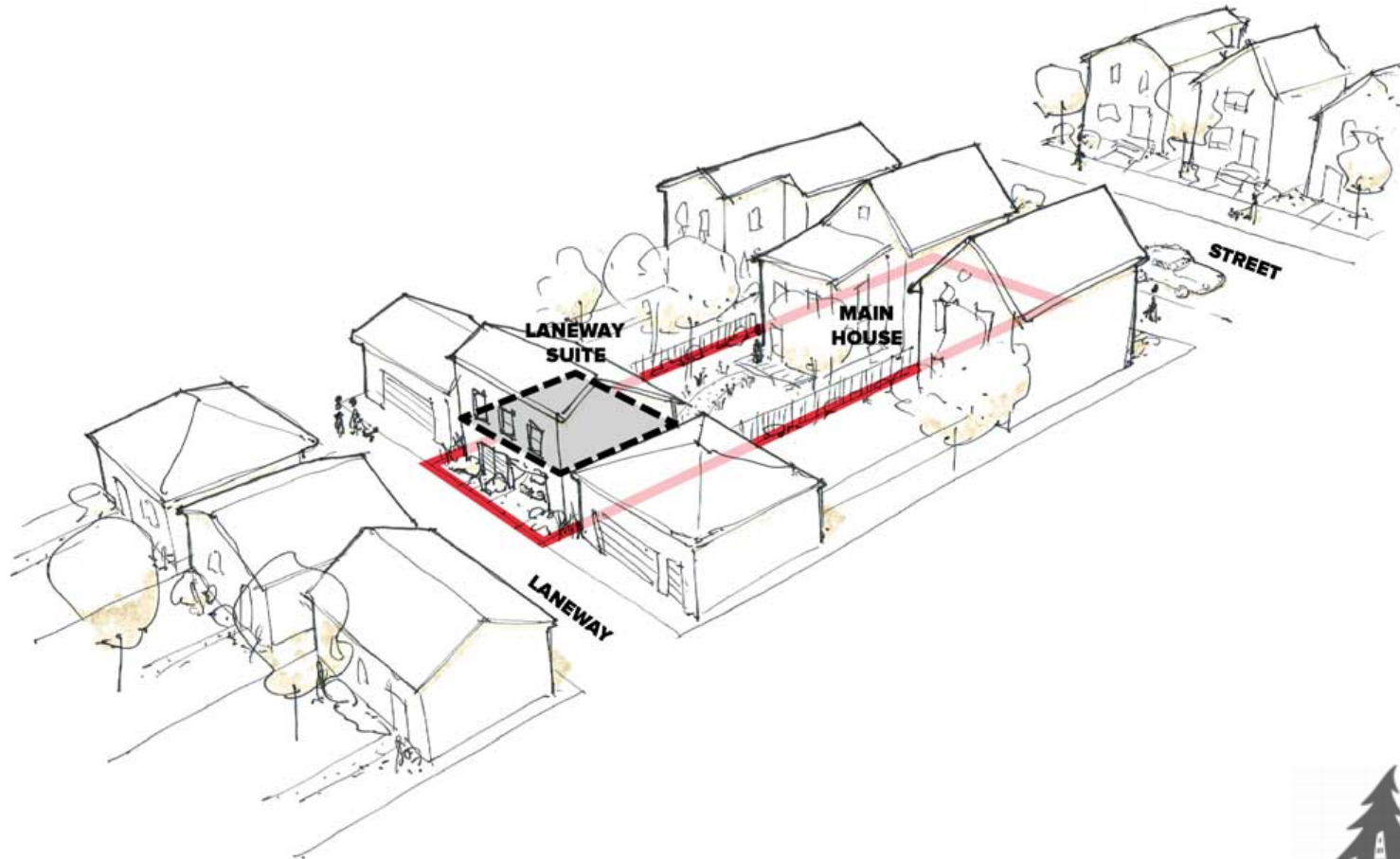


LANEWAY SUITES

A new housing typology for Toronto



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EVERGREEN

WHY LANEWAY SUITES?

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



WHERE HAS THIS HAPPENED?

- Vancouver, Victoria, Edmonton, Calgary, Regina, Saskatoon, Winnipeg, Ottawa, and Moncton as well as several smaller cities
- Secondary suites and accessory dwellings form about one fifth of rental stock in Edmonton and Vancouver
- Some elements that have made other municipalities' policies successful include:
 - Adopting as-of-right permitting
 - Regulating orientation of windows, balconies, and roof slopes
 - Careful consideration of parking requirements.



Coach House, Ottawa, ON

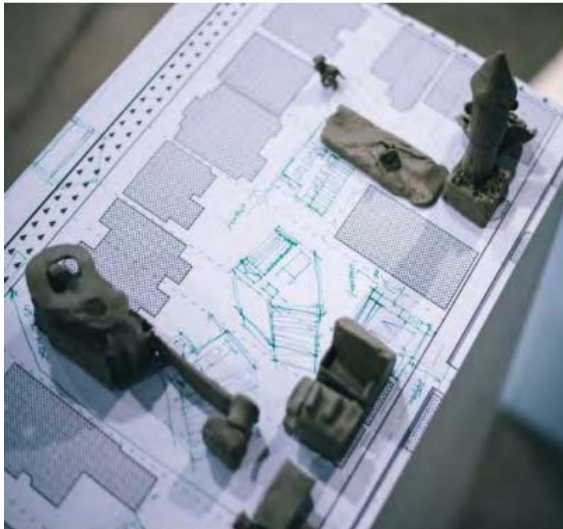


Laneway Suite, Vancouver, BC

TORONTO'S COLLABORATIVE VISION

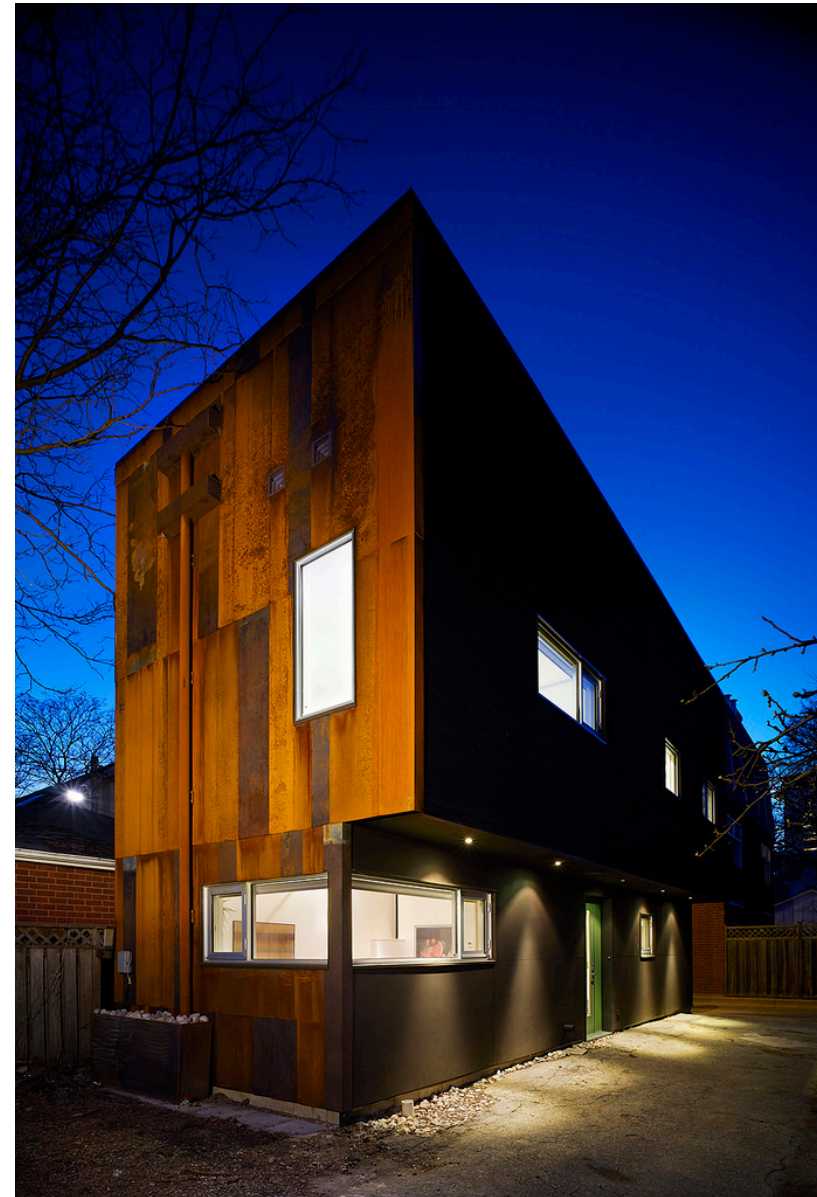
The in-depth consultation process which informed this report consisted of three approaches:

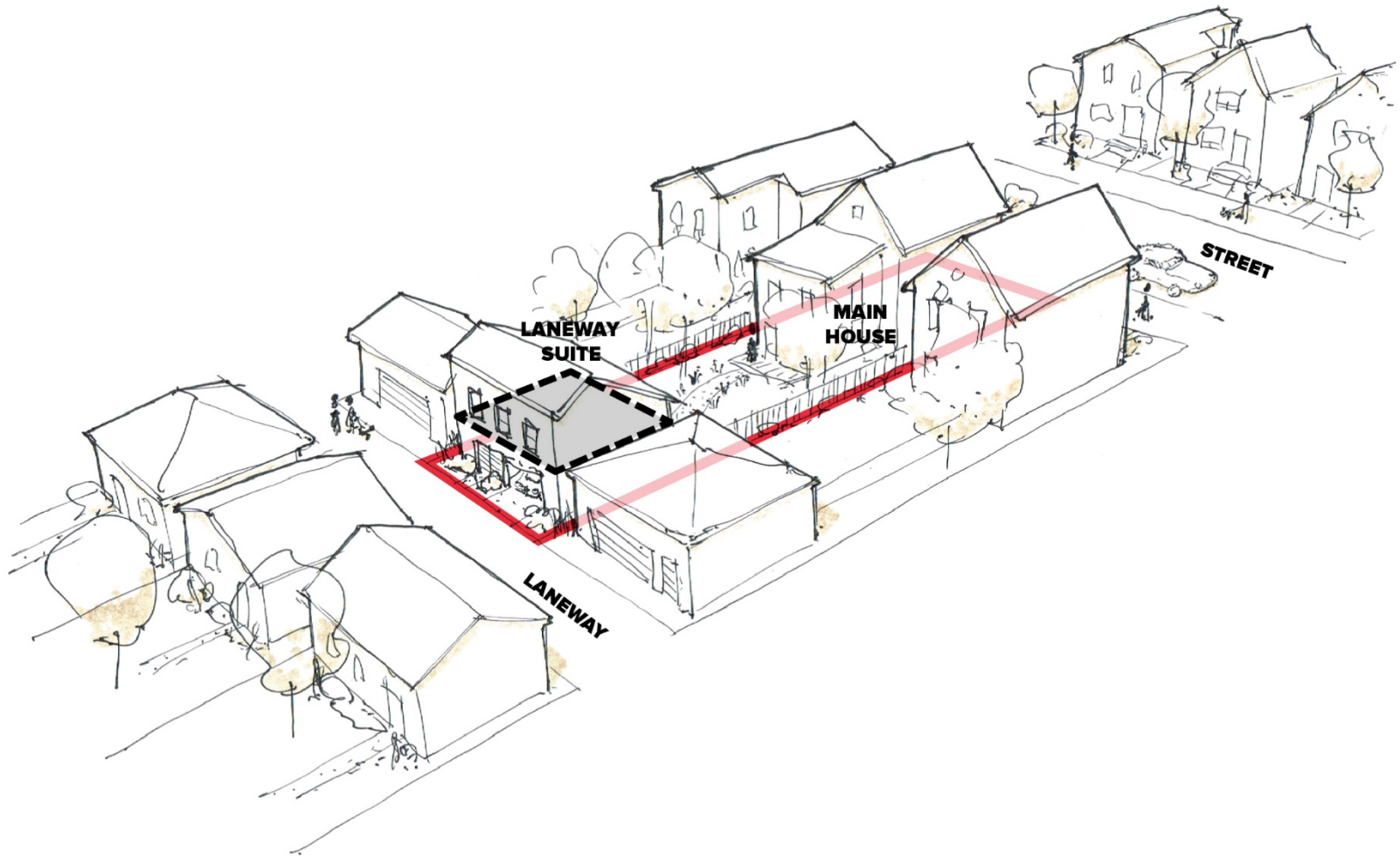
- Public consultations
- An online survey
- Meetings with City of Toronto Technical Staff



RECOMMENDED ACTIONS

- Act on Provincial legislation to acknowledge laneway suites as detached secondary suites
- Develop a planning approvals framework that allows for laneway suites to be developed 'as-of-right'
- Exempt detached secondary suites from development charges
- Apply Official Plan and zoning bylaw policies for laneway suites to all 'residential laneways' in the City of Toronto
- Consult with key stakeholders from building, planning, and architecture communities and neighbourhood associations
- Develop a framework for monitoring and evaluating the implemented laneway suites policy



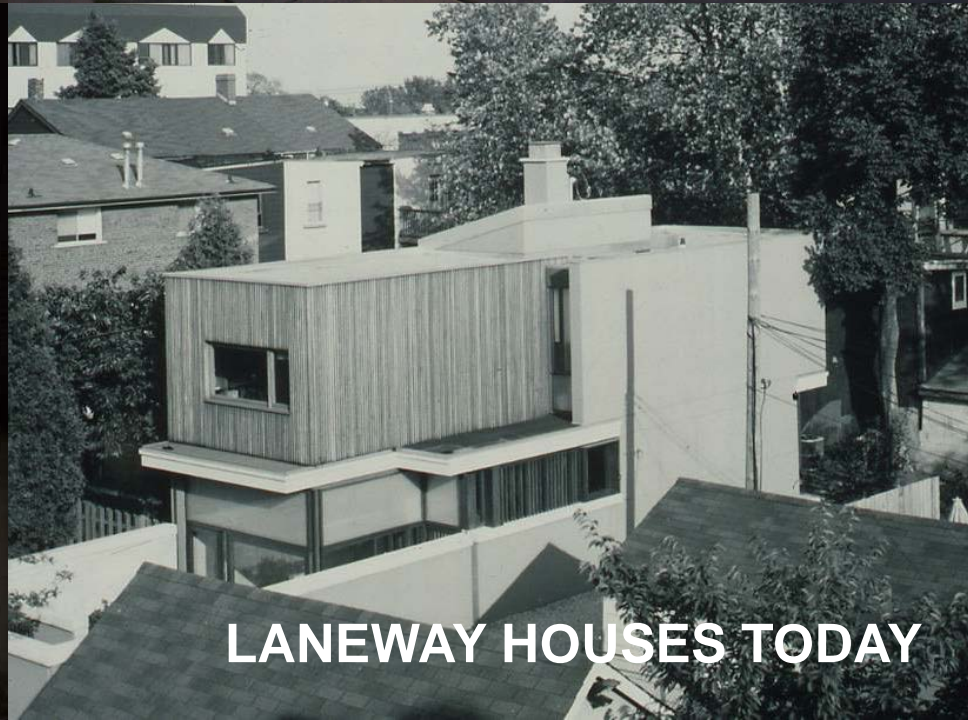


LANEWAY SUITES IN TORONTO

Craig Race, TEYCC, 13 June 2017

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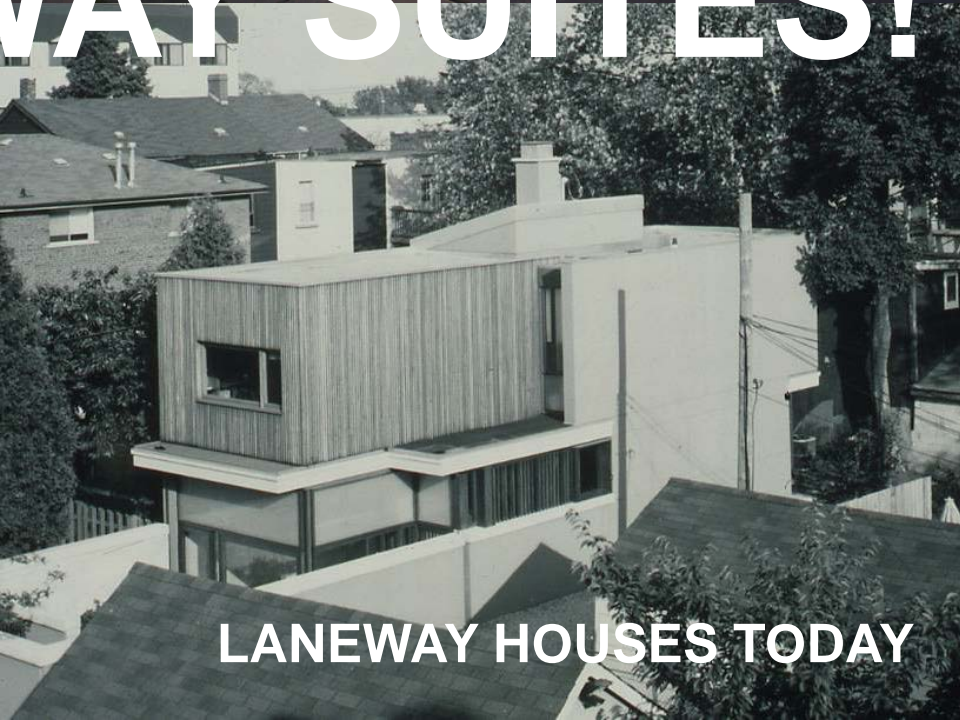




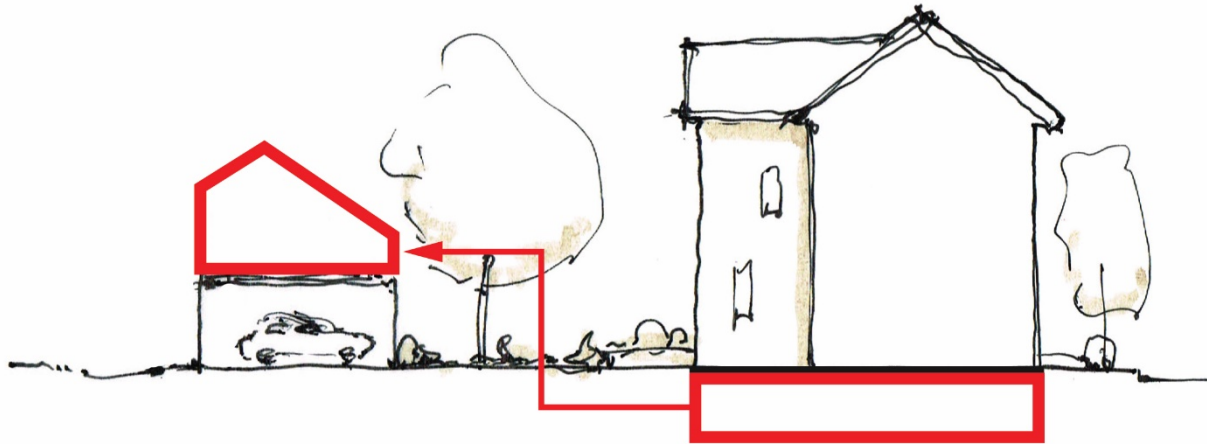
LANEWAY HOUSES TODAY



NOT LANEWAY SUITES!



LANEWAY HOUSES TODAY



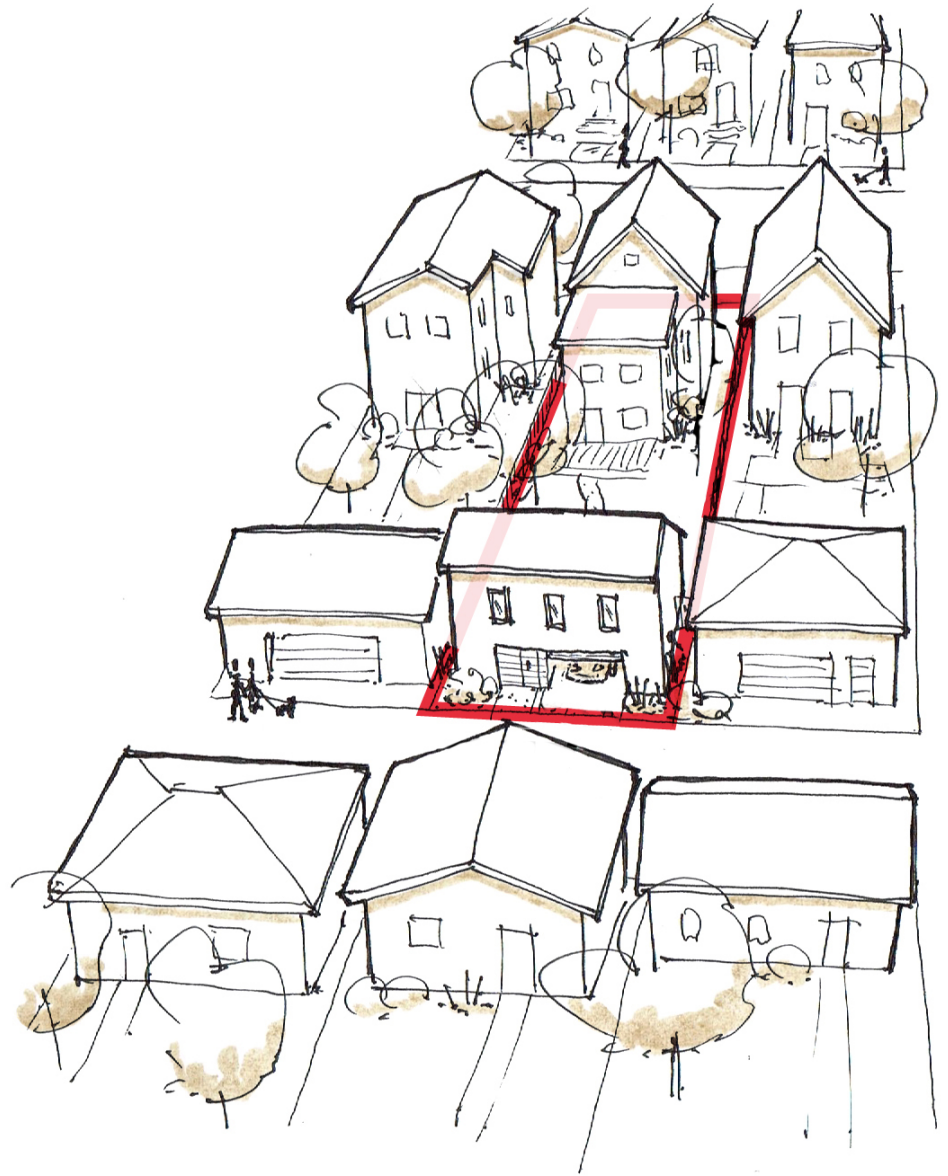
WHAT SHOULD A LANEWAY SUITE BE?

- Services come from the main house (not severable)
- Sensible, equitable, authored by Torontonians



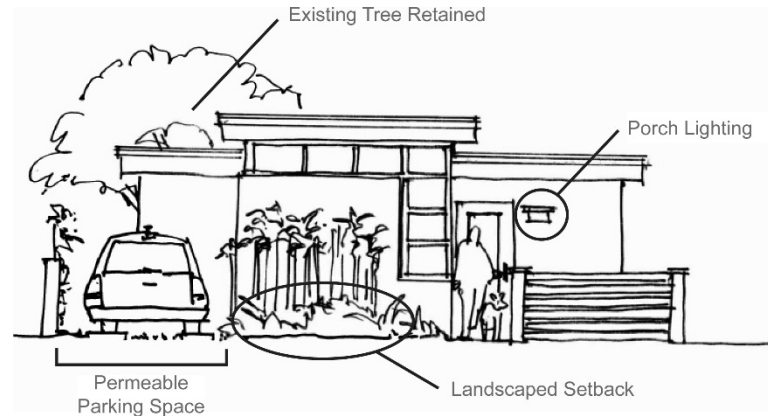
ENGAGEMENT PROCESS IDENTIFIED GOALS

- Sensitive scale & density
- Parking
- Privacy/overlook
- Shadowing
- Affordability
- Laneway beauty/greenspace



PRECEDENT

- Ottawa
- Vancouver
- Victoria
- Regina
- Edmonton
- Calgary
- Saskatoon
- Moncton
- Austin
- Portland

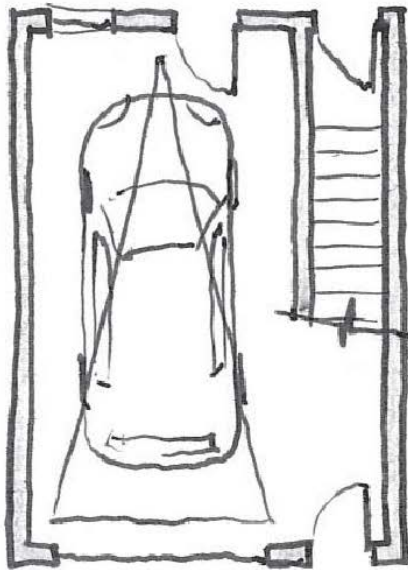


PERFORMANCE STANDARDS

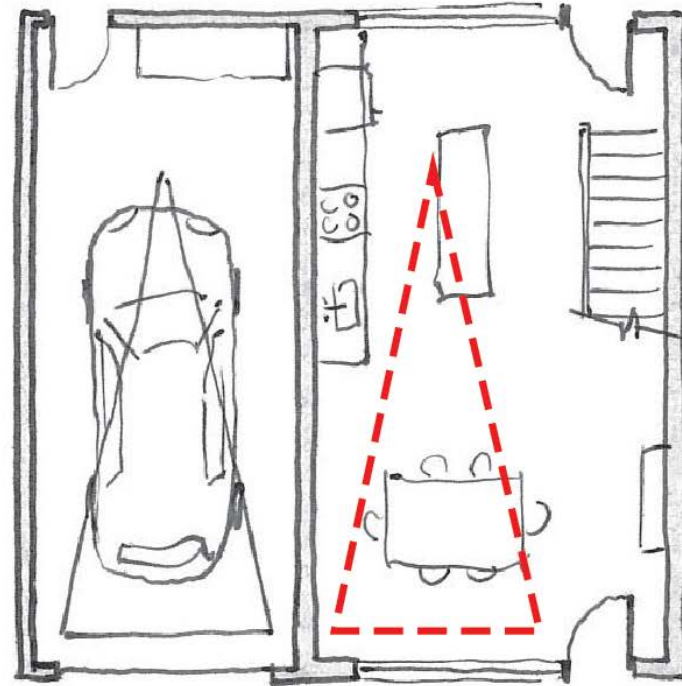
Minimum and maximum footprint permitted.

4.75m MIN. WIDTH

6.75m MIN. DEPTH



8.0m MAX. WIDTH

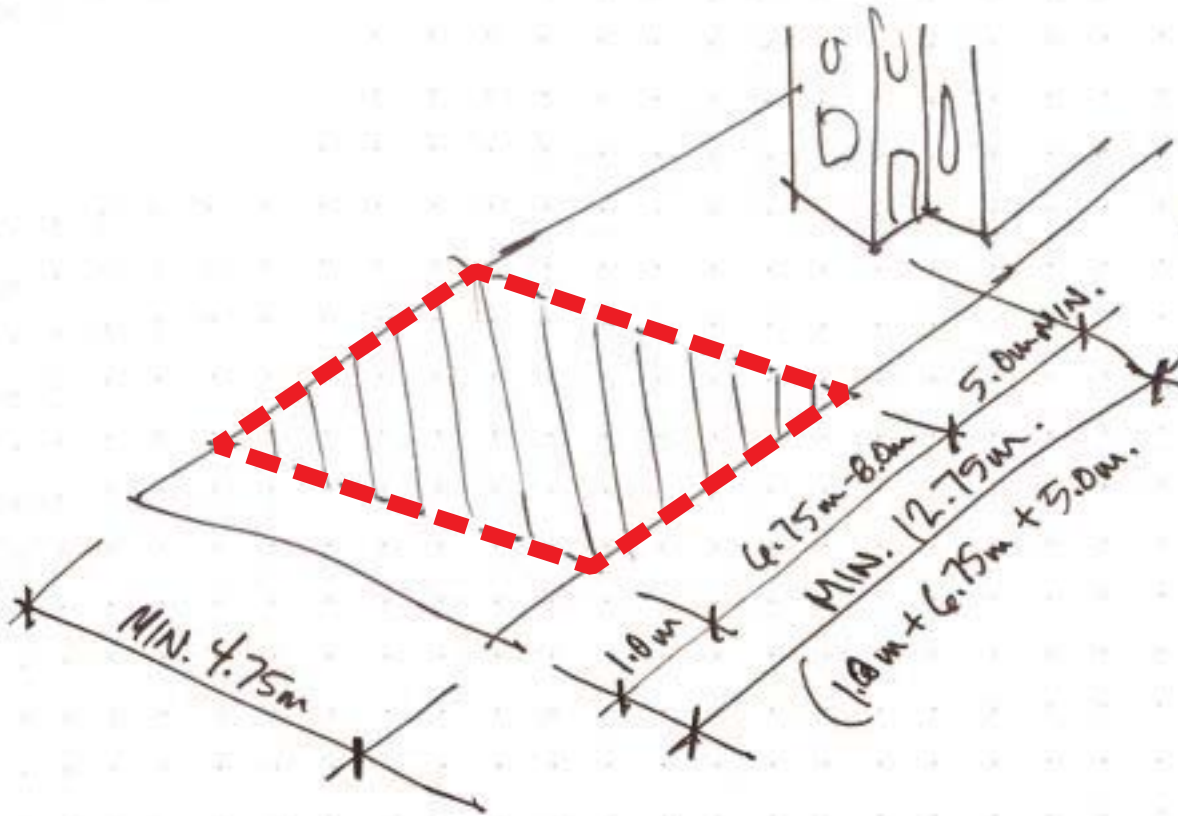


8.0m MAX. DEPTH



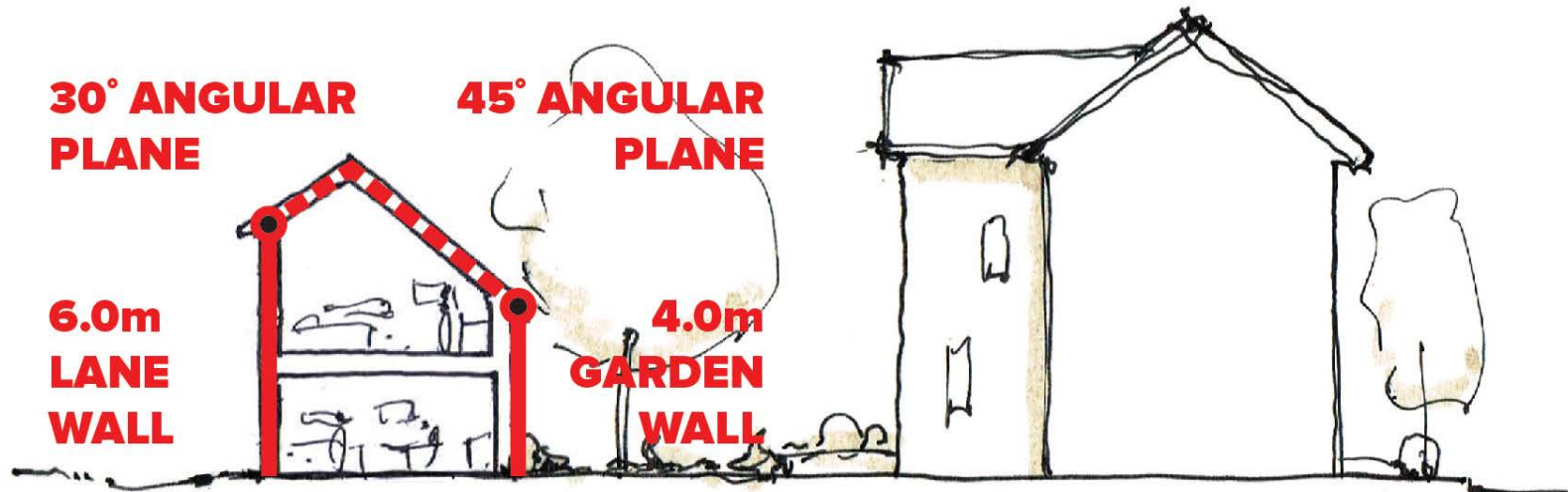
PERFORMANCE STANDARDS

Setbacks required from laneway and main house.



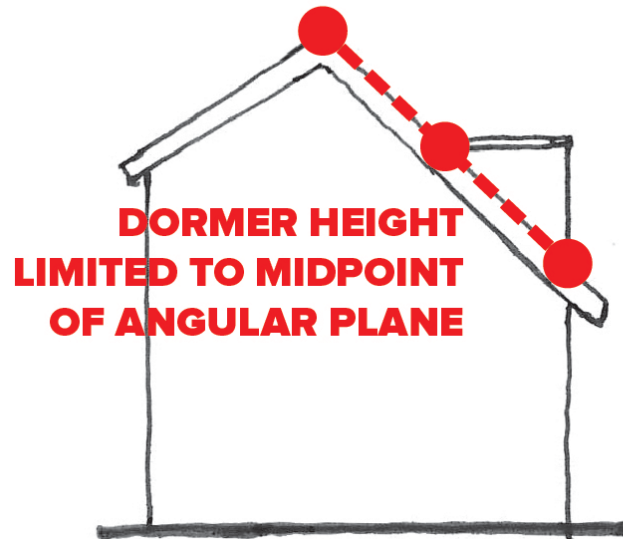
PERFORMANCE STANDARDS

Façade heights and angular planes.



PERFORMANCE STANDARDS

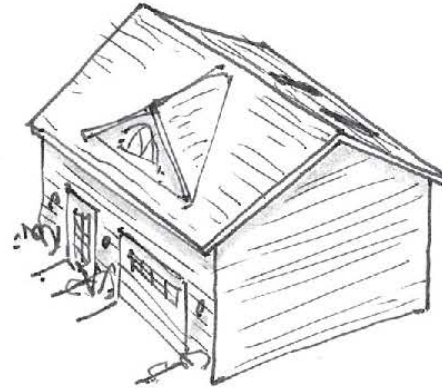
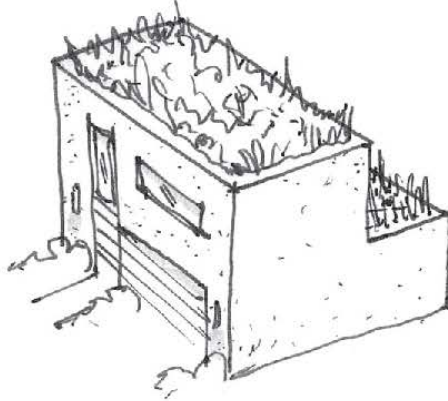
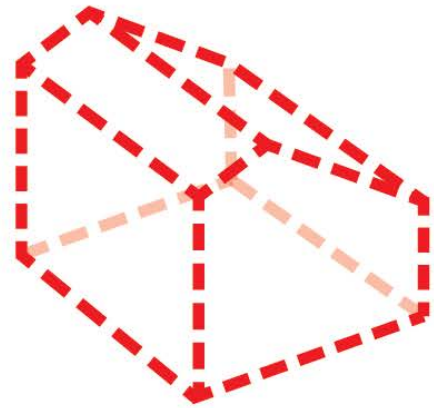
Apertures and dormers.



PERFORMANCE STANDARDS

Laneway streetscape character elements.

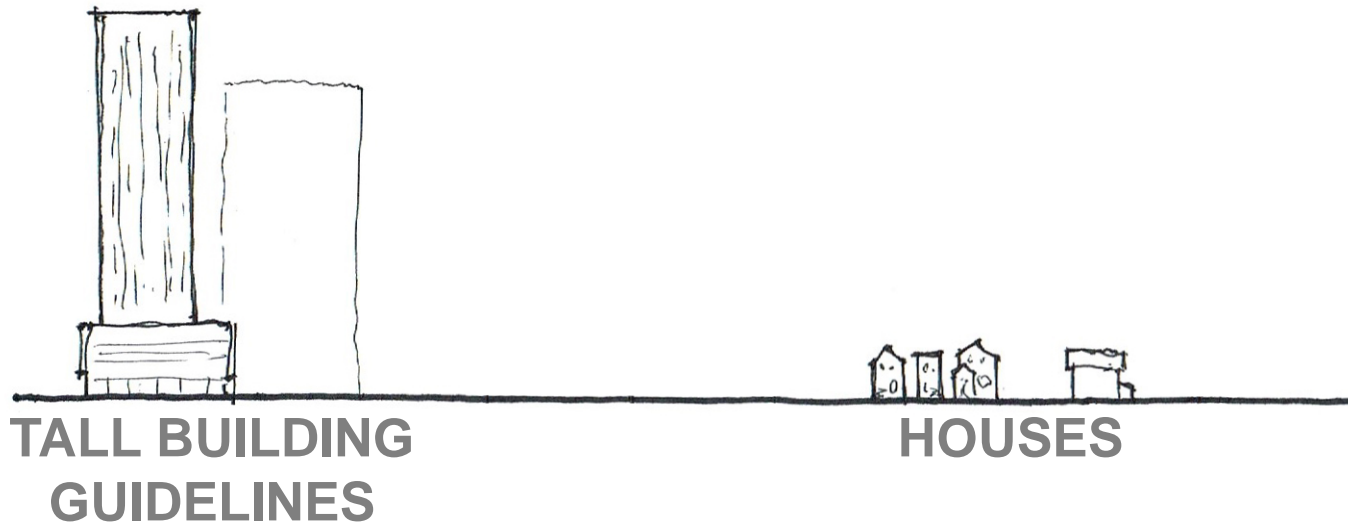


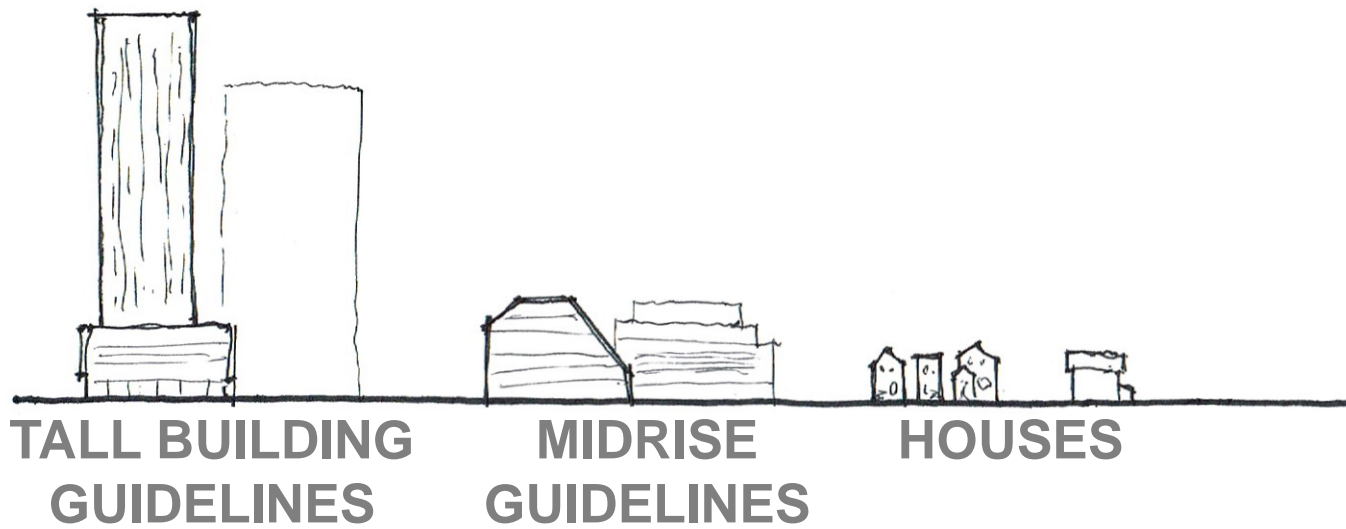


OUTCOMES

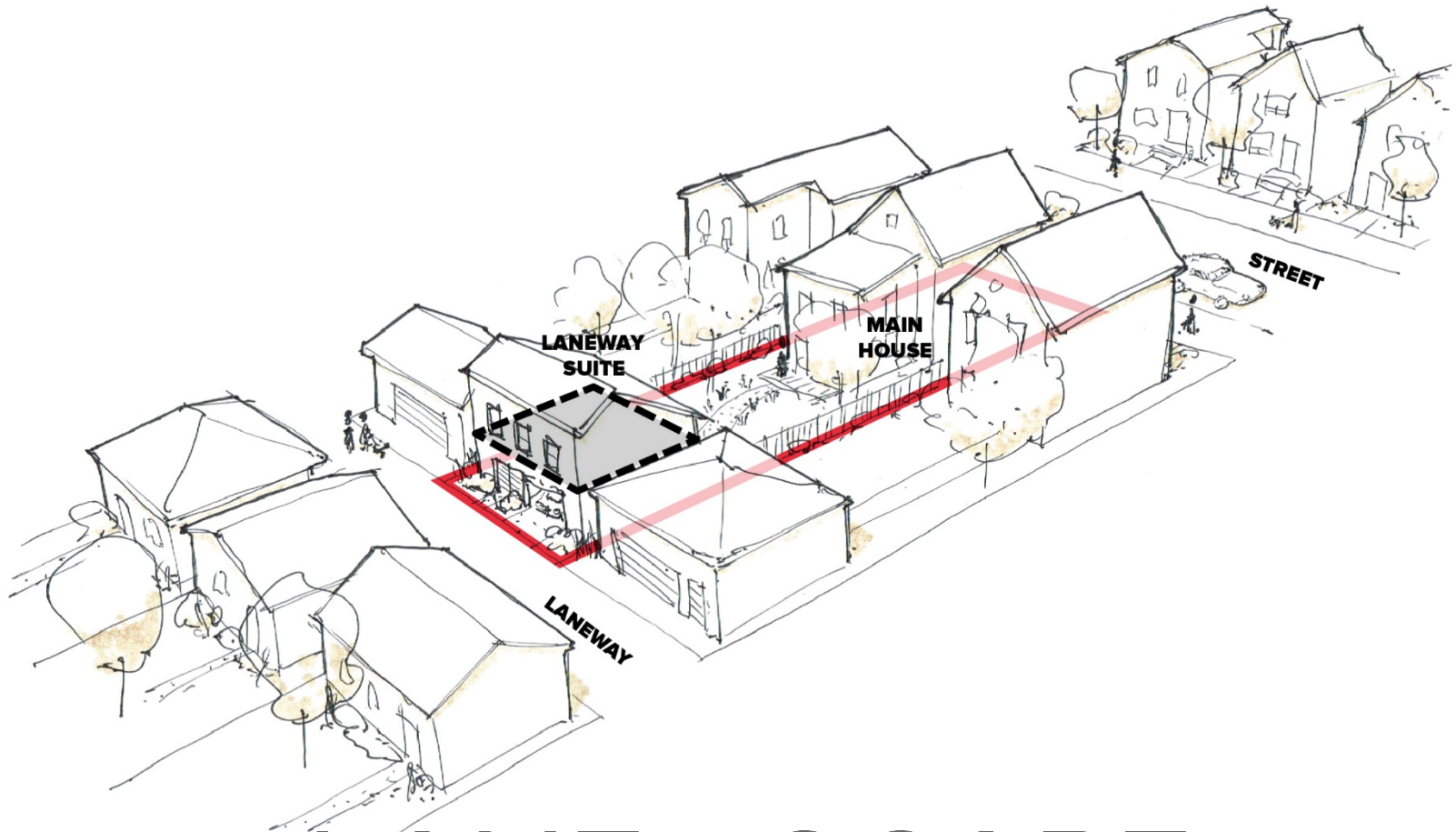
- Preserve the human-scale of laneways and rear yards
- Minimal shadow impact, compared to as-of-right garage
- Protect trees and landscaped open space
- Protect neighbour & occupant's privacy
- Preserve opportunity for parking
- Universal planning framework for all laneways











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Thank you.

