacent to development site.

RATIONALE

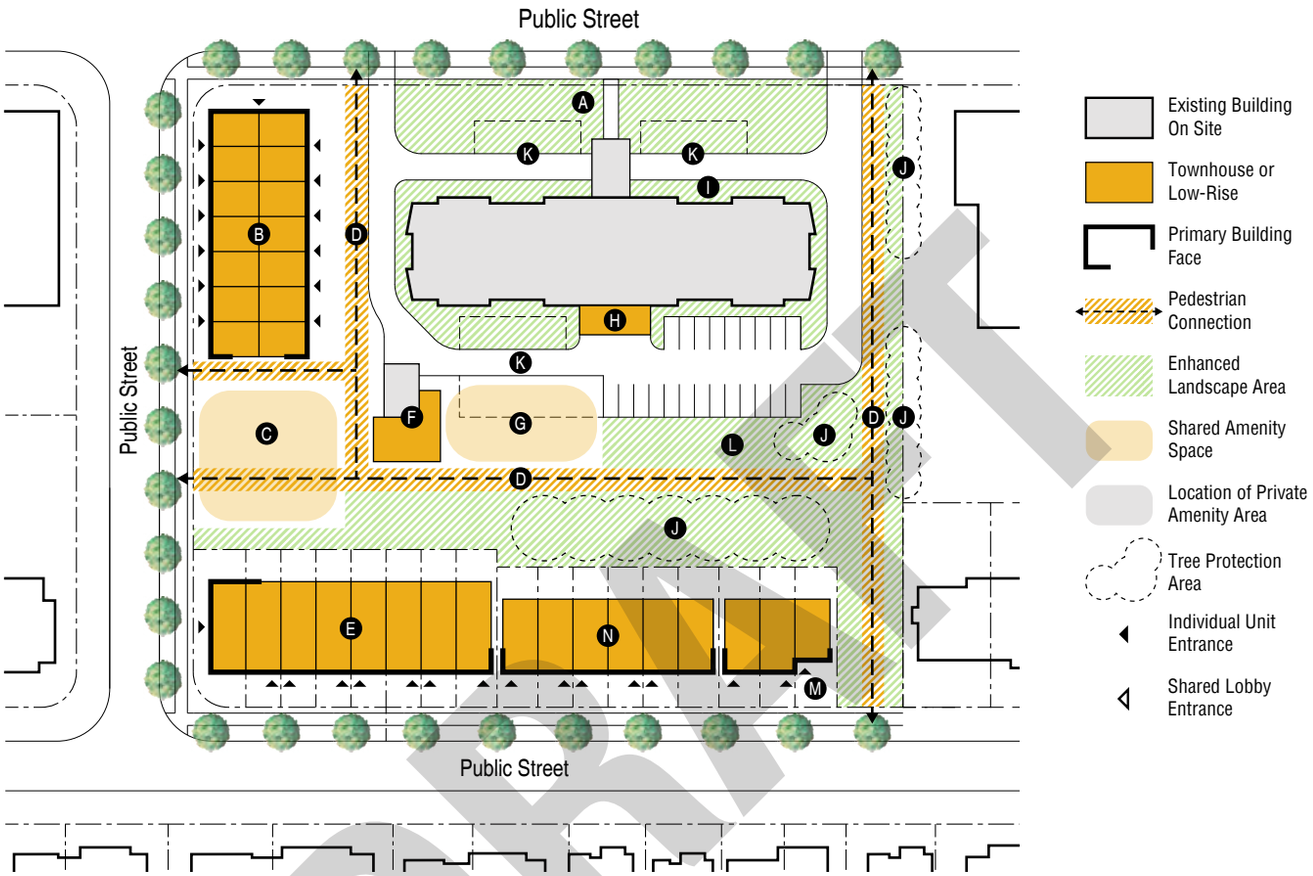
Small communities are created when multiple building blocks are developed on a site. These developments are large enough to form a distinctive character of their own, but too small to become their own neighbourhoods. Parcels with multiple building blocks should look at the site's configuration and neighbourhood character to identify the appropriate site organization, building type and public realm design to strike a balance between fitting-in and creating a sense of place.

Buildings can be placed parallel to the public street on shallow multi-block sites when no buildings are behind another. On deep multi-block sites, buildings are better arranged when perpendicular to public streets where unit entrances have direct view to public streets. The pedestrian mews on deep sites serve as the main access for units and must be designed with a high quality pedestrian experience in mind. When the visibility of entrances from public streets is compromised, apartment or hybrid building type may be more appropriate for the site.

Building types may vary throughout the development dependent on the location of the particular building block. For example, blocks directly adjacent to another property may be better suited with a built form where the rear of the building faces the side. This relationship is more appropriate than having the front of a building facing the side of another. Internal to the development site, buildings should have front to front facing relationships with adequate facing distance between blocks. Below-grade terraces should be limited to allow room for landscaping and soil volume for large trees.

5.2.5 LARGE PARCEL WITH TOWER AND NEIGHBOURHOOD EDGE

"Tower in the Park " sites which are able to accommodate low-rise building development can re-establish neighbourhood scale along street edge, improve existing site/building conditions, and incorporate enhanced on site amenities for the residents and public.



a. Improve existing tower site and building frontage by enhancing landscape design and public realm. Existing pedestrian walkways, driveways, surfacing parking and other landscape features should be considered as part of redevelopment of site.

b. Place new buildings parallel to public streets and locate entrances with views to public streets.

c. Provide shared outdoor amenity space in a visible and accessible area and locate indoor amenity spaces to connect with the outdoor space.

d. Improve existing pedestrian walkways and provide new connections to enhance connectivity of the site to surrounding neighbourhoods and amenities. Ensure walkways are accessible, well-lit, and well-landscaped.

e. New development along Neighbourhood edge are to be designed to compliment and respect the prevailing built form, scale, and character of the neighbourhood.

f. Integrate underground garage ramps into the new building where possible or integrate other uses such as indoor amenity spaces to create new community focus.

g. Improve amenity spaces and facilities for existing residents.

h. Improve garbage storage, loading, and servicing areas of the existing building by providing internal and integrate garbage and loading areas. These areas can be consolidated and shared between the new and existing buildings when possible.

i. Create new and improved private outdoor areas for existing ground floor apartments at grade.

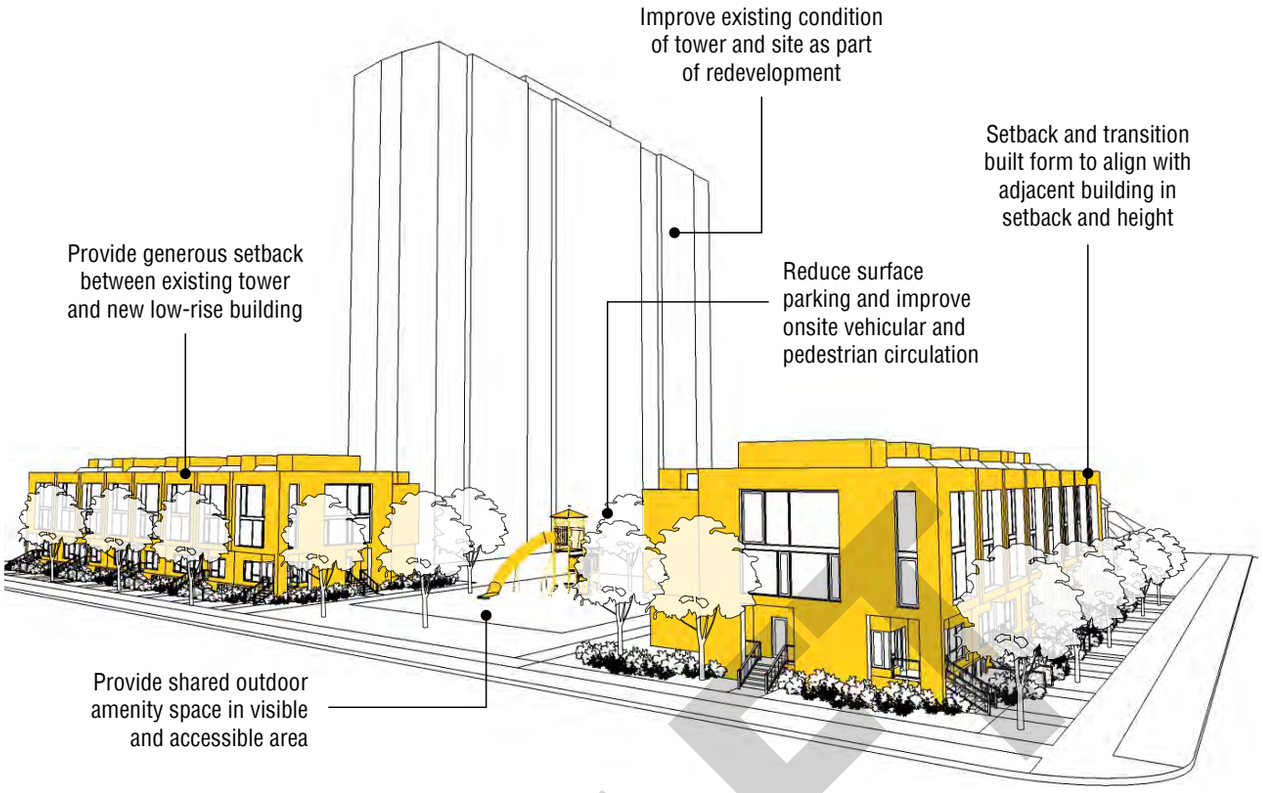
j. Protect and avoid damage to existing trees on or adjacent to development site. Preserve existing mature plantings and trees and improve planting conditions where appropriate.

k. Remove under-used surface parking and driveways. Surface parking located along public street frontage is to be removed and replaced with well designed landscape areas.

l. Provide shade producing trees and shrubs to screen surface parking area from view.

m. Setback and transition built form to align with adjacent building setbacks and heights.

n. Consider the location of any new buildings to allow good access to sunlight and sky view for existing and new residents.



RATIONALE

The "Tower in the Park" design principle was widely used in many parts of Toronto. The design principle placed towers away from the public streets and set buildings centrally within the site, promising large open green spaces for its residents. However, these types of developments were often "Towers in the Parking Lots" instead and disrupted the pedestrian-oriented scale and character of many traditional Toronto neighbourhoods.

Some tower sites can accommodate low-rise building developments to spur improvements to existing site conditions and re-establish connections to its neighbourhood context. In this example, new buildings are oriented parallel to the street with front yard setbacks consistent with adjacent properties to redefine the street edge. Primary unit entrances are located to be highly visible from the public street to ensure the safety and security of the residents and community.

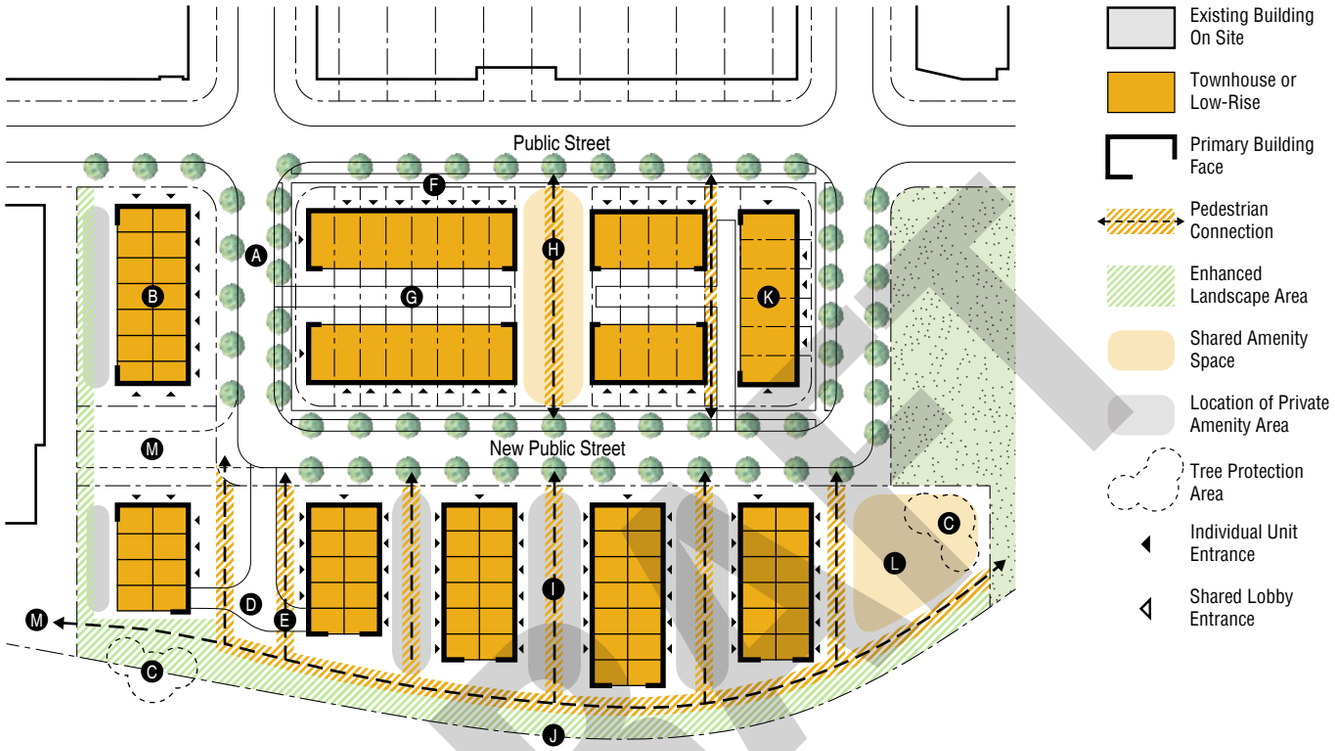
New buildings should also begin to frame outdoor amenity spaces within site and create urban 'rooms' to contain various activities. Introduce programmed amenity spaces to encourage a variety of different uses and users. Physical and visual connections through site to public streets are important and integral to creating a safe and attractive place for people.

Through the development process, issues regarding vehicular access, loading, servicing, garbage storage and collection activities must be resolved to eliminate existing negative site conditions. Replace vehicular accesses and surface parking areas with new landscaped green space to offset the impacts from development of the site. Existing landscaping and amenities should be enhanced to improve the quality of the remaining open space. Loading, servicing, garbage storage and collection areas are to be integrated and internalized into the existing or new building. Ramps to underground garages should be integrated within the new building massing. In some situations, integrating other functions such as amenity spaces to an underground ramp can be accepted.

It is imperative to address the negative conditions of "Tower in the Park" buildings when considering redevelopment with low-rise buildings. As the tower(s) is often in 'slab' form and can cast a considerable shadow on its site, it is important to avoid locating new development in the shadow of the tower.

5.2.6 LARGE DEVELOPMENT WITH MULTIPLE DEVELOPMENT BLOCKS

Large sites with multiple blocks require a master plan to locate new streets, buildings, and parks/open spaces in order to integrate the new community into the surrounding neighbourhood.



A. Provide a new public street to provide address and access to development and improve visibility and access to the existing park. Align with existing public streets where possible.

B. Provide building face and unit entrances facing the street and provide appropriate building setbacks by looking at existing and future planned context.

C. Protect and accommodate existing trees on site by placing new buildings and construction away from protection zone.

D. Consolidate underground garage access, service and loading areas on site and minimize impact by providing landscaping and screening.

E. Internalize ramps, loading spaces, and garbage storage within the building.

F. Design and integrate new development into the existing neighbourhood by providing appropriate building setbacks, stepbacks, and built form. Provide a mix of building types on large developments with multiple blocks.

G. Provide parking access from public lanes or shared driveways where possible.

H. Create place making opportunities by providing well-designed accessible amenities in a central and visible location.

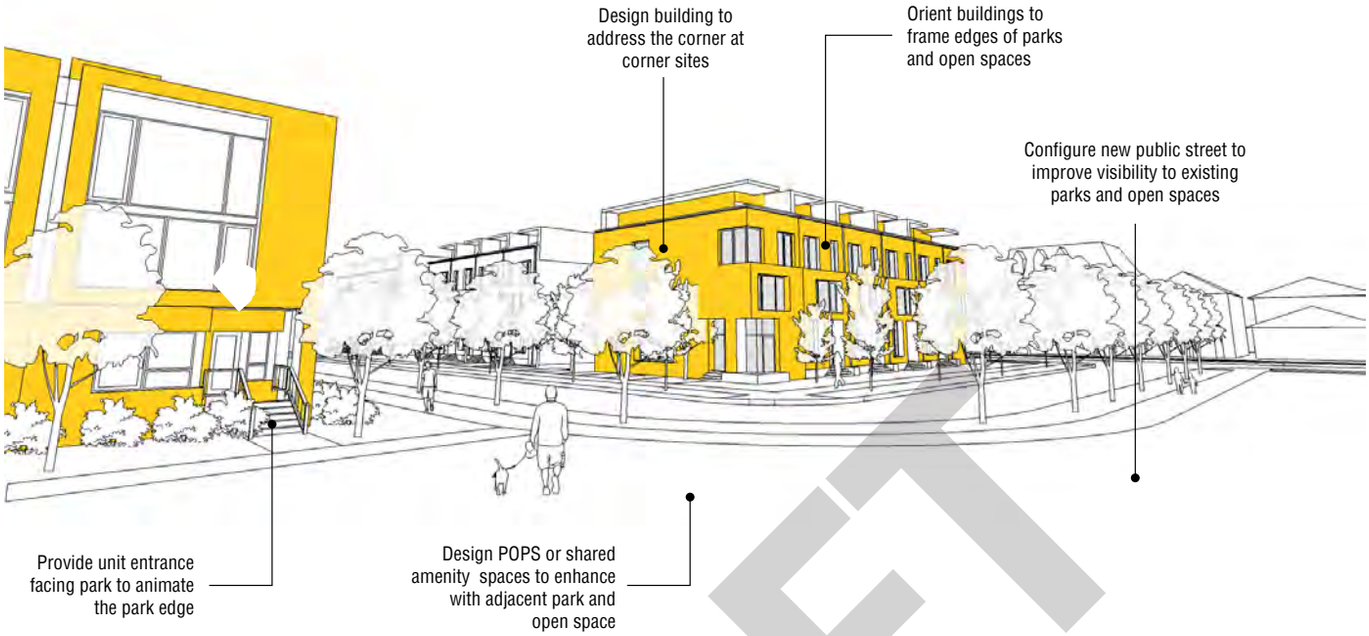
I. Provide well designed pedestrian mews by incorporating landscape areas, lighting, and entrance designs.

J. Provide enhanced landscape areas along the edge of site to screen new development from adjacent properties. Properties where change of land use designation occurs (ie. transportation corridors, ravines, employment uses), require additional attention to landscape in order to provide appropriate landscape buffer.

K. Orient buildings to frame edges of parks and open spaces to provide visibility and animation. Avoid orienting buildings with the rear facing park.

L. Locate POPS and shared amenity spaces in areas with good access to sunlight and coordinate design with adjacent parks and open spaces to expand usability.

M. Protect for future public street and pedestrian connections to adjacent sites.



RATIONALE

Public streets, parks, open spaces, and built form all work together to define a new public realm for large sites with multiple development blocks. The success of these new communities depends in part on how well it accomplishes the interface with its context. The organization of the building blocks on large sites is critical in creating a transition between existing and new communities. It is vital that new developments respect the positive characteristics of its context and further enhance these attributes to create a cohesive neighbourhood.

Public streets are one of the fundamental building blocks to city building. On large sites, new public streets are often required to provide access to the new community. By aligning new streets to existing ones, they help stitch together the communities. Public streets and pedestrian connections beyond the site should also be identified, considered, and opportunities for future extensions should be protected.

Public parks and open spaces are central to each new neighbourhood and can be used as an organizational element for large sites. They are civic spaces and place-makers which bring a community together. Public parks should be located centrally within easy access to the community with prominent public street frontage, access to sky view and sunlight. Opportunities to expand public parks are encouraged. POPS should work together with existing open spaces to increase the possible activities and uses for the park.

Large blocks of townhouses can integrate well into established neighbourhoods by enhancing pedestrian connections and positive chracteristics of its context.

6.0 Case Studies

Trinity Towns

250 Manning Avenue – South District

Elevation

Developer: Urban Capital / 3s
Architect: Richard Wengles
Builder: Shram Homes

Project Statistics

General Description: 45 Freehold Townhouses with Common Element

Type: Townhouse

Building Height: 12m

Site Area: 4,082 sq. m

Total GFA: 7781.96

Site Coverage: 1.91 FSI

No. of units: 45

Separation distances between blocks: 8.5m

Setbacks: 3rd Storey Stepback

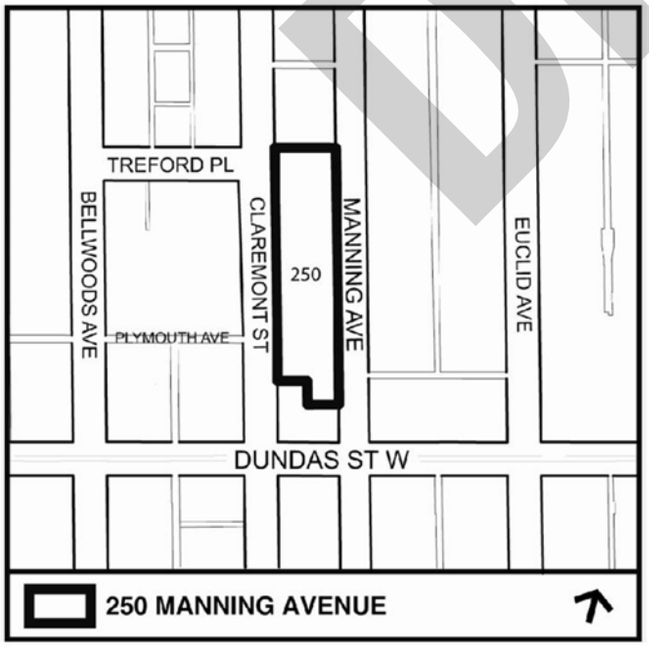
No. of parking spaces and location: 45 underground

Common Amenity Area: None

Vertical Circulation: Stair

Surrounding Land Use: Residential

Process and Status: Completed



Context Plan

Townhouse Block Plan

DESCRIPTION

Introduction

• Project consists of 45 3-storey townhouses on formerly vacant Catholic Elementary School lands. All townhouses front onto a public street

Site Context

• The property is in, and is surrounded on all sides by a *Neighbourhoods* designation

Site Organization

• Site is organized in a linear pattern with fenced rear-yard amenity space

• Lot frontages range from 4-5.8m are consistent with properties to the north

• 45 parking spaces provided below grade, visitor parking on-street and in a new 43-space Toronto Parking Authority directly south of site

• Garbage is picked up at curb by the City, each unit has a specific screened location at front for storage of bins

Building Massing and Design

• Project design is in-line with existing physical character and streetscape of the neighbourhood

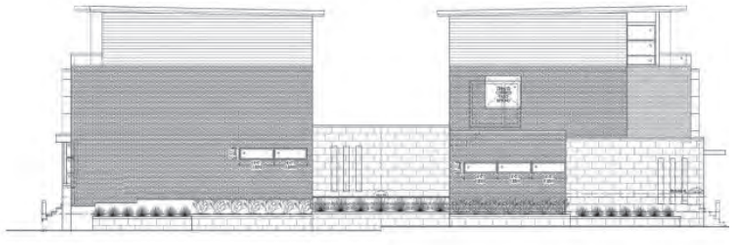
• The 3rd storey of the townhouse is set back further from the front building line to reduce the perceived height of the building at the sidewalk level

• Front elevation building mass is broken up through building material articulation and glass and metal stair hand railings

• Setbacks along public streets are planted with shade trees, shrubs, grasses and perennials to enhance the architecture of the townhouses

Front Elevation at Night

Landscaped Side Access

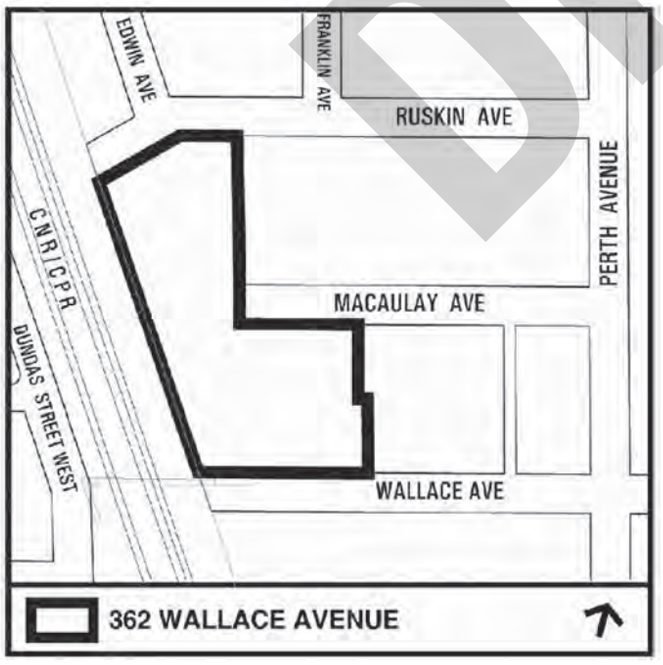


Side Elevation

Wallace Walk

362 Wallace Avenue – South District

Perspective



Context Map

Developer: Sommerset Wallace Development
Architect: Kregg Fordyce Architect
Landscape Architect: Harrington McAvan

Project Statistics

General Description: Infill on Brownfield Site

Type: Stacked and Back to Back

Building Height: 13 m

Site Area: 12 634 sq. m

Total GFA: 18, 150 sq. m

Site Coverage: 1.54 FSI

No. of units: 167 residential; 20 non-residential

Separation distances between blocks:12 m

Setbacks:

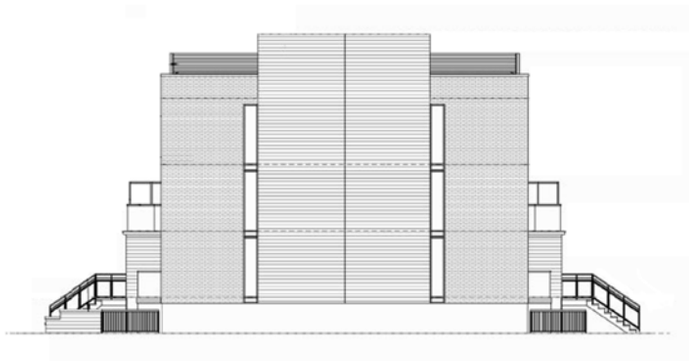
No. of parking spaces and location: 179 + 22 Visitor Underground + 19 on-street

Common Amenity Area: 475 sq. m Community Facility

Vertical Circulation: Stairs

Surrounding Land Use: Residential & Rail Corridor

Process and Status: Under Construction



Section

DESCRIPTION

Introduction

• Project consists of 167 stacked and back to back townhouses, 20 non-residential condominium units, a new public street, an extension of Macaulay Avenue to the new street and a new community facility at 362 Wallace Avenue

Site Context

• The site is bounded by Employment Areas to the north, as well as *Neighbourhoods* to the north, east and south, and the West Toronto Railpath to the west of the site

Site Organization

•Sousa Mendes Street, a new street, runs north/south from the southern end of Edwin Avenue to Wallace Avenue

• Macaulay Avenue extends westward to meet Sousa Mendes Street. On the west side of Sousa Mendes Street are 20, 2-storey non-residential condominium units with 40 underground parking spaces containing offices, small scale retail, workshops and studios

• On the east side of Sousa Mendes Street are 167 stacked and back to back townhouse units, 13m in height arranged in blocks of 13-21 units, with 3 blocks located north of the MaCaulay Avenue extension and 6 blocks located south

• 179 resident parking, 22 visitor parking spaces underground and 19 on-street parking spaces.

• A 475 square metre community facility on the northwest corner of the site, which will be operated by a non-profit agency on behalf of the City

Building Massing and Design

• Private amenity space provided in the form of balconies and roof terraces

• A variety of trees, shrubs and perennials provided between units at entrances, along streetscape and between blocks

•Design varies per Townhouse block, is contemporary with a mix of brick, aluminum panelling and window glazing

Site Plan

Perspective

Elevation

Dwell City Towns

2 Holiday Drive – Etobicoke York District

Townhouse block elevation

Townhouse Block Elevation

Built Form Separation

Developer: Menkes Developments Ltd.
Architect: Turner Fleisher
Landscape Architect: NAK Design Group

Project Statistics

General Description: The proposed development will be constructed in a variety of forms including stacked townhouses and back to back units arranged in 13 blocks with a central common amenity area.

Type: Stacked Townhouses and Back-to-Back Townhouses

Building Height: 13m

Site Area: 21,824.71 sq.m

Total GFA: 25,355 sq.m

Lot Coverage: 35%, 1.2 FSI

No. of units: 196

Separation distances between blocks, between end units: 12m-15m

Setbacks: 2m-14m

No. of parking spaces and location: 278; 269 below grade and 9 above grade

Common Amenity Area: yes

Vertical Circulation:

Surrounding Land Use: Located in a Mixed Use Area surrounded by Neighbourhoods

Process and Status: Rezoning and Site Plan Approval (both complete)

Front Elevation

DESCRIPTION

Introduction

• In 2008 the previous owner rezoned the property to permit the development of 4 residential apartment buildings.

• The buildings ranged in height from 19 to 24 storeys with a total of 887 units & a maximum Gross Floor Area of 80,841m2, resulting in an FSI of 3.7

• In 2012 Menkes Developments Ltd. Initiated a zoning by-law amendment to permit 196 townhouse units

Site Context

• The site has a mixed use designation and it is bounded by Apartment Neighbourhoods to the north, south and west. Hwy. 427 is directly east of the site

• South of Holiday Drive, opposite this development, is another townhouse development with a private driveway providing site access and circulation.

Site Organization

• The site has13 stacked and back-to-back townhouse blocks located over an underground parking garage

•Blocks are organized around an internal private driveway. It provides access to the underground parking, services for waste pick-up, and doubles as a fire route. A single point of access is provided off Holiday Drive

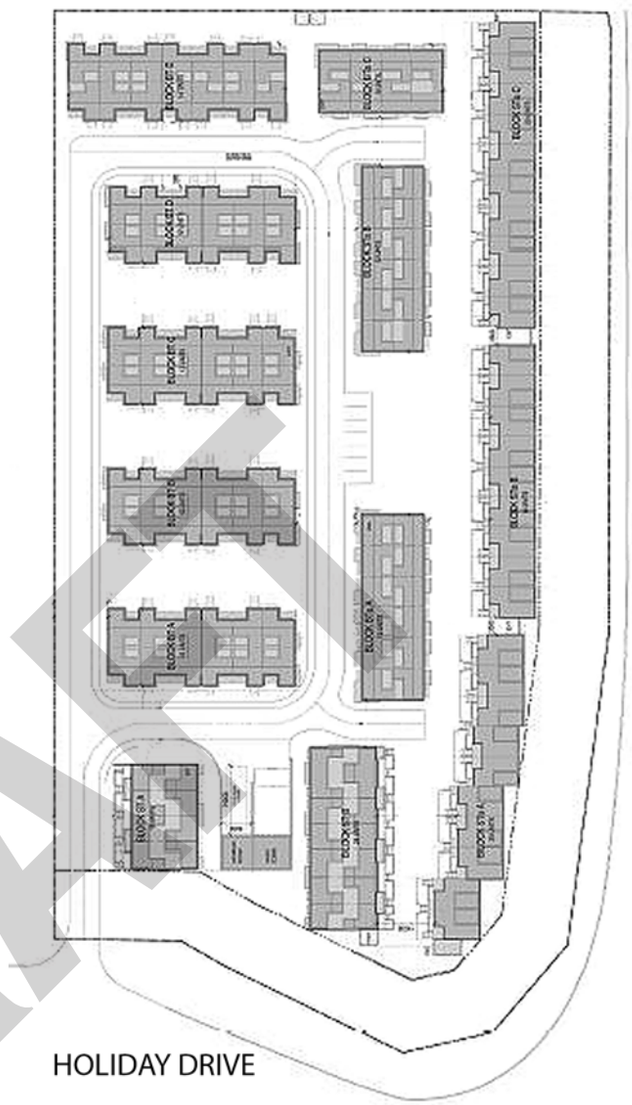
• The blocks are generally organized around the private driveway, landscaped walkways, and a centrally located landscaped open space

Building Massing and Design

• The unit mix is varied and ranges in height from 4 storeys to 3 storeys in height

•Terraces are located predominantly on the roof top or the top level. Grade related terraces are located away from the driveway, adjacent to internal walkways.

• The design is contemporary with the use of brick and vision glass with secondary materials of spandrel and aluminum



Site Plan

Architectural Rendering

Southshore

120 Twenty Fourth Street – Etobicoke York District

Streetview Looking East

Interior Pathway

Developer: Diamondcorp with Minto Communities

Architect: Guthrie Muscovitch Architects and Giannone Petricone Associates

Landscape Architect: NAK Design Strategies

Project Statistics

General Description: 7 north-south oriented blocks

Type: Stacked and back-to-back Townhouses

Building Height: 13.5m

Site Area: 12,820 sq.m

Total GFA: 15,810.23 sq.m

Site Coverage: 1.23

No. of units: 148

Separation distances between blocks: varies from 13.3m-14.2m

Setbacks:

No. of parking spaces and location: 185 spaces underground

Common Amenity Area: None

Vertical Circulation: Stair

Surrounding Land Use: Neighbourhoods and Parks with Local Rail Lines and Employment to the immediate north

Process and Status: Completed

DESCRIPTION

Introduction

• 148 stacked and back to back townhouses in 7 blocks with a mix of 2 and 3 bedroom units

• Residential infill redevelopment of a former industrial site (Sico Paints) on a 1.3 hectare irregularly shaped lot, with 44 units facing 3 public streets, remaining units front onto internal walkways

Site Context

• The property abuts a rail corridor to the north, a park to the west and residential to the south and east.

• 18 existing mature trees on the site were preserved

Site Organization

• A 25m landscaped setback along the CN rail corridor runs the length of the north property line, and also includes the ramp to the underground garage, loading space and two garbage storage buildings

• Pedestrian circulation through the site is by internal pathway accented by trees, benches and bollard lighting

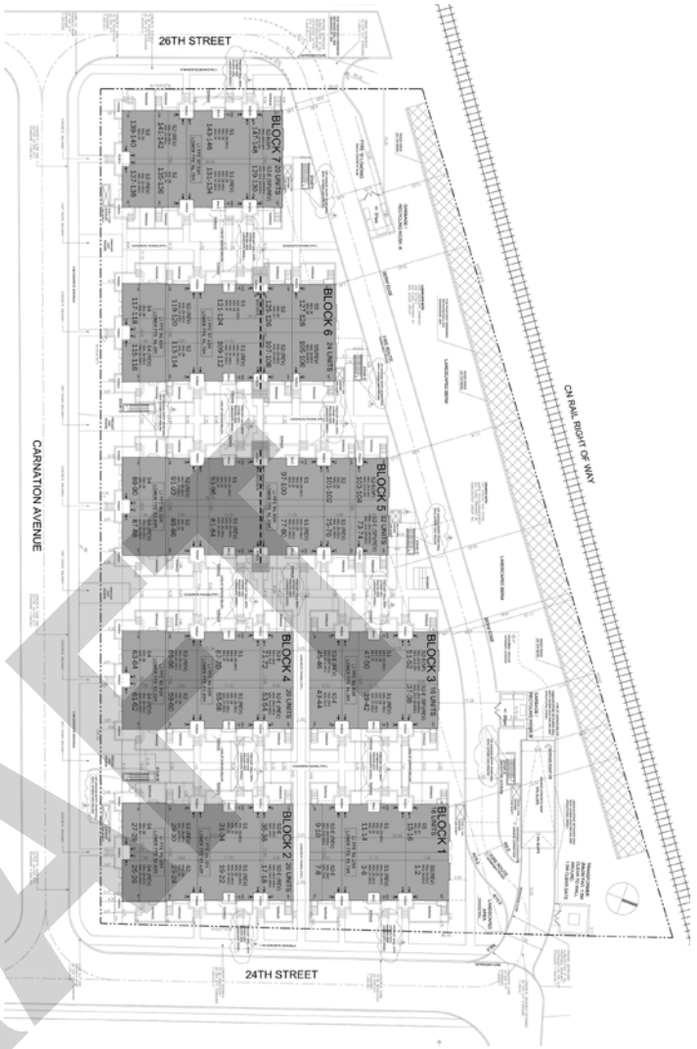
• 155 resident, 30 visitor parking spaces and 20 bicycle parking spaces are accessed by a single ramp

Building Massing and Design

• Unit entrances organized so that most entry ways provide access to 4 units

• Three townhouse blocks have flat roofs with building heights between 10.5 and 11.5m, remaining blocks have peaked roofs with building heights of 13.5m.

• Building material is predominantly brick, with private outdoor amenity spaces dominated by black metal handrails



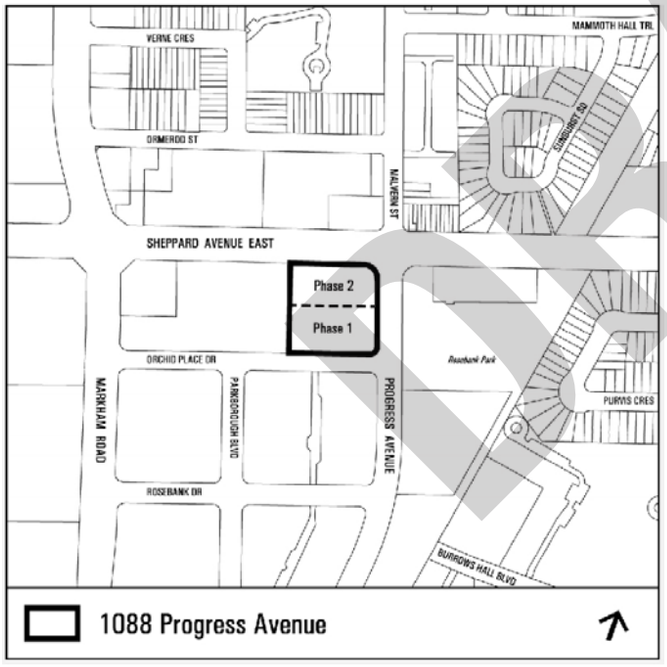
Site Plan

Front yard landscaping

TEN88

1088 Progress Avenue – East District

Internal Street Perspective



Context Map

Developer: Pace Developments Inc.
Architect: Kohn Partnership Architects
Landscape Architect: Marton Smith Landscape Architects

Project Statistics

General Description: The proposed development will consist of 3 blocks of back-to-back townhouses with south-facing end units on the southern end of the property

Type: Stacked back-to-back townhouses

Building Height: 9.6-10.1m (to roof terrace)

Site Area: 5,580 sq.m

Total GFA: 8,798 sq.m, 1.58 FSI

Site Coverage: 38%

No. of units: 105

Separation distances between blocks: 21.6m, (8.3-15.9 between end unit blocks)

Setbacks: 5.1m to building face from Progress Avenue

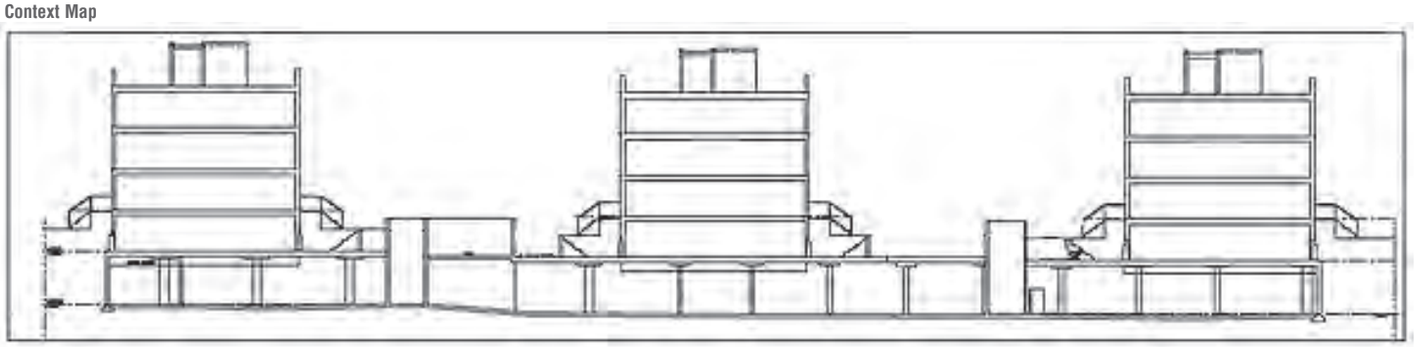
No. of parking spaces and location: 129 (21 V), underground

Common Amenity Area: Playground, Centre Green, outdoor seating and arbours

Vertical Circulation: Stairs

Surrounding Land Use: Located in an Apartments Neighbourhood with Neighbourhoods to the south, Mixed-Use to the west, Parks to the east, and Apartments Neighbourhood to the north

Process and Status: Site Plan Approval



Section Through Buildings

DESCRIPTION

Introduction

• The project consists of 105 units in 3 townhouse blocks 3 and 4 storeys in height on the south end of a 2 phase development with two condominium towers to the north. The 0.93 ha site is currently vacant

Site Context

• The property is designated *Apartment Neighbourhoods,* and is bounded by *Apartment Neighbourhoods* to the North, *Parks* to the east, *Neighbourhoods* to the South *and Mixed Use* to the west. The property is also bounded by three streets, Sheppard Avenue, Progress Avenue and Orchard Place Drive, and a new public street is proposed

Site Organization

• The site is organized in a linear arrangement to provide access to the parking ramp and shared outdoor amenity space and provide visibility to unit entrances from streets

• 130 parking spaces provided underground including 21 visitor

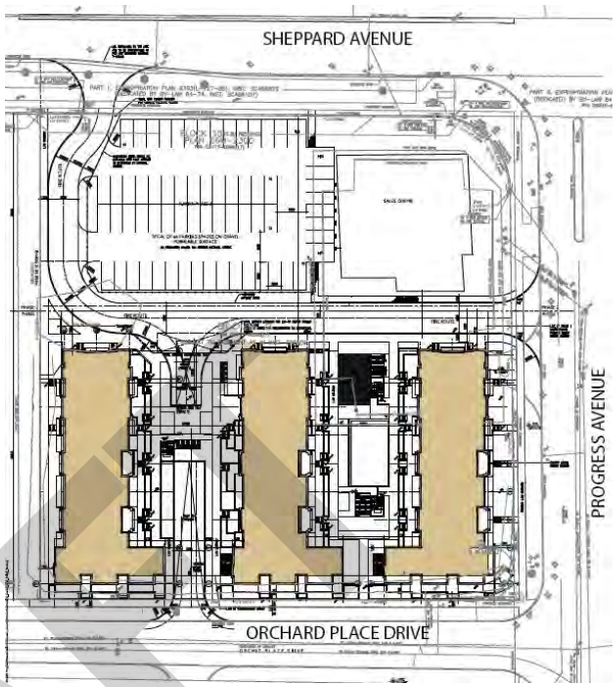
Building Massing and Design

• End units on Orchard Place Drive are grade related while north-south units have multiple stairs to entrances

• Private amenity space provided in courtyards and rooftop terraces

• Shared amenity space provided as a landscaped Centre Green, arbours and playground

• Building materials consist of two colours of brick, contrasting window fenestration and horizontal wood rail articulation at the ground plane. Black stair and balcony handrails dominate the facade



Site Plan

North Elevation

Architectural Rendering

7.0 Glossary

Glossary

Address - a building with 'address' means its front door faces the public street

Above-grade - space that is above ground level

At-grade - space that is on the same level as the ground

Amenity - those architectural and landscape elements in, and at the edges of, open space that promote the comfortable use of a space

Angular Plane – angular planes provide build-to envelopes to maintain and define the character of the street; ensure adequate access to sun and sky views; and govern relationships between adjacent differing built forms

Articulation - the layout or pattern of building elements including walls, doors, roofs, windows, cornices and belt courses

Back of House Activities - Activities, essential to the efficient function of the development, that are commonly situated at the rear of the buildings (eg. garbage storage and vehicle access)

Balcony - an outdoor elevated platform projected from or integrated into a building, enclosed by a parapet or railing

Bay - in architecture, any division of a building between vertical lines or planes, especially the entire space included two adjacent supports

Below-grade - space that is below ground level

Common Element Condominium - as described in subsection 138(2) of the Condominium Act, 1998, S.O. 1998, chapter 19

Corner Treatment - a situation where two planes meet and present a three-dimensional view of the building and where the architectural treatment acknowledges the building's prominence on the street in terms of views and presence

Courtyard – a landscaped open space, located in the centre of a single or consolidated block with no direct street frontage

Development Infrastructure Policy and Standards (DIPS) - standards that establish clear directions for the layout and design of new public residential streets

Driveway - an paved vehicular access that typically leads from the street to a private or shared garage or service area

Façade - the exterior parts of the building visible to the public, usually shown in elevation drawings, that represents the building, tells people about the building, what it is, how to enter, the nature of the interior uses and their relationship with adjacent buildings, streets and open spaces

Forecourts - landscaped open space between the public sidewalk and the main entrance of a building.

Freehold - a privately owned property without shared or common elements

Frontage – the portion of a development parcel or lot facing a street, park or other publicly accessible open space

Harmonious - having the elements arranged in a proportionate, orderly and pleasing method

Heritage Conservation District (HCD) - an area of the city that is protected by policies and guidelines to ensure its conservation and careful management. HCDs are designated based on their historic or cultural significance

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

Infill Townhouse Guidelines - design guidelines introduced in 2003 by the City of Toronto to address townhouse developments on public streets and short private mews

Landscaped Open Space – outdoor area characterized by hard and/or soft landscape treatment, but excluding driveways and vehicular parking areas. On-site landscaped open space may be publicly accessible or privately shared common outdoor space at-grade

Landscaped Setback- the space between the public sidewalk and building face characterized by hard or soft landscape treatment

Massing - the size and shape of a building above grade

Main Wall - the predominant exterior vertical wall face of a building

Mews Street - a privately owned and maintained street which provides for the full range of roles of a public street. A mews provides access and address at all times

Overlook Condition - condition in which above-grade apartments or balconies have a view of private or public outdoor amenity spaces below them

Pattern of Alignment - the repeated location of the front face of buildings in relationship to the property line

Pattern of Building - the repeated physical characteristics of buildings within an area, on a street or block, including the building footprint, organization and massing

Pavilion – the opposite of a streetwall building, a building that stands distinctly on its own surrounded by landscaping

Pedestrian amenity - architectural and landscape elements, including lighting, trees, four season landscaping, decorative paving, seating, public art, water features, etc., that promote the safe and comfortable use of streets and open spaces

Pedestrian Mews - a privately owned and maintained pedestrian street which provides access and address to individual buildings and units within a larger development site. A mews is open to the public and accessible at all times.

Pedestrian scale - the quality of the physical environment which reflects a sympathetic proportional relationship to human dimensions and which contributes to a person's perception and comprehension of buildings and or other features in the built environment

Plazas - animated gathering place with predominantly hard surfaced landscape features flanking a public street.

Porch - a raised area projecting from the building at the level of the entrance

Permeable Paving - pavement that allows water movement through its surface

Private Mews - a small privately owned and maintained street which provides for the full range of roles of a public street, providing access and address at all times

Private Shared Driveway - a paved vehicular access under private ownership, from a street and used as a circulation route through a development either with or without parking; for services and access to garages; does not provide pedestrian access or address for buildings

Public Realm – streets, lanes and walkways, parks and other open spaces and the accessible parts of public buildings

Public Street - a public way or thoroughfare in a City or town, usually with sidewalks

Setbacks – refers to the distance between a property line and the front, side or rear of a building

Separation Distance - distance between the face of a building and the face of another building or property line

Siting / Building Orientation - the location, positioning and orientation of a building on its site, generally taking into account its relationship to adjoining properties, building and street boundaries

Siting / Building Orientation – the location, positioning and orientation of a building on its site, generally taking into account its relationship to adjoining properties, building and street boundaries

Soft Landscaping – open, unobstructed area that supports the growth of vegetation such as grass, trees, shrubs, flowers or other plants, and that permits water infiltration into the ground

Stepbacks – refers to the setting back of the upper storeys of a building. Front and side stepbacks help to create a transition between built form of varying heights and provide appropriate separation between adjacent buildings and/or open spaces

Storey – a habitable level within a building, excluding raised basements

Stoop - a small landing in front of and at the level of the building entrance

Storey - a habitable level within a building, excluding raised basements

Street - a significant part of the City's open space system. In their role as connective linear open spaces, streets provide vehicular, pedestrian and utility access, address and light to individual lots and blocks within the urban fabric. In addition they are landscaped and lit in the evening and provide a setting for social interaction and neighbourhood activities. A street may be private if it performs the many roles of a public street

Streetwall - occurs where the sides of buildings touch each other and the building facades visually join together into one long wall defining a street space

Street Proportion - the ratio of the height of buildings along the edges of the street and the width of the space between the building faces on each side of the street (includes setbacks)

Terrace - an outdoor sitting area which extends the interior living space and is either adjacent to or on top of a building

Traditional Block - divided into lots; on these, individual buildings are sited close to the perimeter streets with private open space at the rear and sometimes the side of buildings. (Open space on the block tends to be in the middle of the block and is typically fenced for private uses, for service or parking, or for use as a lane)

Transition Between Zones of Intensity - on sites that are adjacent to lower height limits either on the block or across the street, the massing and shape of new development should step down to the adjacent height limit forming a base building at that height. Stepping the taller parts of the development away from the lower height area provides a transition from areas of differing intensity

Treatment Train - a system designed to treat stormwater run off for water quality benefits and to reduce stormwater runoff peaks and volumes

Urban Design - the analysis and design of the city's physical form

Urban Garden - a landscaped open space of intimate scale providing a tranquil setting adjacent to a city street

Urban Tree Canopy - the layer of leaves, branches, and stems of trees that cover the ground when viewed from above

Walkway - a street level exterior publicly accessible pedestrian way through the middle of a city block

PLANNING A GREAT CITY

TOGETHER