

3.1.2 BUILT FORM

Our quality of life and personal enjoyment of ~~our streets and open spaces~~ the public realm depends ~~s-largely in part~~ on the buildings that define and support the edges of our streets, parks and open spaces. The scale and massing of buildings define the edges of, and give shape to, the public realm. The ground floor uses, entrances, doors, windows, materiality and quality of these building edges help to determine the visual quality, activity, comfortable environment, and perception of safety in those public spaces. ~~Most of the qualities are influenced directly by the built form of adjacent buildings. The individual building façades of buildings that are visible from, and form the edges of a streets, or a parks or open spaces are read together as a common the walls that defines and support the public realm and are part of the physical expression of Toronto's collective vision, identity and history. Developments must~~ They should be conceived not only in terms of the individual building sites and programs, but also in terms of how that sites, buildings and its façades their interface with the public realm fit within the existing and/or planned context of the neighbourhood and the City. -Each new development should be designed to make a contribution to the overall quality of urban design in the city.

Most of Toronto is already built with at least one generation of buildings. ~~For the most part, f~~Future development will be built on infill and redevelopment sites and will need to fit in, respecting and improving the character of the surrounding area. Over the next several decades the majority of the new growth will take place in the areas of the City where intensification is appropriateplanned – in the Downtown, the Centres, and along the Avenues. On large sites, ~~in redevelopment areas~~ and in other areas ~~whose where~~ the existing physical contexts ~~s areis~~ no longer appropriate, new planning contexts will be created to ensure that each new development expands the public realm and that buildings in these areas work together and adds up to more than the sum of their parts.

~~Over the next several decades the majority of the new growth will take place in the areas of the City where intensification is appropriate – in the Downtown, the Centres, and along the Avenues.~~ This is an extraordinary opportunity to build the next generation of ~~buildings and to create an image of Toronto that matches its status as one of the great cities of North America~~ development that will fit into, reinforce and strengthen the many diverse contexts and character areas in Toronto, enhancing liveability and quality of life for existing and new residents, workers and visitors.

The built form policies provide principles on key relationships of the location and organization of development, its massing and appropriate amenity within the existing

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and planned context to inform the built form and ensure each new building will promote and achieve the overall objectives of this Plan.

~~Great cities are built one building at a time, with each new building making a contribution to the overall urban design of the City. Developers and architects have a civic responsibility to create buildings that not only meet the needs of the clients, tenants and customers, but also the needs of the people who live and work in the area who will encounter the building in their daily lives.~~

~~Toronto's streets, parks and open spaces are defined by the façades of many buildings. The façade presents the building to the public, telling people about the building, what it is, where to enter, and what the character and functions of interior uses are. The individual façades of buildings that form the edge of a street or a park are read together as a common wall that defines the public realm and are part of the physical expression of Toronto's collective vision, identity and history. Developments must be conceived not only in terms of the individual building site and program, but also in terms of how that site, building and its façades fit within the existing and/or planned context of the neighbourhood and the City. Each new building should promote and achieve the overall objectives of the Plan.~~

Policies

SITE ORGANIZATION & LOCATION

1. ~~New~~ dDevelopment will be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces from the development by:

- a) generally locating buildings parallel to the street or along the edge of a park or open space with ~~a~~ consistent front yard setbacks~~s~~. ~~On a corner site, the development should be located along both adjacent street frontages and give prominence to the corner. If located at a site that ends a street corridor, development should acknowledge the prominence of that site;~~
- b) providing additional setbacks or open spaces at the following locations, where appropriate:
 - i) street intersections;

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ii) prominent destinations;

iii) parks and open spaces;

iv) transit stops;

v) natural areas;

vi) sites that end a street corridor; and

i)vii) areas with high pedestrian volumes;

~~b)c)~~ locating main building entrances on the prominent building facades so that they front onto a public street, park or open space, are clearly visible and directly accessible from ~~the a~~ public ~~sidewalk~~street;

~~e)d)~~ providing ground floor uses clear windows and entrances that ~~have~~ allow views ~~into from~~ and, where possible, access to, adjacent streets, parks and open spaces; ~~and~~

e) preserving existing mature trees wherever possible and incorporating them into ~~landscaping designs~~the development site; and.

~~d)f)~~ providing comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use of the public realm, including sitting and standing.

2. Development will provide accessible open space, where appropriate. On blocks that have access to direct sunlight and daylight, development will prioritize the provision of accessible open space in those locations.

3. Development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

~~2.4. New d~~ Development will locate and organize vehicle parking, vehicular access and ramps, loading, serviceing, storage areas, and utilities to minimize their impact ~~on~~ and improve the safety and attractiveness of the public realm, the property site and ~~on~~ surrounding properties ~~and to improve the safety and attractiveness of adjacent streets, parks and open spaces~~ by:

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- a) using shared service areas where possible within development block(s), including public ~~and private~~ lanes, shared private driveways, and service courts;
- b) consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- c) integrating services and utility functions within buildings, where ~~possible~~appropriate;
- d) providing underground parking, where appropriate;
- e) limiting new, and removing existing, surface parking and vehicular access between the front face of a building and the public street or sidewalk; and
- f) ~~integrating above-ground parking structures, where permitted or appropriate, with building design, and have usable building space at grade facing adjacent streets, parks and open spaces~~limiting above-ground parking structures, integrating them within buildings, and providing active uses and attractive building facades along adjacent streets, parks and open spaces.

BUILDING SHAPE, SCALE & MASSING

Sidebar – Street Proportion

Street proportion is the ratio of the height of buildings along the edges of the street and the ~~width of the space~~distance between ~~the~~ buildings across the street. Street proportion ~~gives~~is a fundamental determinant in the character of the street and provides a measure ~~to of~~ certain qualities of the street and the buildings that front onto it, including its access to direct sunlight and ~~sky view~~daylight. Street proportion ranges from wide streets with low buildings, which receive a lot of direct sunlight and daylight throughout the seasons, to canyon-like streets with tall buildings and little access to direct sunlight or daylight.

Street proportion is contextual and varies across the city. It is not expected to change in areas where growth is not planned. ~~Good street proportion is subject to study on a district and street basis.~~ Good street proportion will be used to guide the massing of development in growth areas. It will be determined by ~~studying~~considering the existing conditions, ~~street and open space width, existing building heights and~~ and determining the appropriate setbacks, scale and massing of buildings to provide a street proportion that will provide good sunlight and daylight conditions, considering

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the planned intensity of development and expectations for the character and quality of the streets ~~and open spaces~~ in the future.

Good street proportion will be implemented through a number of measures including setbacks, building heights, pedestrian perception zones, streetwall heights, base building heights and step-backs.

~~Pedestrian amenity is provided by those architectural and landscape elements including, lighting, trees, decorative paving, seating, bicycle rings, water features, etc. that promote the safe and comfortable use of adjacent streets and open spaces.~~

5. Development will be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by:

a) providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context; and

b) stepping back building mass and reducing building footprints above the streetwall height.

~~3. New development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:~~

~~a) massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;~~

~~b) incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;~~

~~c) creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;~~

~~d) providing for adequate light and privacy;~~

~~e) adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and~~

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~~f) minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.~~

~~4. New development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas.~~

Sidebar – Transition in Scale

Transition in scale is the geometric relationship between areas of low-scale development, parks or open spaces and taller, more intense development. It provides a measure of the impacts, including shadows and privacy, of larger-scale development on low-scale neighbourhoods and the public realm. It can be achieved using a variety of measures – individually or in different combinations – including angular planes, stepping height limits, location and orientation of buildings, the use of setbacks and step-backs of building mass, and separation distances. Good transition in scale is contextual and will be determined by considering the planned level of growth in relation to adjacent sites and the public realm. It should balance growth with the impacts of intensification in a way that is both repeatable and predictable in its impacts.

6. Development will be required to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm.

7. Transition in scale will be provided within the development site(s) and measured from shared and adjacent property line(s).

8. Where development includes, or is adjacent to, a park or open space, the building(s) should be designed to provide good transition in scale to the parks or open spaces to provide access to direct sunlight and daylight.

IMPROVING THE PUBLIC REALM THROUGH BUILDING DESIGN

9. The design of new building facades visible from the public realm will consider the scale, proportion, materiality and rhythm of the façade to:

a) ensure fit with adjacent building facades;

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- b) contribute to a pedestrian scale by providing a high quality of design on building floors adjacent to and visible from the public realm;
- c) break up long facades in a manner that respects and reinforces the existing and planned context; and
- d) ensure grade relationships that provide direct access and views into and from the public realm.

5.10. ~~New~~ Development will promote civic life and provide amenity for ~~adjacent streets and open spaces~~ pedestrians in the public realm to make ~~these areas~~ areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional ~~for pedestrians~~ by providing:

- a) improvements to adjacent boulevards and sidewalks ~~respecting~~ including sustainable design elements, which prioritize street trees and may include one or more of the following: ~~trees~~, shrubs, hedges, plantings or other ground cover, permeable paving materials, bio-retention swales, street furniture including seating in various forms, curb ramps, waste and recycling containers, energy efficient lighting and bicycle parking facilities;
- b) co-ordinated landscape improvements in setbacks to ~~create~~ enhance local character, fit with public streetscapes, and provide attractive, safe transitions ~~from between~~ the private ~~to and~~ public realms;
- c) weather protection such as canopies; and awnings;
- d) landscaped open space within the development site;
- e) landscaped edges of surface parking lots along streets, parks and open spaces to define the ~~street~~ edge and visually screen ~~the parked autos~~ parking lots from the public realm;
- f) safe, direct pedestrian routes and tree plantings throughout the site and within surface parking lots, where possible; and
- g) public art, where the developer agrees to provide this, ~~to make the building and its open spaces more attractive and interesting.~~

PRIVATE & SHARED AMENITY SPACES

~~6. Every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident of such development will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.~~

11. New indoor and outdoor shared amenity spaces provided as part of multi-unit residential developments should be high quality, well designed, and consider the needs of residents of all ages and abilities over time and throughout the year.

12. Non-residential development is encouraged to provide high-quality and well-designed indoor and outdoor amenity space.

13. Outdoor amenity spaces should:

- a) be located at or above grade;
- b) have access to daylight;
- c) have access to direct sunlight, where possible;
- d) provide comfortable wind, shadow and noise conditions;
- e) be located away from and physically separated from loading and servicing areas;
- f) have generous and well-designed landscaped areas to offer privacy and an attractive interface with the public realm;
- g) accommodate existing and mature tree growth; and
- h) promote use in all seasons.

3.1.3 BUILT FORM – ~~TALL BUILDINGS~~ BUILDING TYPES

Toronto is a complex city built over many decades with a diversity of uses, block, lot and building type patterns. These patterns vary street by street, block by block and neighbourhood by neighbourhood.

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Three scales of building types – Townhouse and Low-Rise Apartments, Mid-Rise, and Tall – for residential, office and mixed-use intensification have emerged in the recent period of development. These building types are defined by their scale and physical characteristics including site and building organization, relationship to the public street, and building massing and height. The built form relationships and design of these building types is informed by citywide urban design guidelines that help to ensure the proper form and fit with the existing and planned context.

The building types listed in this section are not exhaustive but can help inform innovations in building design. Other building types, including institutional buildings, shopping centres and some employment buildings, as well as public infrastructure, generally have unique built form relationships and should be informed by the General Built Form policies in Section 3.1.2.

Policies

1. A mix of building types is encouraged on sites that can accommodate more than one building. Where a development includes more than one building, the site will be designed to ensure appropriate site organization and building locations that:
 - a) provide parcels of appropriate size and shape for the mix of building types;
 - b) define and support existing and proposed streets, lanes, parks and open spaces at appropriate scales;
 - c) ensure appropriate spacing of buildings; and
 - d) ensure appropriate transition in scale between buildings of different scales and types and other lower-scaled uses.

TOWNHOUSE & LOW-RISE APARTMENT BUILDINGS

Townhouse and low-rise apartment buildings provide desirable, grade-related housing in a form that is more intensive than single and semi-detached houses. They assist in providing a mix of housing options, defining and supporting streets, parks and open spaces, at a lower scale – generally no taller than four storeys in height – and can be designed to be compatible with and provide transition to existing streetscapes of lower-scaled areas.

These low-rise types may be designed as infill buildings on small sites or included as part of large sites to increase the range of building types.

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2. Townhouse and low-rise apartment buildings are generally no taller than four storeys in height.

3. Townhouse and low-rise apartment buildings will be designed to:

- a) provide unit and building entrances that have direct access to and are visible from public streets, pedestrian mews and walkways;
- b) integrate with existing grades at the property line; and
- c) allow for daylight and privacy on occupied ground floor units by providing appropriate facing distances, building heights, angular planes and step-backs.

MID-RISE BUILDINGS

Mid-rise buildings are a transit-supportive form of development that provides a level of intensification at a scale between low-rise and tall building forms. Mid-rise building heights are contextual and are informed by the width of the right-of-way onto which they front. In Toronto, where streets vary in width from 16.5 metres to over 40 metres, mid-rise buildings may vary in height between four and 11 storeys for residential uses, or fewer for office uses, dependent on the adjacent right-of-way width.

Mid-rise buildings help establish and reinforce an urban environment through a development form that is repeatable, moderate in scale, has good, predictable street proportion, allows for access to midday sunlight in the spring and autumn, has open views to the sky from the street, and that can support high-quality, accessible open spaces in the block. Mid-rise buildings provide good transition in scale that has predictable impacts on adjacent low-scale uses.

4. Mid-rise buildings will be designed to:

- a) have heights generally no greater than the width of the right-of-way that it fronts onto;
- b) maintain street proportion and open views of the sky from the public realm by stepping back building massing generally at a height equivalent to 80% of the adjacent right-of-way width; and
- c) allow for daylight and privacy on occupied ground floor units by providing appropriate facing distances, building heights, angular planes and step-backs.

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5. Mid-rise buildings on corner sites with different right-of-way widths will have building heights along each street edge that relate to their corresponding right-of-way width.
6. Mid-rise buildings on deep sites should be designed to provide and frame accessible and well-proportioned open spaces that have access to sunlight and daylight.

TALL BUILDINGS

Tall buildings are the most intensive form of growth that come with both opportunities and challenges. When the quality of architecture and site design is emphasized, tall buildings can become important city landmarks, help to make the city's structure visible, and contribute positively to the skyline. By concentrating development on a small part of the site, they can also provide high quality publicly accessible open spaces and areas for community services and amenity.

Tall buildings play a role in achieving residential and office growth ambitions in parts of the *Downtown and Central Waterfront* and the *Centres*, as well as other areas across the city. However, not every site is appropriate for a tall building. Tall buildings should only be considered where they can fit into the existing or planned context, and where the site's size, configuration and context allows for the appropriate design criteria to be met.

7. Tall buildings are generally greater in height than the width of the adjacent right-of-way.
8. Tall buildings should typically be designed to consist of three parts – a base, a tower and a top – carefully integrated into a single whole.
9. The base portion of tall buildings should:
 - a) respect and reinforce good street proportion and pedestrian scale; and
 - b) be lined with active, grade-related uses.
10. The tower portion of a tall building should be designed to:
 - a) reduce the physical and visual impacts of the tower onto the public realm;
 - b) limit shadow impacts on the public realm and surrounding properties;

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- c) maximize access to sunlight and open views of the sky from the public realm;
- d) limit and mitigate pedestrian level wind impacts; and
- e) provide access to daylight and protect privacy in interior spaces within the tower.

11. Policies 3.1.3.10 a) through 3.1.3.10 e) should be achieved by:

- a) stepping back the tower from the base building;
- b) generally aligning the tower with, and parallel to, the street;
- c) limiting and shaping the size of tower floorplates above base buildings;
- d) providing appropriate separation distances from side and rear lot lines as well as other towers; and
- e) locating and shaping balconies to limit shadow impacts.

12. The top portion of a tall building should be designed to:

- a) integrate roof top mechanical systems into the building design;
- b) contribute to the surrounding skyline identity and character; and
- c) avoid up-lighting and excessive lighting.

~~Tall buildings currently exist in many parts of the City, in the Downtown, in the Centres, along parts of the waterfront, at some subway stops and in clusters around the City. These individual buildings and groups of buildings can be seen rising above the forest cover and the City's low scaled residential and employment areas.~~

~~Tall buildings are desirable in the right places but they don't belong everywhere. When appropriately located and designed, tall buildings can support and draw attention to the city structure, visually reinforcing our civic centres and other areas of civic importance. In the context of Toronto's relatively flat topography, tall buildings help define the City's image. When the quality of architecture and site design is emphasized, tall buildings become important city landmarks. By concentrating development on a small part of the site, they can also provide high quality publicly accessible open spaces and areas for community services and amenity.~~

~~When poorly located and designed tall buildings can physically and visually overwhelm adjacent streets, parks and neighbourhoods. They can block sunlight, views of the sky~~

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~~and create uncomfortable wind conditions in adjacent streets, parks and open space and create traffic congestion. The open space created on poorly designed sites is often residual, unsafe and uncomfortable to use.~~

~~Tall buildings are only one form of intensification. Most of the proposed intensification in this Plan is anticipated to be achieved with street-oriented, grade-related or mid-rise building types that define and support sunny, comfortable and vital streets, parks and open spaces. Tall buildings, typically buildings whose height is greater than the width of the adjacent road allowance, are generally limited to parts of the Downtown, Centres, and other areas in which they are permitted by a Secondary Plan, an area specific policy, a comprehensive zoning by law, site specific policies in effect as of the approval date of this Official Plan or site specific zoning that pre-dates approval of this Plan. Tall buildings will only be permitted in other areas on the basis of appropriate planning justification consistent with the policies of this Plan.~~

Policies

~~Tall buildings come with larger civic responsibilities and obligations than other buildings. To ensure that tall buildings fit within their existing and/or planned context and limit local impacts, the following additional built form principles will be applied to the location and design of tall buildings:~~

- ~~1. Tall buildings should be designed to consist of three parts, carefully integrated into a single whole:~~
 - ~~a) base building — provide definition and support at an appropriate scale for adjacent streets, parks and open spaces, integrate with adjacent buildings, minimize the impact of parking and servicing uses;~~
 - ~~b) middle (shaft) — design the floor plate size and shape with appropriate dimensions for the site, locate and orient it on the site and in relationship to the base building and adjacent buildings in a manner that satisfies the provisions of this Section; and~~
 - ~~c) top — design the top of tall buildings to contribute to the skyline character and integrate roof top mechanical systems into the design.~~
- ~~2. Tall building proposals will address key urban design considerations, including:~~
 - ~~a) meeting the built form principles of this Plan;~~

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- ~~b) demonstrating how the proposed building and site design will contribute to and reinforce the overall City structure;~~
- ~~c) demonstrating how the proposed building and site design relate to the existing and/or planned context;~~
- ~~d) taking into account the relationship of the site to topography and other tall buildings;~~
- ~~e) providing high quality, comfortable and usable publicly accessible open space areas; and~~
- ~~f) a) meeting the other goals and objectives of this Plan.~~