



Supplementary Report – Townhouse and Low-Rise Apartment Guidelines

ATTACHMENT 2: REVISIONS MATRIX TO THE TOWNHOUSE AND LOW-RISE APARTMENT GUIDELINES

The following is a table of changes requested by BILD through a Guideline mark-up package, which was distributed to City Planning staff at a meeting held on December 15, 2017. City responses are provided for each request.

Pg #, Section	BILD Request	Pg #, Section	City Response
Pg 8, i.	i. The importance of developing housing that is affordable and transit-supportive. Which also considers a range of housing types that provide for family-sized units.	Page 8, i.	i. Encourage affordable and transit-supportive housing developments with a range of building types and unit sizes appropriate for families.
Pg 9, pp 1, last sentence	As such, it is important to ensure that new development will enhance and fit within the local area context, while balancing the need for an increase in the City's housing stock to supply for affordable housing and family-sized housing.	Pg 9, pp 1, last sentence	As such, it is important to ensure that new development will enhance and fit within the local area context, while balancing the need to accommodate housing in a growing city.

Pg 9, pp 3, additional sentence	The Guidelines are intended to provide a degree of certainty and clarity of common interpretation, however, as guidelines, they should also be afforded some flexibility in application particularly when looked at cumulatively and be balanced against broad city building objectives. There may be cases where not all the individuals guidelines can be met, but the overall intent is achieved.	Pg 9, pp 3, additional sentence	The Guidelines are intended to provide a degree of certainty and clarity of common interpretation, however, as guidelines, they should also be afforded some flexibility in application particularly when looked at cumulatively and be balanced against broad city building objectives. In some cases, not all guidelines can be met in full, however a development may be acceptable when it respects the Official Plan.
Pg 11, additional point, 9.	9. Consider existing opportunities and constraints when trying to meet the overall objectives.	Pg 11, additional point, 9.	9. Consider and respond appropriately to opportunities and constraints on a specific site to meet the overall intent of the Guidelines.
Pg 15, iv.	iv. Where possible, a percentage of the proposed units designed as universally accessible with a barrier-free connection from the public sidewalk. (could be a requirement of the small building type but very difficult for townhouses)	Pg 15, c, iv.	iv. Where possible, a percentage of the proposed units designed as universally accessible with a barrier-free connection from the public sidewalk.
Pg 16, e.	e. Provide new public streets in accordance with the City's Development Infrastructure Policy and Standards (DIPS) for access and address to buildings which are not accessible from existing streets. Where possible, on sites large enough to accommodate new streets without impacting the viability of new development. Furthermore, when a development is a condominium corporation there should be no requirement to meet DIPS.		No change.

Pg 17, vi.	vi. Where there isn't a park within 400m of the development, provide additional open space on site (as a park or POPS). Where possible on sites large enough to accommodate additional open space without impacting the viability of new development.	Pg 30, l.	Updated in Section 3.1 – Pedestrian mews (pg. 30) “Pedestrian mews may be considered as a POPS when designed to accommodate functions beyond a pedestrian route and meet the POPS guidelines.”
Pg 20, d. iii.	d. Use the appropriate building type and unit configuration in order to avoid: ii. <u>entrances not visible or with direct access from a street</u> (delete underlined, as it does not allow mews)	Pg 30, m.	Updated in Section 3.1 – Pedestrian mews (pg. 30) “Pedestrian mews are acceptable in orientations when they are perpendicular to a street or in some cases a private drive.” The guideline refers to the Built Form Policy 3.1.2, Policy 1. b).
Pg 23, last paragraph	A back to back townhouse with part or all of a unit above another, is defined as “Apartment Building” under the City-wide zoning by-law and as such, the requirements with respect to elements including <u>indoor and</u> (delete underlined) outdoor shared amenity, storage and loading apply.	Pg 23, last paragraph	A back-to-back townhouse with part or all of a unit above another is defined as “Apartment Building” under the City-wide zoning by-law. As “Apartment Buildings”, the zoning by-law requirements with respect to indoor and outdoor shared amenity will apply.
Pg 28, b.	b. where possible , provide new public streets and lanes that conform to the City’s standards	Pg 31, r.	Updated in Section 3.1 – Lane (pg. 31). “Lanes can be public or privately owned.”
Pg 28, Rationale, paragraph 2	New streets and lanes should <u>be public and</u> (delete underlined) conform to the City’s standards of quality.		No change.

Pg 30, k.	k. Location and size of walkway(s) and landscaped areas may vary. For example, two walkways with <u>a minimum of</u> (delete <u>underlined</u>) approximately 1.5m on either side of the open space.	Pg 30, k.	k. Location and size of walkway(s) and landscaped areas may vary. For example, two walkways on either side of a centrally located open space is acceptable.
Pg 31, i., ii. & iii.	<p>i. Employ minimum walkway dimensions as follows:</p> <p>ii. For a walkway providing a mid-block connection between two streets or to site features, provide a minimum building separation of <u>4.5m</u> (delete <u>underlined</u>) and a clear path of at least 2.1m with landscaping and pedestrian scale lighting</p> <p>iii. For a walkway that does not provide direct access to a unit or is not a mid-block connection, but provides for example, access to a parking or service area, provide a minimum building separation of <u>3.0m</u> (delete <u>underlined</u>) and a clear path width of at least 1.5m with landscaping and pedestrian scale lighting</p>		No change.
Pg 31, m.	m. <u>Provide</u> (delete <u>underlined</u>) <u>Encourage</u> landscaping and lighting to create a comfortable and attractive environment that supports informal play, pedestrian circulation and small-scale gardening.	.	No change.

Pg 31, n.	n. Setback or provide <u>recesses/gaps in the buildings</u> (delete underlined) adjacent areas to accommodate planting and snow storage.	Pg 31, p.	p. Consider integrated areas to accommodate planting and snow storage.
Pg 32	Remove this section (3.2 Shared Indoor and Outdoor Amenity) of the guidelines, allow it to be dealt with under the zoning by-law	Pg 32, a.	<p>Delete the following guideline:</p> <p>a. For multi-residential developments defined as “Apartment Building” under the City-wide by-law, with 20 units or more, provide a minimum of 4m² of shared amenity space for each unit, 2m² of which is provided as indoor shared amenity space.</p> <p>Edit the following guidelines:</p> <p>a. When shared outdoor amenity spaces are required, design these spaces to:</p>
Pg 34	g. <u>Generally, provide breaks between buildings every 36m (based on units 6m in width x 6, or units 4.5m in width x 8)</u> (delete underlined)		No change.

Pg 36, f., i. & iv.	<p>f. Minimize surface parking, driveways and drop off areas:</p> <p>i. Provide sufficient and convenient visitor parking <u>underground</u> (delete <u>underlined</u>). A minimal amount of parking may be dispersed on site circulation routes via parallel parking</p> <p>iv. Design surface parking lots in accordance with the Toronto Green Standard and the Design Guidelines for 'Greening' Surface Parking Lots, <u>where possible</u>.</p>		No change.
Pg 36, j.	<p>j. <u>Avoid below-grade parking structures encroaching into the setback areas on the site.</u> (delete <u>underlined</u>)</p>	Pg 36, j.	<p>j. Ensure below-grade parking structures do not limit opportunity for mature landscape and tree growth on site by providing quality soil with appropriate volume and depth.</p>
Pg 42	<p>Table 1: Facing Distance</p> <p>Required Minimum Facing Distance (D)</p> <p>9 – 11.0m</p> <p>11 – 13.0m</p> <p>13 – 15.0m</p>		No change.
Pg 44, d.	<p>d. <u>Consider a hybrid or apartment type when individual unit entrances would not be clearly visible from a street to avoid multiple entrances per building bay.</u> (delete <u>underlined</u>)</p>	Pg 44, d.	<p>d. Consider a hybrid or apartment building type when individual unit entrances would not be clearly visible from a street or pedestrian mews.</p>

Pg 44, f.	f. <u>For developments on sites of 1 hectare or more in size, at least 5% of the units are encouraged to be barrier-free and directly accessible from grade.</u> (delete underlined)		Guideline deleted.
Pg 44, g., i., ii., iii.	g. Design and locate stoops and porches to: i. Limit encroachment into required front yard setback to <u>2.5m</u> 3.5m or 50% of the setback distance, whichever is less ii. Limit projections to a maximum of <u>1.8m</u> 2.1m into the facing distance of a pedestrian mews iii. <u>Have approximately a maximum 3 to 5 steps or</u> (delete underlined) be a maximum of <u>1.2m</u> 1.5m above the grade of the walkway leading to the front entrance. <u>Internalize any additional steps required to gain access to the unit</u> (delete underlined)	Pg 44, f., i., ii., iii.	h. Design and locate stoops and porches to: i. Limit encroachment into required front yard setback to 3.0m or 50% of the setback distance, whichever is less ii. Limit projections to a maximum of 1.8m into the facing distance of a pedestrian mews iii. Have approximately 3 to 6 steps or 1.2m above the grade of the walkway leading to the front entrance. Internalize any additional steps required to gain access to the unit
Pg 46	Note on Diagram: <u>Provide indoor amenity space and connect with the outdoor amenity space where possible (refer to section 3.2 Shared Outdoor Amenity Areas)</u> (delete underlined)	Pg 46	No change.

Pg 46, e., i.	<p>e. Avoid below-grade terraces adjacent to a street, lane/shared driveway, landscaped walkway, or parks/open space. Below-grade terraces may be located in pedestrian mews. Design below-grade terraces to:</p> <p>i. Limit the vertical depth of the below-grade terrace to a maximum of <u>1.5m</u> 1.8m from grade; with a minimum of 1.5m and a maximum of <u>2.5m</u> 3.5m horizontal depth from the main building face to the below grade terrace wall</p>		No change.
Pg 46, f., i.	<p>f. Design roof top terraces to:</p> <p>i. <u>be setback 1.0m from the building face</u> (delete underlined)</p>	Pg 46, f., i., ii.	<p>f. Design roof top terraces to:</p> <p>i. have parapets, solid or translucent railings</p> <p>ii. avoid transparent glass railings, or setback 1.0m from building face</p>
Pg 47, h.	<p>h. Project balcony no more than <u>0.75m</u> 1.5m beyond the face of the building when a private outdoor amenity space, pedestrian mews, and/or landscaped walkway is located below.</p>	Pg 47, h.	<p>h. Limit the size and avoid continuous projecting balconies, especially on residential street, or when a private outdoor amenity space, pedestrian mews, and/or landscaped walkway is located below.</p>

Pg 54, g., i.	g. Ensure that roof elements do not dominate the building particularly on larger buildings: i. house-form roofs such as pitched or mansard roofs are not appropriate for stacked and back to back (delete underlined) townhouses or apartment buildings.	Pg 54, g.	Guideline deleted. Revised to "Ensure that roof elements do not dominate the building, particularly on larger buildings. Where possible, minimize the visual impact of rooftop railings, screens, and accesses."
Pg 58	Building Type Shown: (What is shown does not contemplate back-to-back units)		No change.
The following is a table of changes requested by BILD through email dated January 10, 2018. City responses are provided for each request.			
Pg 20, d., iii.	While we appreciate the additional language being added to clarify that perpendicular to a street or in some cases a private drive would be permitted, our membership remains concerned with the effect of this policy, as it does not allow back-to-back stacks with front doors facing an internal road. o We recommend that this guideline be revised to read: "avoid entrances that do not have a clear path of access to the street."		No change.

Pg 32,	<p>Shared indoor and outdoor amenity. While we appreciate the refinements made to this section, we have heard concerns for the underlying reinforcement of this problematic zoning by-law requirement.</p> <ul style="list-style-type: none"> ○ We recommend that this be explicitly stated as an item to be reviewed as part of the monitoring protocol (as will be done with DIPS). 		<p>Comment has been referenced in the Supplementary Report.</p>
Pg 42	<p>Minimum Facing Distances. We continue to hear concerns with the facing distances. We understand staff's position on the minimum facing distance and the apprehension to move to ranges. As an alternative:</p> <ul style="list-style-type: none"> ○ We recommend that the City and industry meet in the middle and that the new facing distances be 10m, 12m, and 14m. 	Pg 42	<p>No change.</p>