

14 JUIN 2016

1^{er} rendez-vous Collectivités viables

REFAIRE LA VILLE SUR LA VILLE

#rendezvousCV

#20ansVenV



Design Guidance for Urban Infill & Regeneration in Toronto

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Director of Urban Design
City of Toronto

RENDEZ-VOUS COLLECTIVITÉS VIABLES
VIVRE EN VILLE - Montreal

June 14th, 2016

A blue-tinted photograph of the Toronto skyline, featuring the CN Tower and various skyscrapers, viewed from across a body of water. The image is used as a background for the text.

1 / toronto
urban context

GLOBAL CONTEXT

Canada's **largest** city
in a region of **9million**

1/3 of Canada's population
is within **160km**

4th largest city
in North America

60% of US population
is within **1.5 hours** by air



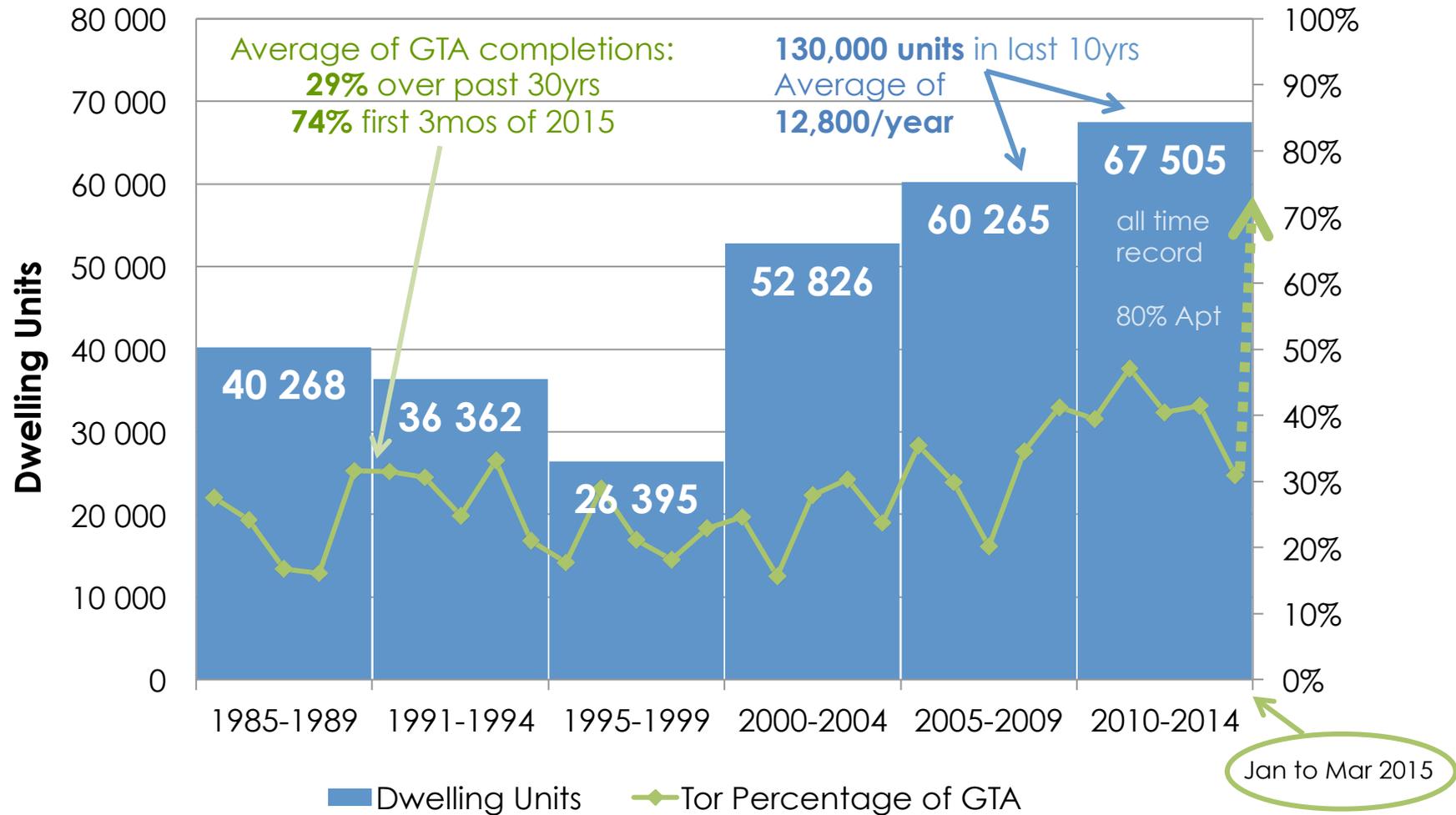
over **2.8 million** people
call Toronto home

■ every year Toronto grows by
25,000 new residents

GROWTH

Toronto vs GTA: Residential Completions

On track for an all time record year



Source: Canada Mortgage and Housing Corporation, *Housing Now - Ontario Reports*

Development Pipeline in Toronto

Strong development activity over the last 5 years



195,400
Residential Units

1,542
Projects
proposed

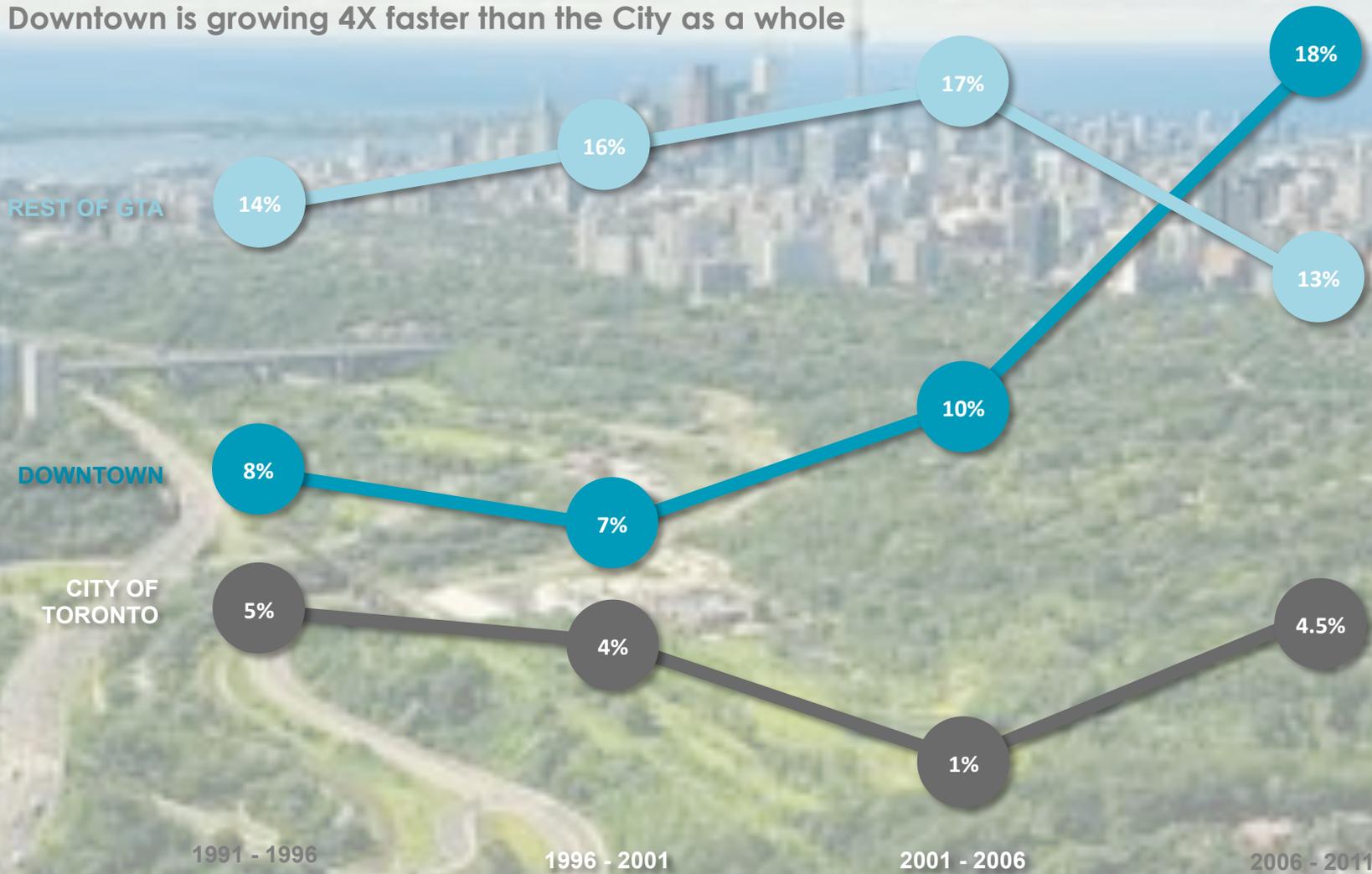


4.95 million m²
Non-Residential GFA

GROWTH

Downtown Growth

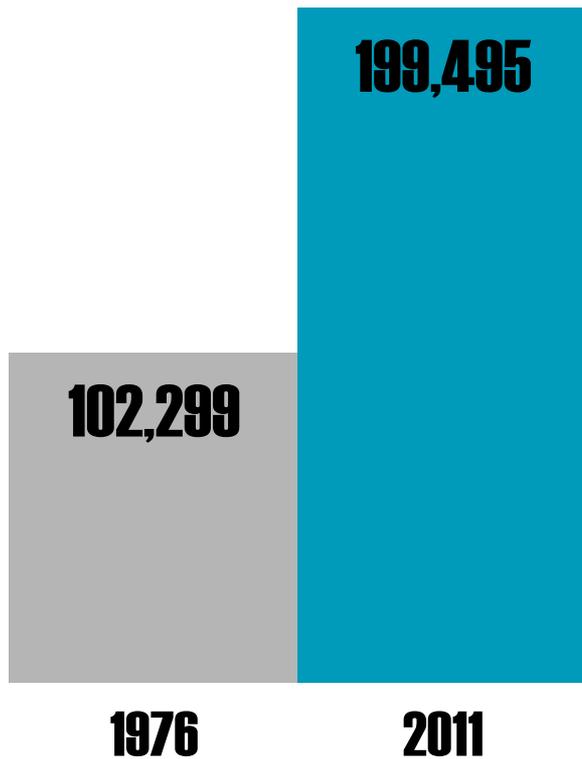
Downtown is growing 4X faster than the City as a whole



GROWTH

Downtown Growth

Population **COMPARISON**
1976 TO 2011



97,196

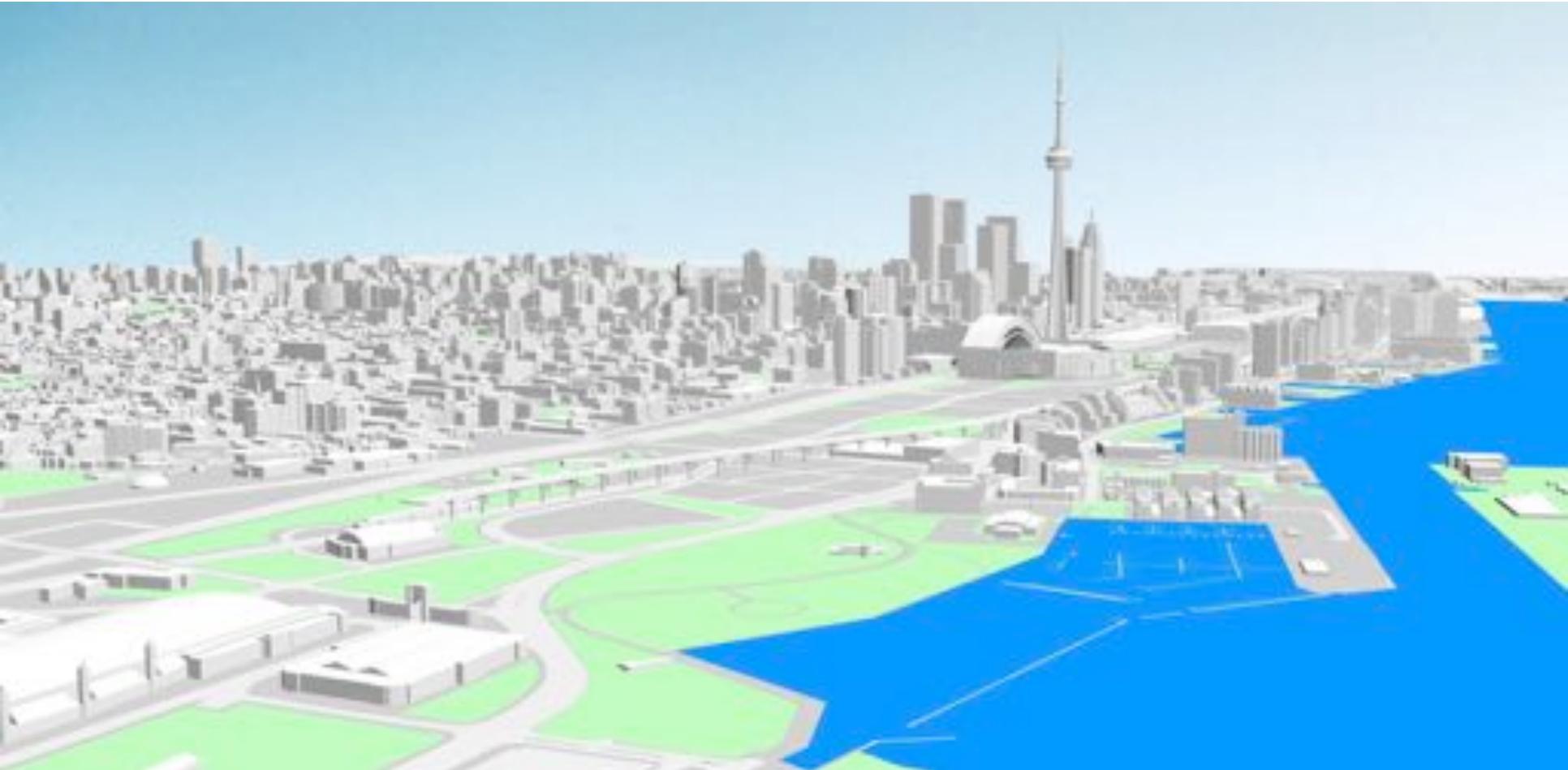
NET GROWTH

95%

PERCENT GROWTH

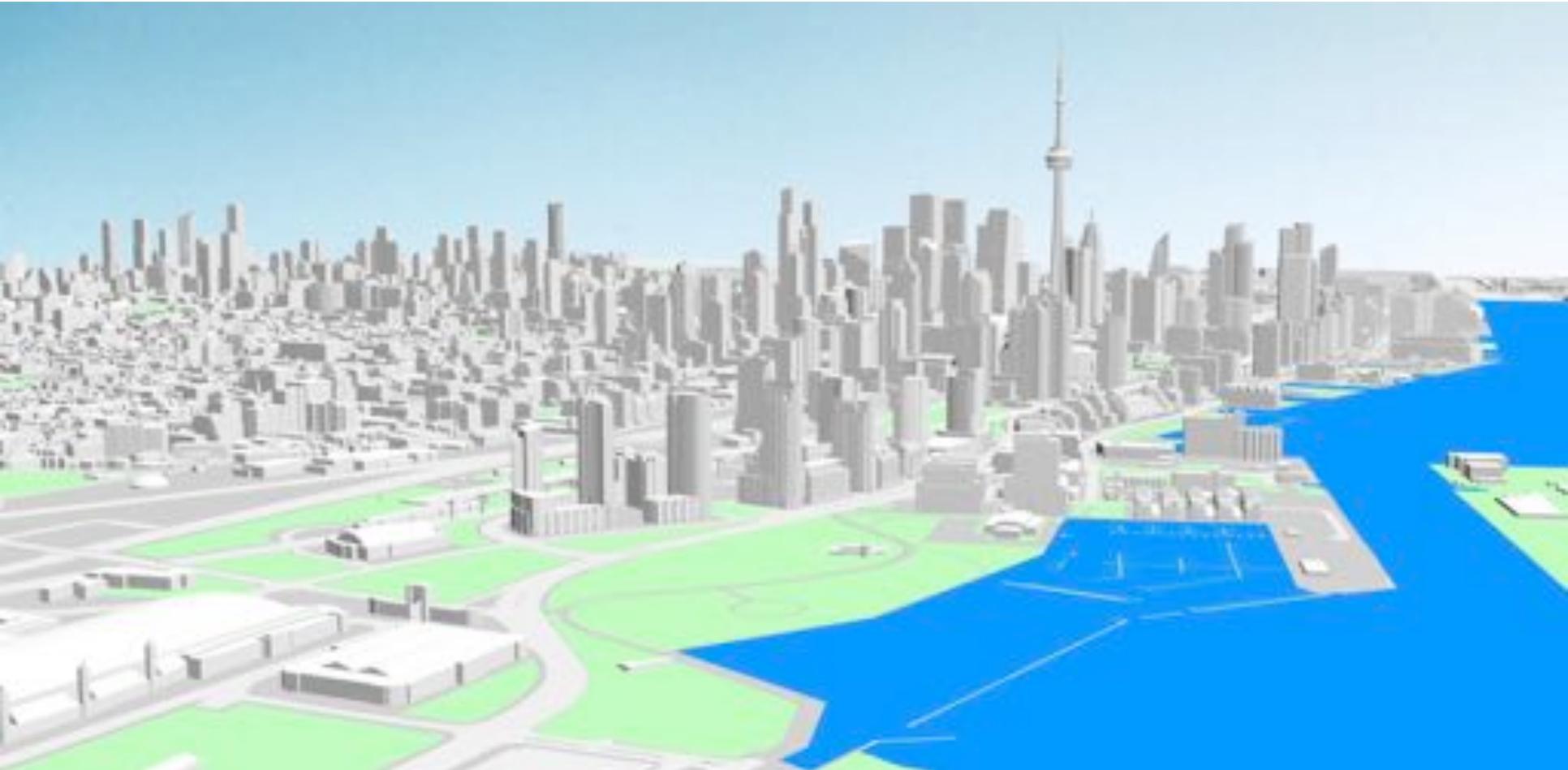


Downtown Growth



**DOWNTOWN'S CHANGING SKYLINE
2000**

Downtown Growth



DOWNTOWN'S CHANGING SKYLINE
2014 – Existing and Anticipated

A faded, light blue map of Toronto serves as the background for the slide. The map shows the city's street grid, major roads, and the surrounding area, including the waterfront and the Golden Horseshoe region.

2/ toronto planning context

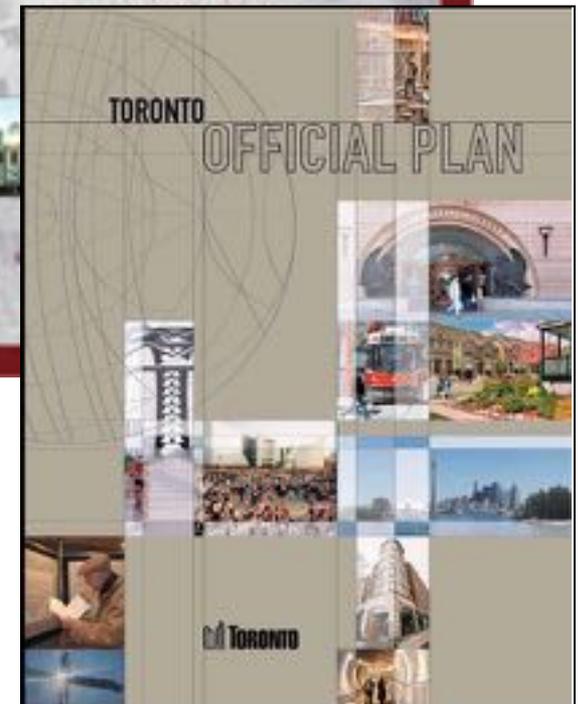
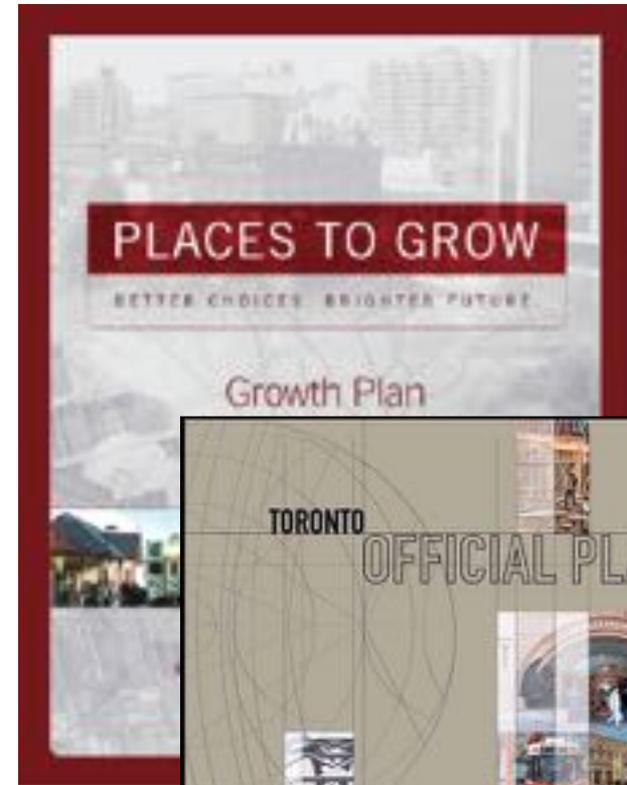
ONTARIO'S PLANNING FRAMEWORK

Provincial Government

- Planning Act/Heritage Act/Toronto Act
- Provincial Policy Statement
- Growth Plan
- Metrolinx
- Ontario Municipal Board

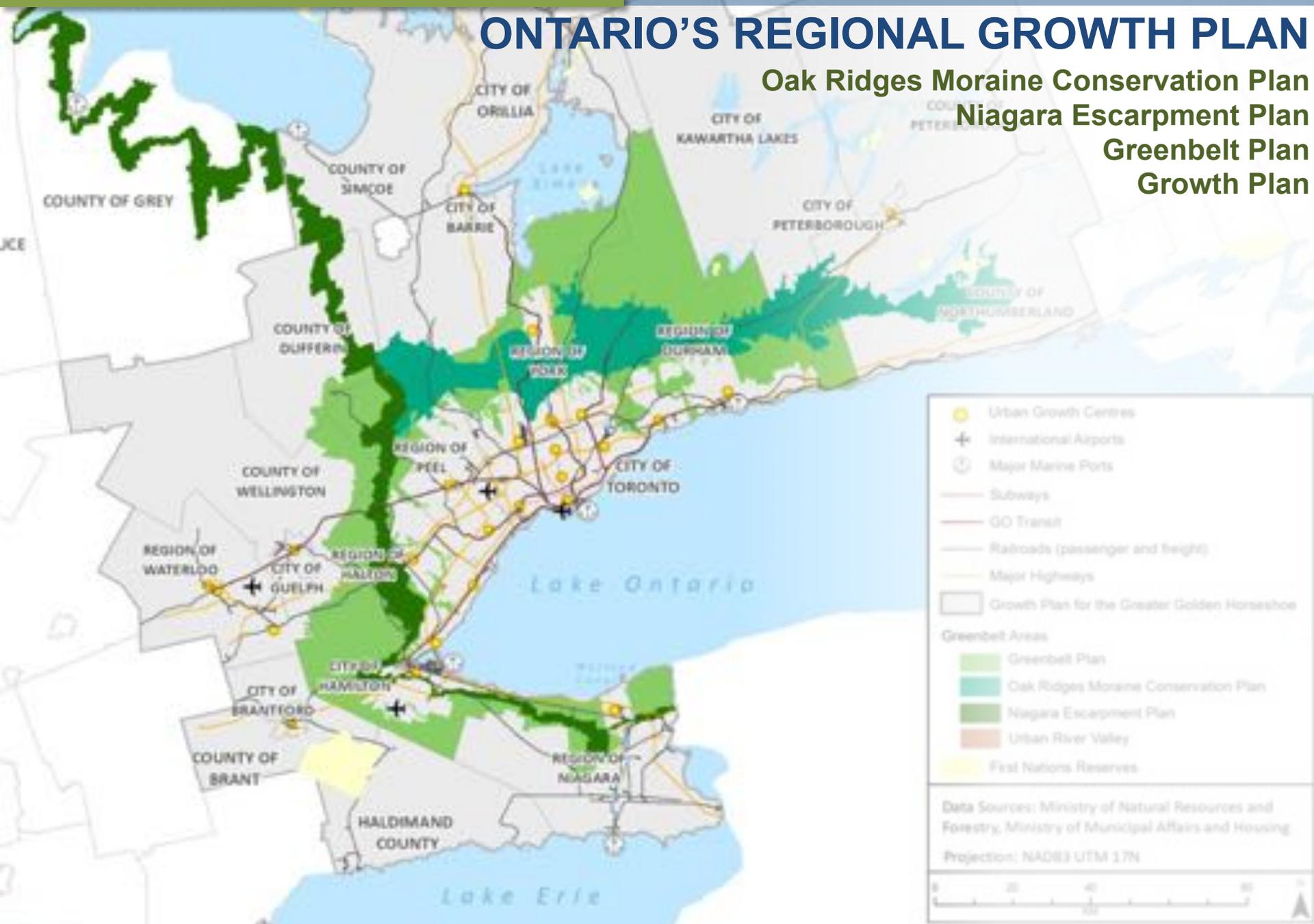
Municipal Government

- Official Plan
 - Secondary Plans
 - Zoning By-laws
 - Urban Design Guidelines
 - Heritage Conservation Districts
 - Development Permit System
 - Design Review Panels



ONTARIO'S REGIONAL GROWTH PLAN

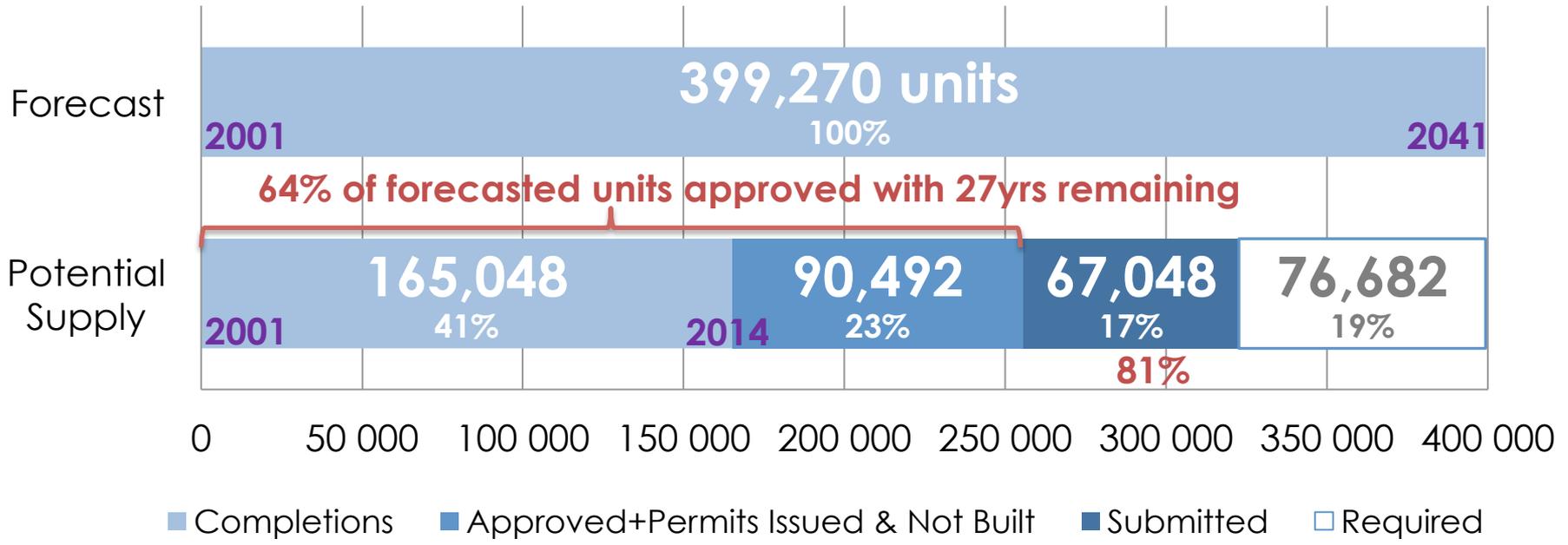
Oak Ridges Moraine Conservation Plan
 Niagara Escarpment Plan
 Greenbelt Plan
 Growth Plan



	Urban Growth Centres
	International Airports
	Major Marine Ports
	Subways
	GO Transit
	Railroads (passenger and freight)
	Major Highways
	Growth Plan for the Greater Golden Horseshoe
Greenbelt Areas	
	Greenbelt Plan
	Oak Ridges Moraine Conservation Plan
	Niagara Escarpment Plan
	Urban River Valley
	First Nations Reserves
Data Sources: Ministry of Natural Resources and Forestry, Ministry of Municipal Affairs and Housing	
Projection: NAD83 UTM 17N	

ONTARIO'S REGIONAL GROWTH PLAN

Toronto's growth is well on track to house population (3.4million) forecasted in the Growth Plan



TORONTO'S OFFICIAL PLAN

Directing Growth

Established Areas, Incremental Change Areas, Major Growth Areas



Map 2: Urban Structure

(June 2006)

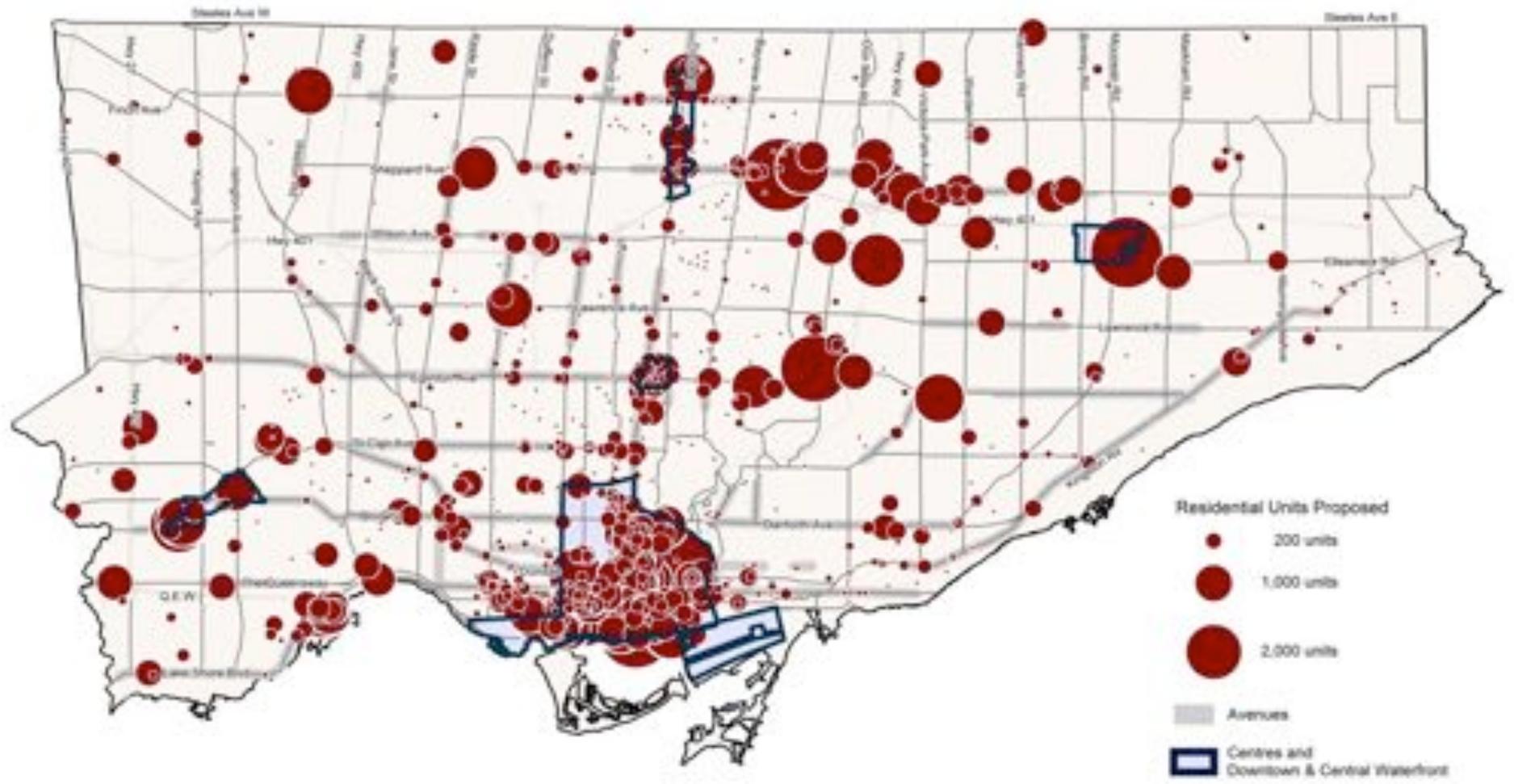
Protected Areas – 75% of the City

Growth Areas – 25% of the City

Reinforcing Urban Structure

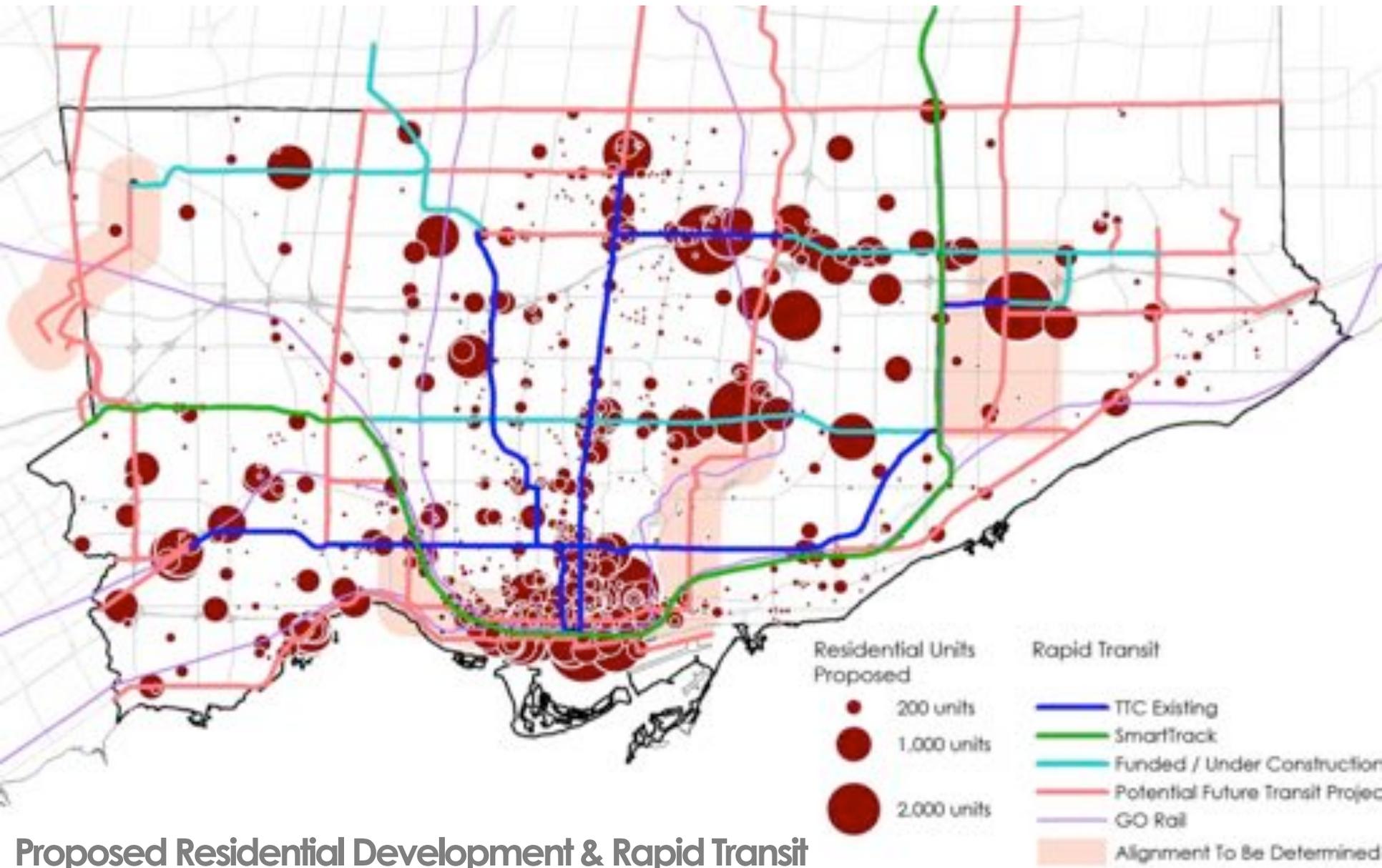
An aerial photograph of Toronto, Ontario, Canada. The image shows the city's urban core in the foreground, characterized by a dense cluster of skyscrapers and high-rise buildings. Beyond the city core, the landscape transitions into a vast expanse of green space, including parks and residential areas with lower-density housing. A prominent road or transit corridor runs through the center of the image, separating the city core from the surrounding green areas. The overall scene illustrates the city's urban structure and its integration with nature.

TORONTO'S OFFICIAL PLAN



Proposed Residential Development by Location

TORONTO'S OFFICIAL PLAN



Proposed Residential Development & Rapid Transit

URBAN DESIGN GUIDELINES

Enabling Policy

5.3.2 Implementation Plans and Strategies for City-Building **Guidelines** will be “adopted to advance the vision, objectives, and policies of the Plan.” (policy 1)

Urban Design Guidelines specifically are intended "to provide a more detailed framework for built form and public improvements in growth areas."

Formal Public Process

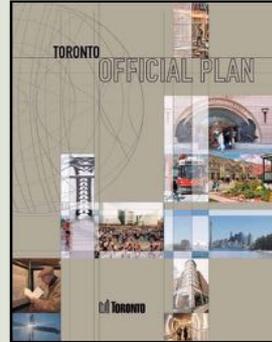
- Developed through stakeholder consultations
- Adopted by City-Council

URBAN DESIGN GUIDELINES

Guidelines as an
Official Plan
Implementation Tool

Policies

Broad & Directional

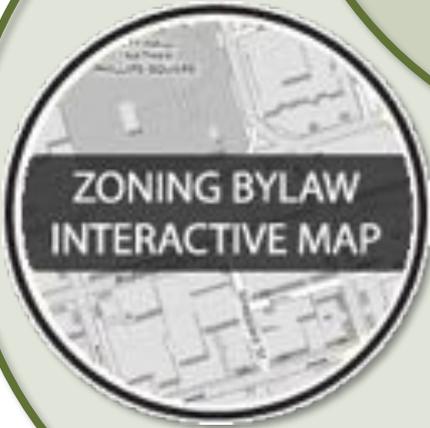


Great City Building & Design Excellence



Flexible for
site-specific
conditions/
priorities

Flexibility =
greatest **strength**
& greatest
weakness



Regulations/By-Laws
Rigid & Binary

Guidelines/Standards
Range & Flexible

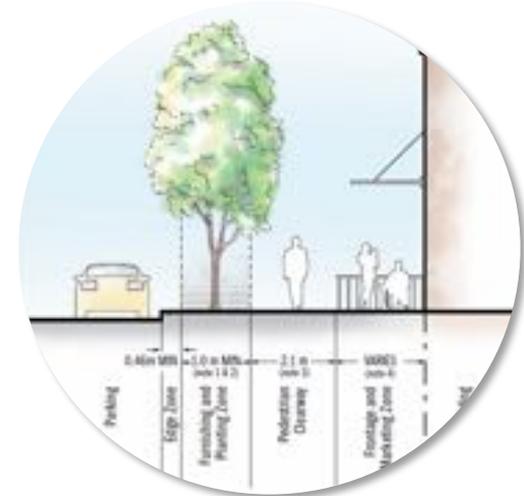
URBAN DESIGN GUIDELINES

Function & Subject Area

Mostly focus on the **form & character** of **buildings & spaces** with respect to reinforcing mostly **urban structure & public realm** objectives

Can be **qualitative** and/or **quantitative** measures

Can be presented as **principles, objectives, standards, benchmarks**, and/or be **performance** based



Measured Dimensions or Outcomes



“High-Quality” “Comfort” “Experience”

URBAN DESIGN GUIDELINES

City-Wide Subject Area Focus



Built-Form

Streets & Open Space

Special Issues

URBAN DESIGN GUIDELINES

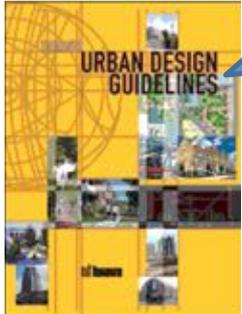
District or Area-Specific Focus

North York District

- [Advent Branson Community](#)
- [Allenbury Gardens](#)
- [Allen-Sheppard](#)
- [Avenue Road](#)
- [Bayview Institutions](#)
- [Bayview Avenue Area](#)
- [Bessarion-Leslie | Concord Park Place](#)
- [Castlefield Caledonia Design and Décor District](#)
- [Clairtrell Area](#)

Downsview

- [Keele Provincial Campus](#)
- [Lawrence Allen Revitalization](#)
- [O'Connor Drive](#)
- [Parkway Forest](#)
- [Replacement Housing \(former City of North York\)](#)
- [Southeast Bayview Node](#)
- [Victoria Park-Steeles](#)
- [Wilson Avenue](#)



65+ Guideline Documents



Scarborough District

- [Danforth Avenue](#)
- [Finch-Warden](#)
- [Highland Creek Village](#)
- [Kingston-Warden](#)
- [Markham-Ellesmere](#)
- [Metrogate Agincourt](#)
- [Midland/St. Clair](#)
- [Morningside Heights](#)
- [Sheppard East](#)

Etobicoke York District

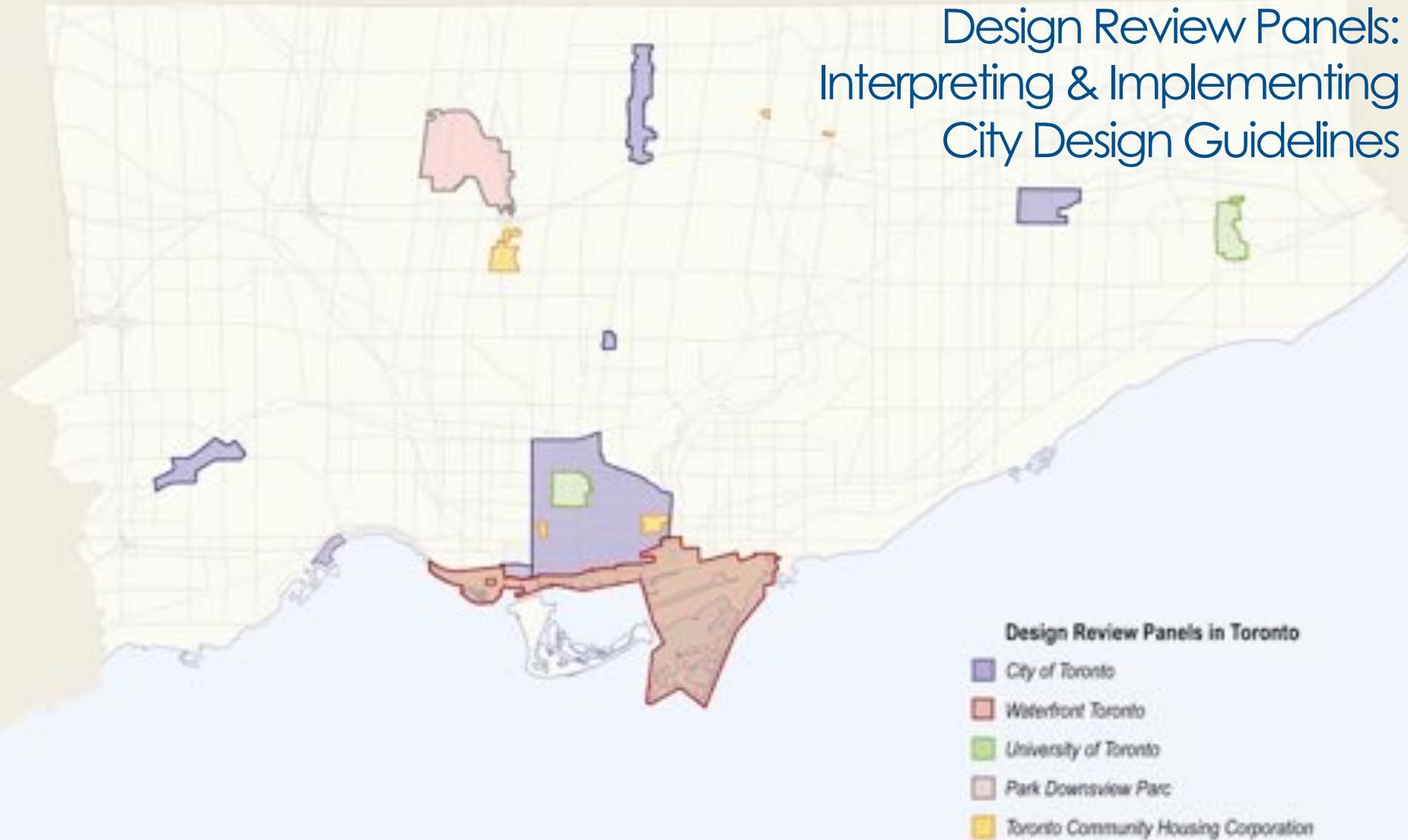
- [Bloor-Kingsway](#)
- [5055 Dundas Street West](#)
- [Etobicoke Centre](#)
- [Lake Shore Boulevard West](#)
- [Lakeshore Grounds](#)
- [Motel Strip](#) as updated by [Humber Bay Shores](#)
- [Mount Dennis](#)
- [Old Stockyards](#)
- [Park Lawn-Lake Shore](#)
- [Sherway Centre](#)
- [Viking Road](#)
- [Weston](#)
- [Windermere Village](#)

Toronto & East York District

- [O'Connor Drive](#)
- [Bathurst-St.Clair](#)
- [532-570 Bay Street at Dundas](#)
- [Bloor Corridor Visioning Study: Avenue Road to Bathurst Street](#)
- [Bloor-Yorkville/North Midtown](#)
- [Downtown Tall Buildings](#)
- [Exhibition Place](#)
- [King-Liberty](#)
- [King-Parliament](#)
- [King-Spadina](#)
- [North Downtown Yonge](#)
- [Oakwood-Vaughan](#)
- [Queen Street East \(Coxwell Avenue to Nursewood Road\)](#)
- [Queen West, Baldwin Village and the Grange](#)
- [Queen-University/Canada Life](#)
- [Railway Lands West/Central](#)
- [26 Shuter Street](#)
- [South of Eastern](#)
- [St. Lawrence Neighbourhood](#)
- [Toronto General Hospital](#)
- [University of Toronto \(Main Campus\)](#)
- [1 Yonge Street](#)
- [1320 Yonge Street](#)

URBAN DESIGN GUIDELINES

Design Review Panels:
Interpreting & Implementing
City Design Guidelines



Toronto DRP: 12 meetings held and 41 projects reviewed in 2015



3/ city-wide guidelines:
**tall, mid & low
buildings**

High-Rise

- Taller than the width of the ROW
- Greater than 5-storeys



Tall, Mid & Low Buildings Defined

Mid-Rise

- No taller than the width of the ROW
- 5 to 11-storeys

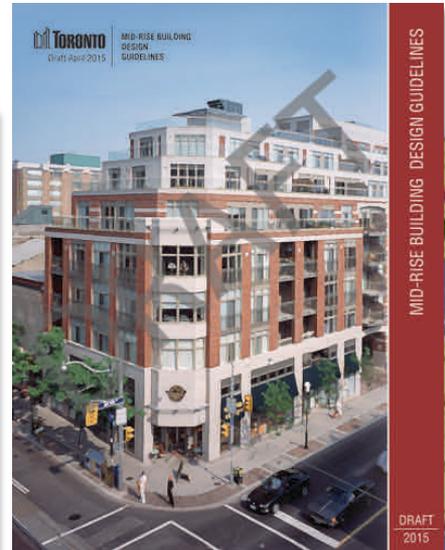
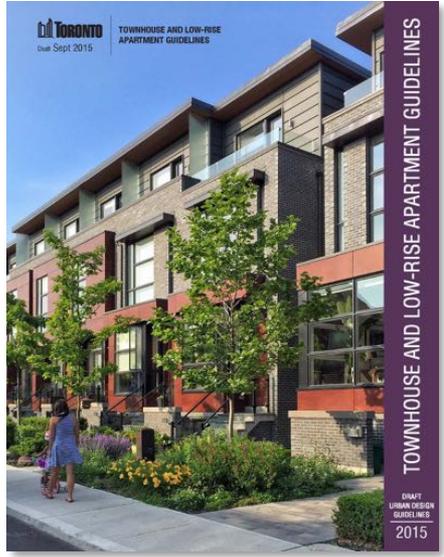


Low-Rise

- 4-storeys or less

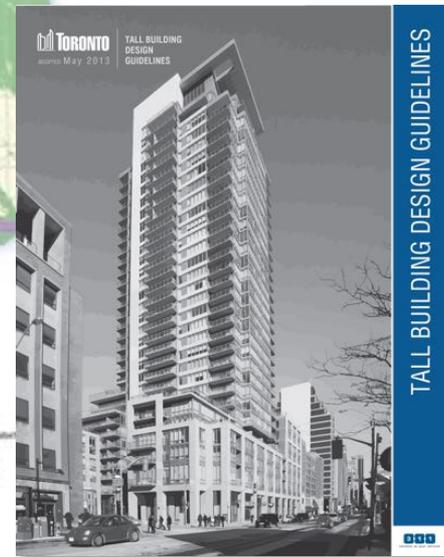
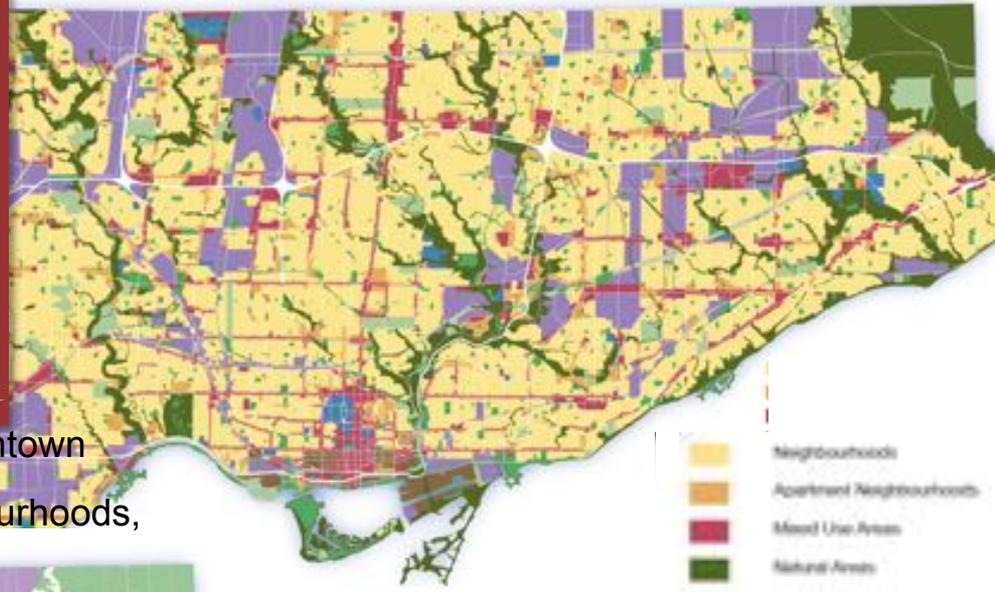


All Designations
All Growth Areas



Avenues, Centres, Downtown
Mixed Use, Apt Neighbourhoods,
Regeneration Areas

Tall, Mid & Low Buildings Targeted Locations



Centres, Downtown
Mixed Use, Apt
Neighbourhoods,
Regeneration
Areas

Tall, Mid & Low Buildings

Key Performance Objectives of Guidelines

Quality of the **pedestrian experience** as shaped by attention to **design & material quality**, **protection** from the elements, **animation & visual interest**.

- Sidewalk zone
- Street trees
- Entrances
- Façade & Storefronts
- Grade level heights

**Pedestrian Level
Scale**

Continuity & consistency of the **first few levels** of the building that **define & give character** to the streetscape.

- appropriate min/max heights
- Continuous street wall
- Contextual Stepbacks
- Façade design & articulation
- Balconies & projections
- Consistent cornice lines
- Heritage considerations

**Street Wall
Scale**

How the overall building is **scaled, massed & transitions** to fit in its context, while minimizing adverse **shadow & skyview impacts**.

- Upper storey setbacks
- Mechanical penthouse
- Angular planes
- Min 5 hours of sunlight

**Neighbourhood
Scale**

Tall, Mid & Low Buildings Guideline Organization

TALL BUILDING STRATEGIC GUIDELINES

FOR DISCUSSION PURPOSES ONLY

2017-18 TALL BUILDING STRATEGIC GUIDELINES FOR 2022 (DRAFT)

3.1.1 BASE BUILDING SCALE AND HEIGHT

Design the base building to fit harmoniously within the existing context of neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks, and public or private open space.

- Where there is an existing context of commercial buildings with consistent height, align the base building with the height of the adjacent (and also the height limit in 3.1.3.1).
- In the absence of a consistent context of height scales, provide a minimum base building height of 10.0 metres and a maximum height equal to 50% of the adjacent street right-of-way width (A), up to a limit of 24 metres in height. Adjacent base building heights may be applied, with a 0.5 metre step back, provided this total height does not exceed 100% of the adjacent street right-of-way width (A) or a limit of 24 metres in height.
 - For sites with a maximum street right-of-way width of 20 metres, the maximum height of the base building shall be 10.0 metres.
 - For sites with a maximum street right-of-way width of 20 metres to 30 metres, the maximum height of the base building shall be 12.0 metres.
 - For sites with a maximum street right-of-way width of 30 metres to 40 metres, the maximum height of the base building shall be 14.0 metres.
 - For sites with a maximum street right-of-way width of 40 metres to 50 metres, the maximum height of the base building shall be 16.0 metres.
 - For sites with a maximum street right-of-way width of 50 metres to 60 metres, the maximum height of the base building shall be 18.0 metres.
 - For sites with a maximum street right-of-way width of 60 metres to 70 metres, the maximum height of the base building shall be 20.0 metres.
 - For sites with a maximum street right-of-way width of 70 metres to 80 metres, the maximum height of the base building shall be 22.0 metres.
 - For sites with a maximum street right-of-way width of 80 metres to 90 metres, the maximum height of the base building shall be 24.0 metres.
 - For sites with a maximum street right-of-way width of 90 metres to 100 metres, the maximum height of the base building shall be 24.0 metres.
- On corner sites, align the height and form of the base building to respect and respond to the height, scale and form (and setbacks) of the existing context of both streets.
- For sites where the adjacent context is lower-scale and not well articulated in volume, provide a baseform in the base building equal to the site level-scale context. Match at least a portion of the base immediately adjacent to the lower-scale context with the scale and height of neighbouring buildings.
- For sites fronting or adjacent to large properties, design the scale and height of the base building to respect and reinforce the established height established by the historic context.
- Within the tall building site, frame publicly accessible and shared private open spaces with a well-proportioned base building.



Figure 3: Base building height guidelines in context of neighbouring context (for discussion)

FOR DISCUSSION PURPOSES ONLY

2017-18 TALL BUILDING STRATEGIC GUIDELINES FOR 2022 (DRAFT)

RATIONALE

The role of the base building is to link a tall building to harmoniously within an existing (historic context), define the edges of adjacent streets, parks, and open space of good proportion, and ensure access to sunlight and sky view for pedestrians and neighbouring properties.

A tall-scale commercial base building height generally relates well to a lower-scale context and sets a good baseline to effectively frame the public realm.

Limiting the height of the base building to 50% of the right-of-way width provides consistency in street proportion and maintains access to at least 50% of sunlight on the opposite side of the street or the street and for treatment.

In urban streets, limiting the height of the base building to a maximum 24 metres (77 feet), ensures that the base form can contribute to pedestrian environment, composed low building volumes at street level may view, and contribute to a more permeable and building composition, underpinning the benefits of achieving a slender, point tower form.

Many tall building sites, including corner sites, have multiple setbacks along streets, parks, and public or private open space. The scale, height, and form of the base building may need to vary slightly to respond appropriately to differences in adjacent building height, built form, character, open space use, and street width for each building setback.

The appropriate height for base buildings typically would vary slightly within a site to allow lower-scale form which may be appropriate for street character. Provide a context transition where a change in base building height scale and built form character occurs.



Figure 4: Base building height guidelines in context of neighbouring context



Figure 5: Base building height guidelines in context of neighbouring context

- Urban Form Reference**
 - 400 King Street West - Toronto
 - 100 King Street West - Toronto
 - 100 Queen Street West - Toronto
 - 100 Adelaide Street West - Toronto
 - 100 York Street - Toronto

- Height Standards, Studies & Guidelines**
 - City of Toronto Planning Committee Report on Study of Toronto's Central Area, 1970
 - City of Toronto Planning Committee Report on Study of Toronto's Central Area, 1970
 - City of Toronto Planning Committee Report on Study of Toronto's Central Area, 1970

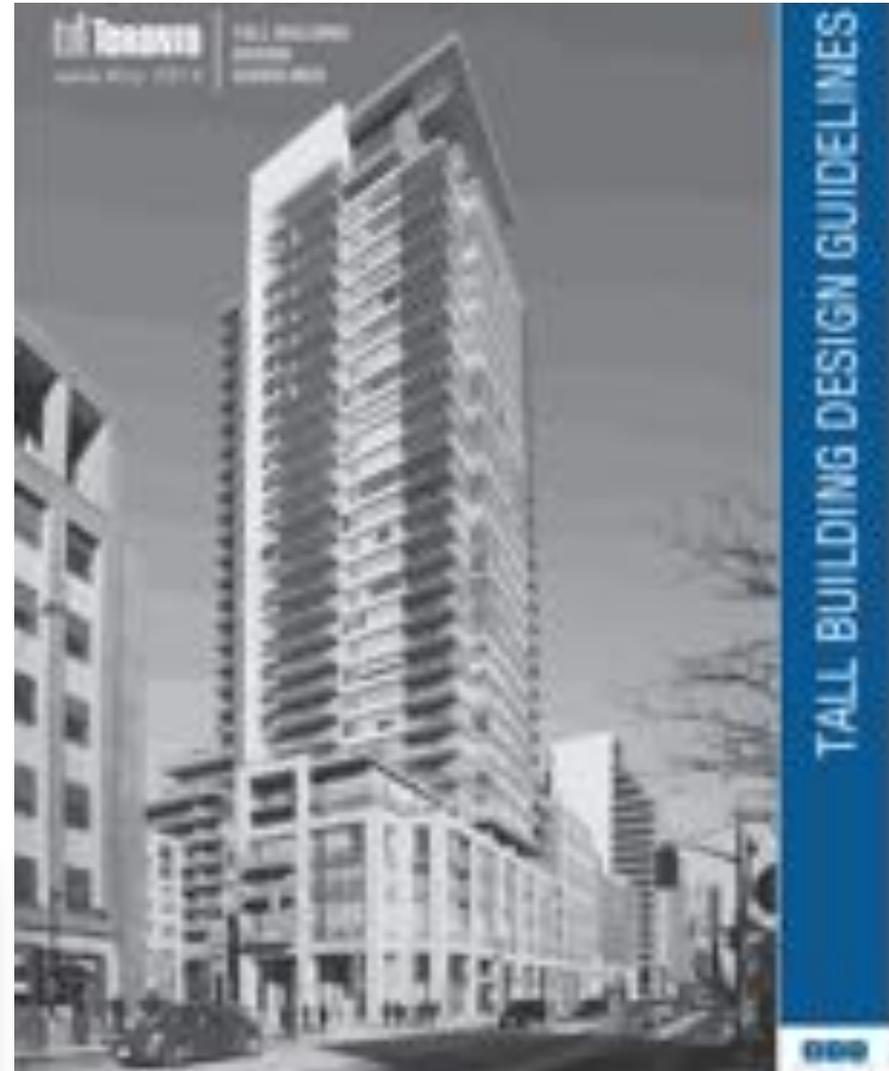
TALL BUILDING STRATEGIC GUIDELINES

Tall Building Design Guidelines

Introduction

- ***Design Criteria for the Review of Tall Building Proposals*** (2006)
- ***Downtown Tall Buildings Vision and Performance Standards Design Guidelines*** (2012)
- ***Tall Building Design Guidelines***
 - adopted by Council on May 8, 2013
 - integrate and build upon previous Council-adopted guidelines
 - establish a unified set of performance measures for the evaluation of all tall building development applications city-wide

The Tall Building Design Guidelines do not determine where tall buildings are permitted. Rather, the Guidelines assist with the implementation of Official Plan policy to help ensure that tall buildings, where they are permitted, "fit within their context and minimize their local impacts."



Tall Building Design Guidelines

Introduction

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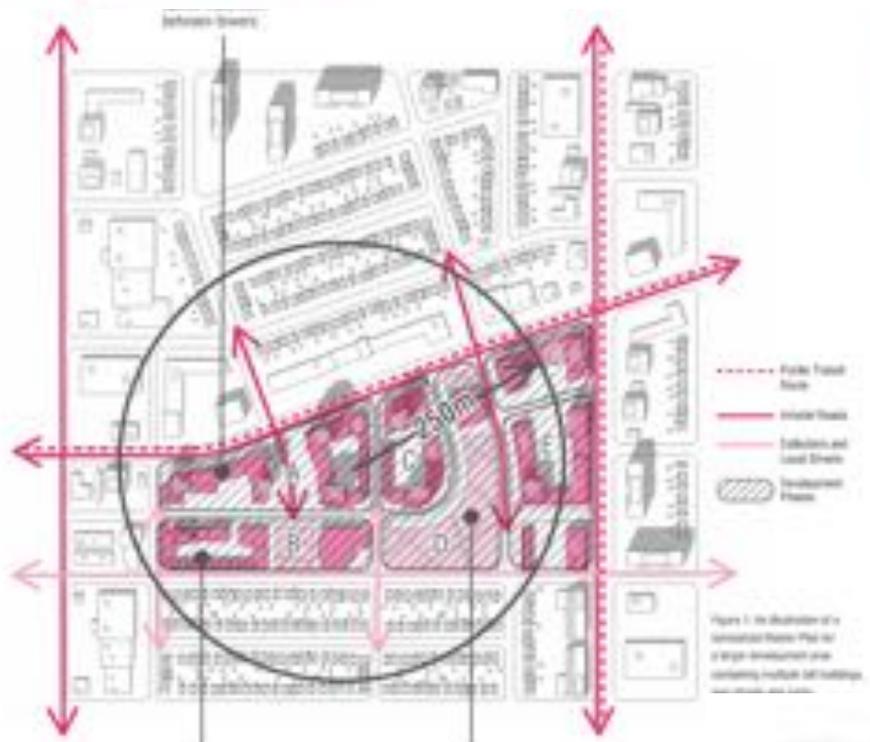
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Tall Building Design Guidelines

Key Principles: Site Context

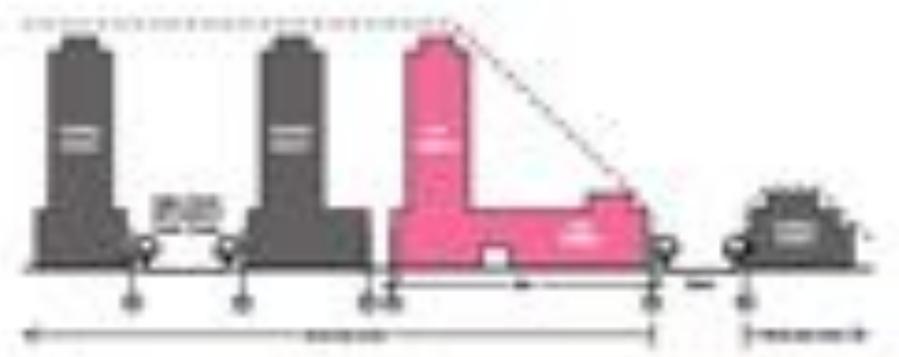
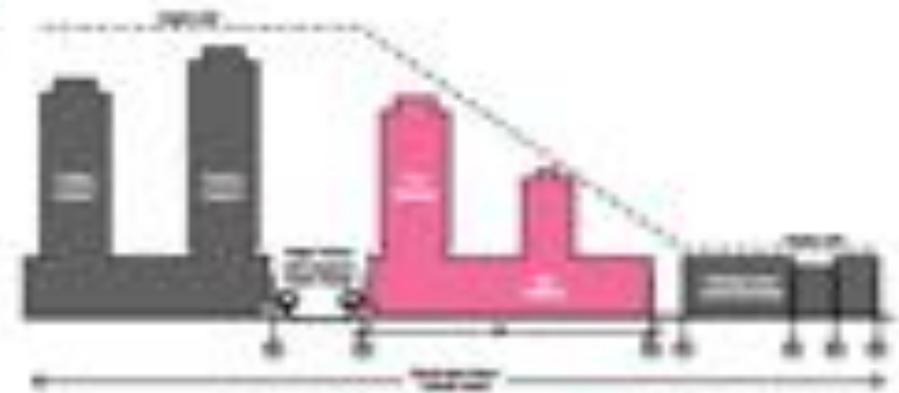
1.2 MASTER PLAN FOR LARGER SITES

Coordinate the development of larger sites with potential for multiple tall buildings, new internal streets, or parks through a Master Plan.



New buildings are to consider context and provide appropriate transition to adjacent neighborhoods

Master plan areas generally require new open space



1.3 FIT AND TRANSITION IN SCALE

Ensure tall buildings fit within the existing or planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks, and open space.

Tall Building Design Guidelines

Key Principles: Site Context

1.2 MASTER PLAN FOR LARGER SITES

Coordinate the development of larger sites with potential for multiple tall buildings, new internal streets, or parks through a Master Plan.



Tall Building Design Guidelines

Key Principles: Site Context

1.4 SUNLIGHT AND SKY VIEW

Locate and design tall buildings to protect access to sunlight and sky view within the surrounding context of streets, parks, public and private open space, and other shadow sensitive areas.



Figure 1. Tall buildings designed to protect sunlight and sky view of a public park.



1.6 HERITAGE PROPERTIES AND HERITAGE CONSERVATION DISTRICTS

Locate and design tall buildings to respect and complement the scale, character, form and setting of on-site and adjacent heritage properties and Heritage Conservation Districts (HCDs).

Tall Building Design Guidelines

Key Principles: Site Context



1.6 HERITAGE PROPERTIES AND HERITAGE CONSERVATION DISTRICTS

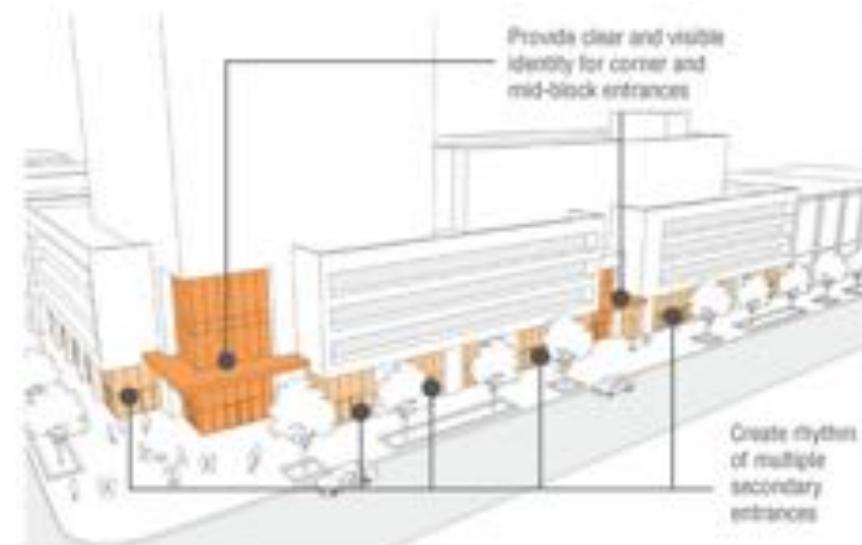
Locate and design tall buildings to respect and complement the scale, character, form and setting of on-site and adjacent heritage properties and Heritage Conservation Districts (HCDs).

Tall Building Design Guidelines

Key Principles: Site Organization

2.1 BUILDING PLACEMENT

Locate the base of tall buildings to frame the edges of streets, parks, and open space, to fit harmoniously with the existing context, and to provide opportunities for high-quality landscaped open space on-site.



2.2 BUILDING ADDRESS AND ENTRANCES

Organize tall buildings to use existing or new public streets for address and building entrances.

Ensure primary building entrances front onto public streets, are well-defined, clearly visible, and universally accessible from the adjacent public sidewalk.

Tall Building Design Guidelines

Key Principles: Site Organization

2.4 PUBLICLY ACCESSIBLE OPEN SPACE

Provide grade-related, publicly accessible open space within the tall building site to complement, connect, and extend the existing network of public streets, parks, and open space.

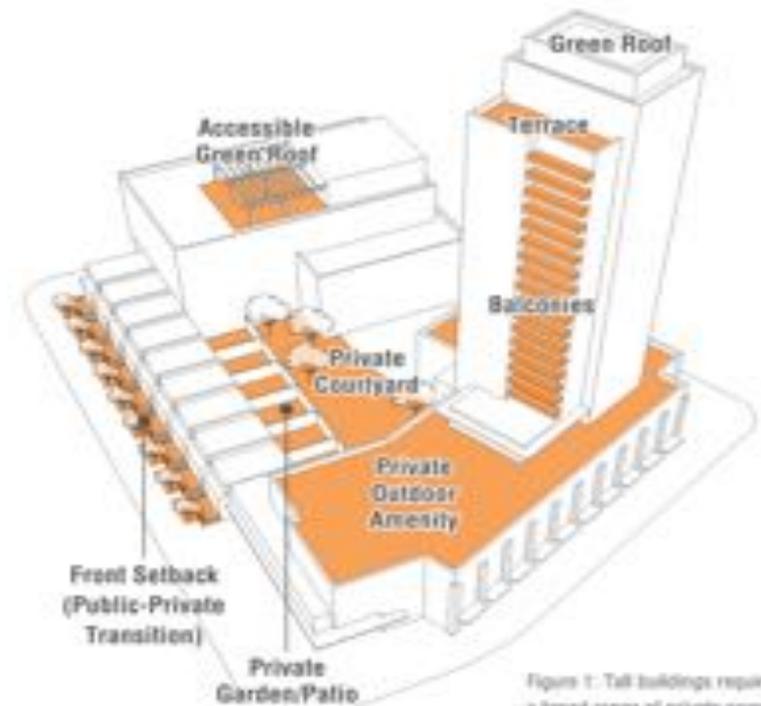


Figure 1: Tall buildings require a broad range of private open

2.5 PRIVATE OPEN SPACE

Provide a range of high-quality, comfortable private and shared outdoor amenity space throughout the tall building site.

Tall Building Design Guidelines

Key Principles: Site Organization

2.4 PUBLICLY ACCESSIBLE OPEN SPACE

Provide grade-related, publicly accessible open space within the tall building site to complement, connect, and extend the existing network of public streets, parks, and open space.



Tall Building Design Guidelines

Key Principles: Site Organization

2.4 PUBLICLY ACCESSIBLE OPEN SPACE

Provide grade-related, publicly accessible open space within the tall building site to complement, connect, and extend the existing network of public streets, parks, and open space.



Tall Building Design Guidelines

Key Principles: Site Organization



2.7 PUBLIC ART

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

Tall Building Design Guidelines

Key Principles: Tall Building Design



Top

The tops of tall buildings, including upper floors and roof-top mechanical or telecommunications equipment, signage, and amenity space, should be designed, primarily through the tower massing and secondarily through materials, to create an integrated and appropriate conclusion to the tall building form.

Middle (Tower)

The location, scale, floor plate size, orientation, and separation distances of the middle (tower) affect sky view, privacy, wind, and the amount of sunlight and shadows that reach the public realm and neighbouring properties. The design and placement of the tower should effectively resolve these matters to ensure that a tall building minimizes its impact on surrounding streets, parks, public and private open space, as well as existing or future buildings on adjacent sites. Tower placement and design also plays an important role in meeting sustainability objectives.

Base Building

The lower storeys of a tall building are referred to as the base building. The role of the base building is to frame the public realm, articulate entrances, and assist in the creation of an attractive and animated public realm which provides a safe, interesting, and comfortable pedestrian experience. The base building should define and support adjacent streets, parks, and open space at an appropriate scale, integrate with adjacent streetwall buildings, assist to achieve transition down to lower-scale buildings, and minimize the impact of parking and servicing on the public realm.

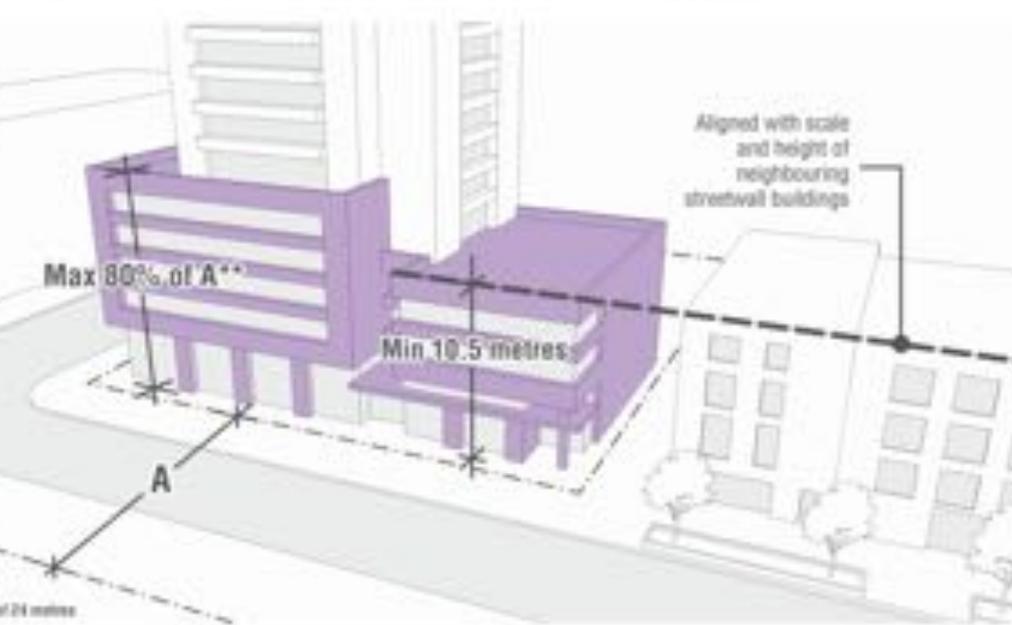


Tall Building Design Guidelines

Key Principles: Tall Building Design

3.1.1 BASE BUILDING SCALE AND HEIGHT

Design the base building to fit harmoniously within the existing context of neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks, and public or private open space.



3.1.2 STREET ANIMATION

Line the base building with active, grade-related uses to promote a safe and animated public realm.

Tall Building Design Guidelines

Key Principles: Tall Building Design

3.1.3 FIRST FLOOR HEIGHT

Provide a minimum first floor height of 4.5 metres, measured floor-to-floor from average grade.



Figure 7. Treatment of the transition space between the public sidewalk and building interior reflects the differing needs for access and privacy between residential and commercial tenancies.

3.1.5 PUBLIC-PRIVATE TRANSITION

Design the base building and adjacent setback to promote an appropriate level of visual and physical access and overlook reflecting the nature of building use at-grade.

Tall Building Design Guidelines

Key Principles: Tall Building Design



Base Building Scale , Animation & Articulation

Tall Building Design Guidelines

Key Principles: Tall Building Design

3.2.1 FLOOR PLATE SIZE AND SHAPE

Limit the tower floor plate to 750 square metres or less per floor, including all built area within the building, but excluding balconies.

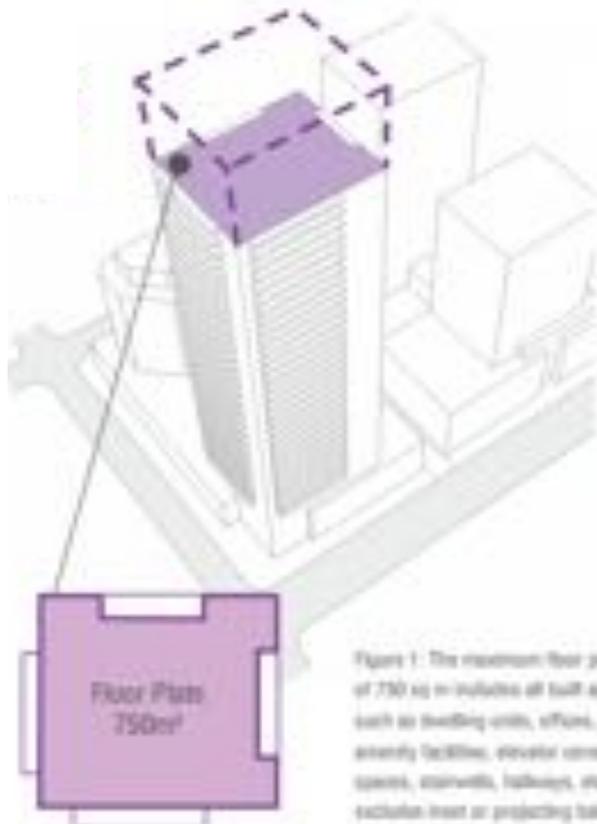


Figure 1: The maximum floor plate size of 750 sq m includes all built area, such as building units, offices, retail, amenity facilities, elevator cores, storage spaces, stairwells, hallways, etc., but excludes terraces or projecting balconies.



Figure 1: Minimum tower separation distance measured from building face to building face.

Figure 1: Minimum tower separation distance measured from building face to building face.

3.2.3 SEPARATION DISTANCES

Setback tall building towers 12.5 metres or greater from the side and rear property lines or centre line of an abutting lane.

Provide separation distance between towers on the same site of 25 metres or greater, measured from the exterior wall of the buildings, excluding balconies.

Tall Building Design Guidelines

Key Principles: Tall Building Design



Tower Floor Plate & Separation Distances

Tall Building Design Guidelines

Key Principles: Tall Building Design

3.3 TOWER TOP

Design the top of tall buildings to make an appropriate contribution to the quality and character of the city skyline.

Balance the use of decorative lighting with energy efficiency objectives, the protection of migratory birds, and the management of artificial sky glow.



Tall Building Design Guidelines

Key Guides: The Pedestrian Realm

4.2 SIDEWALK ZONE

Provide adequate space between the front of the building and adjacent street curbs to safely and comfortably accommodate pedestrian movement, streetscape elements, and activities related to the uses at grade.

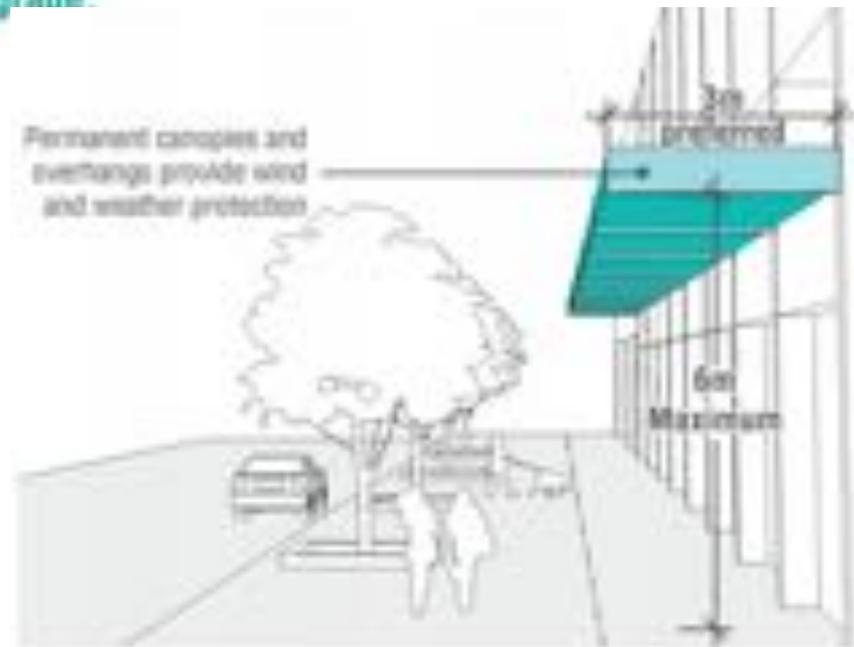
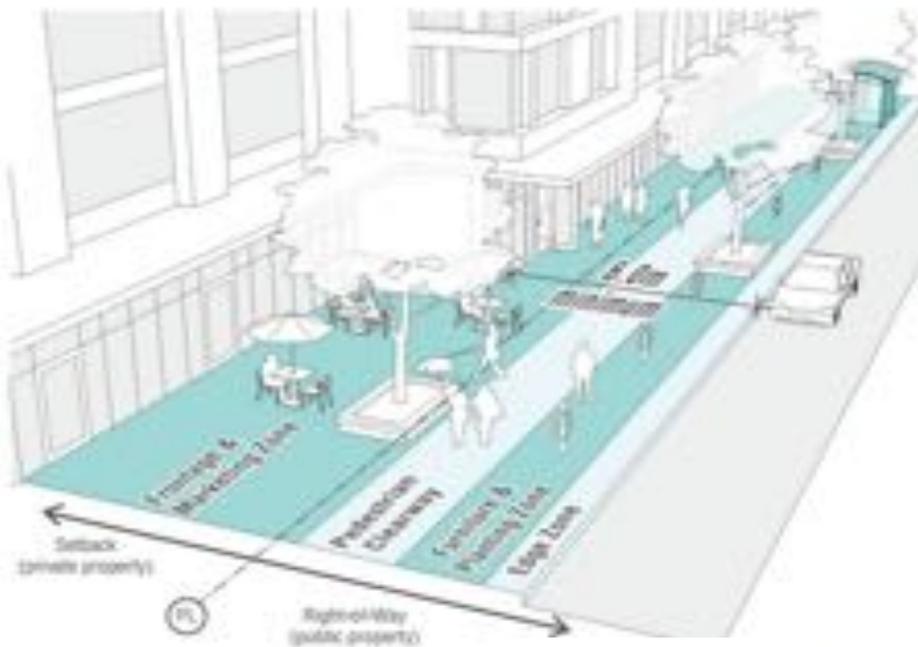


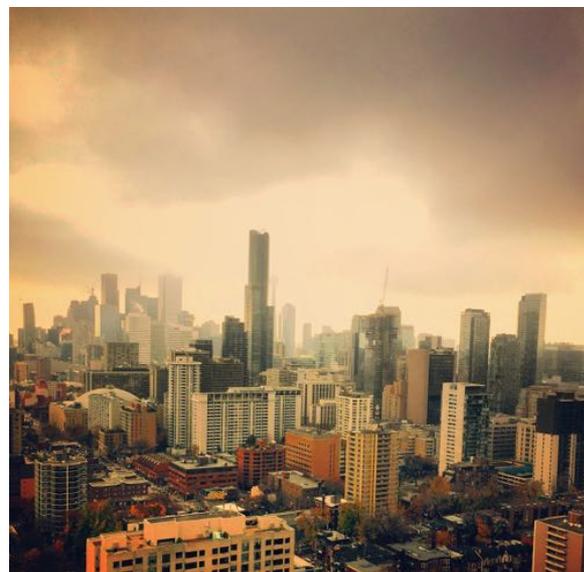
Figure 1. A permanent canopy overhang protects pedestrians from wind and weather.

4.4 PEDESTRIAN WEATHER PROTECTION

Ensure weather protection elements, such as overhangs and canopies, are well-integrated into building design, carefully designed and scaled to support the street, and positioned to maximize function and pedestrian comfort.

Tall Building Design Guidelines

The Guidelines at Work



Mid-Rise Building Design Guidelines

Introduction

The Avenues:

- Corridors along **major transit routes** subject to **Avenue Studies**
- For **gradual transit-supportive** development – walkable, higher density, mixed-uses
- To create **new jobs & housing**, and to **improve streetscapes**, infrastructure & amenities



traditional main street: St. Clair Ave.



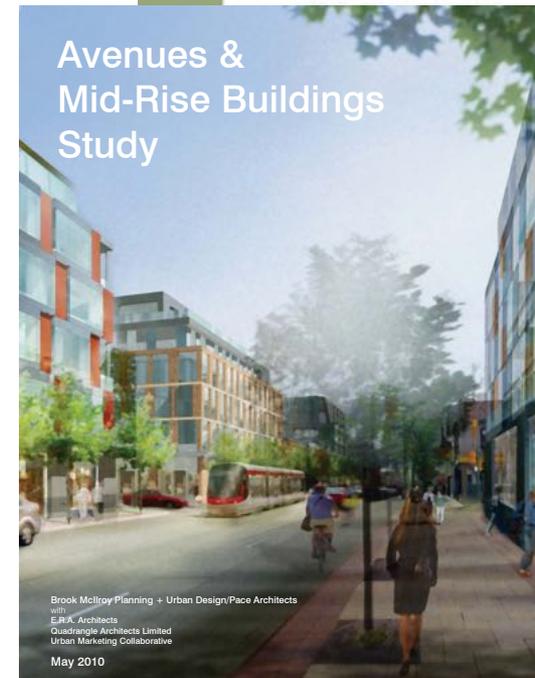
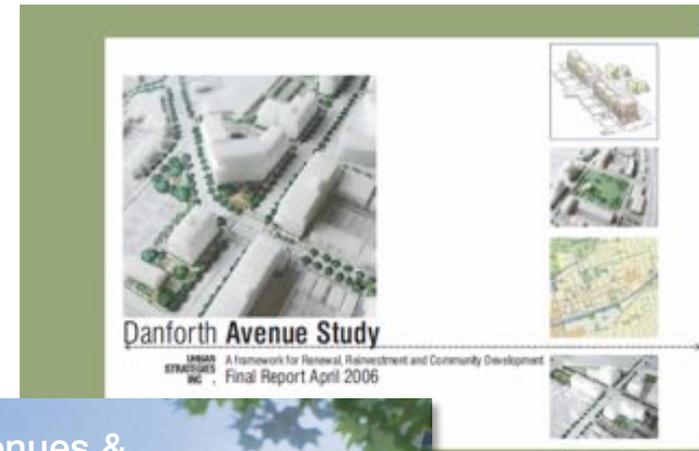
commercial strip: Wilson Ave.

Mid-Rise Building Design Guidelines

Introduction

Avenue Studies:

- **19 studies completed** from 2002 to 2008
- **Mid-rise buildings** the most preferred development in all completed studies
- **Slow & labour intensive** to roll-out studies & new zoning for each corridor
- **2005 Mid-Rise Building Symposium** concluded a **need for more certainty & incentives** to encourage development
- **Avenues & Mid-Rise Building Study** initiated in 2008 to provide a proactive, city-wide strategy, which is approved by Council in 2010



Mid-Rise Building Design Guidelines

36 Performance Standards

1. Maximum Allowable Height

The maximum allowable height of buildings on the Avenues will be no taller than the width of the Avenue right-of-way, up to a maximum mid-rise height of 11 storeys (36 metres).

2. Minimum Building Height

All new buildings on the Avenues must achieve a minimum height of 10.5 metres (up to 3 storeys) at the street frontage.

3. Minimum Ground Floor Height

The minimum floor to floor height of the ground floor should be 4.5 metres to facilitate retail uses at grade.

4A. Front Façade: Angular Plane

The building envelope should allow for a minimum of 5-hours of sunlight onto the Avenue sidewalks from March 21st - September 21st.

4B. Front Façade: Pedestrian Perception Step-back

"Pedestrian Perception" step-backs may be required to mitigate the perception of height and create comfortable pedestrian conditions.

4C. Front Façade: Alignment

The front street wall of mid-rise buildings should be built to the front property lines or applicable setback lines.

5A. Rear Transition to Neighbourhoods: Deep

The transition between a deep Avenue property and areas designated Neighbourhoods, Parks and Open Space Areas, and Natural Areas to the rear should be created through setback and angular plane provisions.

5B. Rear Transition to Neighbourhoods: Shallow

The transition between a shallow Avenue property and areas designated Neighbourhoods, Parks and Open Space Areas, and Natural Areas to the rear should be

5D. Rear Transition to Apartment Neighbourhoods

The transition between an Avenue property and areas designated Apartment Neighbourhoods to the rear should be created through setbacks and other provisions.

6. Corner Sites: Heights & Angular Planes

On corner sites, the front angular plane and heights that apply to the Avenue frontage will also apply to the secondary street frontage.

7A. Minimum Sidewalk Zones

Mid-rise buildings may be required to be set back at grade to provide a minimum sidewalk zone.

7B. Streetscapes

Avenue streetscapes should provide the highest level of urban design treatment to create beautiful pedestrian environments and great places to shop, work and live.

8A. Side Property Line: Continuous Street Walls

Mid-rise buildings should be built to the side property lines.

8B. Side Property Line: Limiting Blank Side Walls

Blank sidewalks should be designed as an architecturally finished surface and large expanses of blank sidewalks should be avoided.

8C. Side Property Line: Step-backs at Upper Storeys

There should be breaks at upper storeys between new and existing mid-rise buildings that provide sky-views and increased sunlight access to the sidewalk. This can be achieved through side step-backs at the upper storeys.

8D. Side Property Line: Existing Side Windows

Existing buildings with side wall windows should not be negatively impacted by

9. Building Width: Maximum Width

Where mid-rise building frontages are more than 60 metres in width, building façades should be articulated or "broken up" to ensure that façades are not overly long.

10. At-Grade Uses: Residential

Where retail at grade is not required, and residential uses are permitted, the design of ground floors should provide adequate public/private transition, through setbacks and other methods, and allow for future conversion to retail uses.

11. Setbacks for Civic Spaces

In special circumstances where civic or public spaces are desired, additional setbacks may be encouraged.

12. Balconies & Projections

Balconies and other projecting building elements should not negatively impact the public realm or prevent adherence to other Performance Standards.

13. Roofs & Roofscapes

Mechanical penthouses may exceed the maximum height limit by up to 5 metres but may not penetrate any angular planes.

14. Exterior Building Materials

Buildings should utilize high-quality materials selected for their permanence, durability and energy efficiency.

15. Façade Design & Articulation

Mid-rise buildings will be designed to support the public and commercial function of the Avenue through well articulated and appropriately scaled façades.

16A. Vehicular Access

Whenever possible, vehicular access should be provided via local streets and rear lanes, not the Avenue.

17. Loading & Servicing

Loading, servicing, and other vehicular related functions should not detract from the use or attractiveness of the pedestrian realm.

18. Design Quality

Mid-rise buildings will reflect design excellence and green building innovation, utilizing high-quality materials that acknowledge the public role of the Avenues.

19A. Heritage & Character Areas

All mid-rise buildings on the Avenues should respect and be sensitively integrated with heritage buildings in the context of Heritage Conservation Districts.

19B. Development in a HCD

The character and values of HCDs must be respected to ensure that the district is not diminished by incremental or sweeping change.

19C. Development Adjacent to a Heritage Property

Development adjacent to heritage properties should be sensitive to, and not negatively impact, heritage properties.

19D. Character Area: Fine Grain Fabric

New mid-rise buildings in Character Areas that have a fine grain, main street fabric should be designed to reflect a similar rhythm of entrances and multiple retail units.

19E. Character Area: Consistent Cornice Line

Buildings in a Character Area should maintain a consistent cornice line for the first step-back by establishing a "datum line" or an average of the existing cornice line.

19F. Character Area: Vertical Additions

Additions to existing buildings is an alternative to redevelopment projects on the Avenues, and should be encouraged in areas with an existing urban fabric.

19G. Character Area: Other Considerations

Mid-Rise Building Design Guidelines

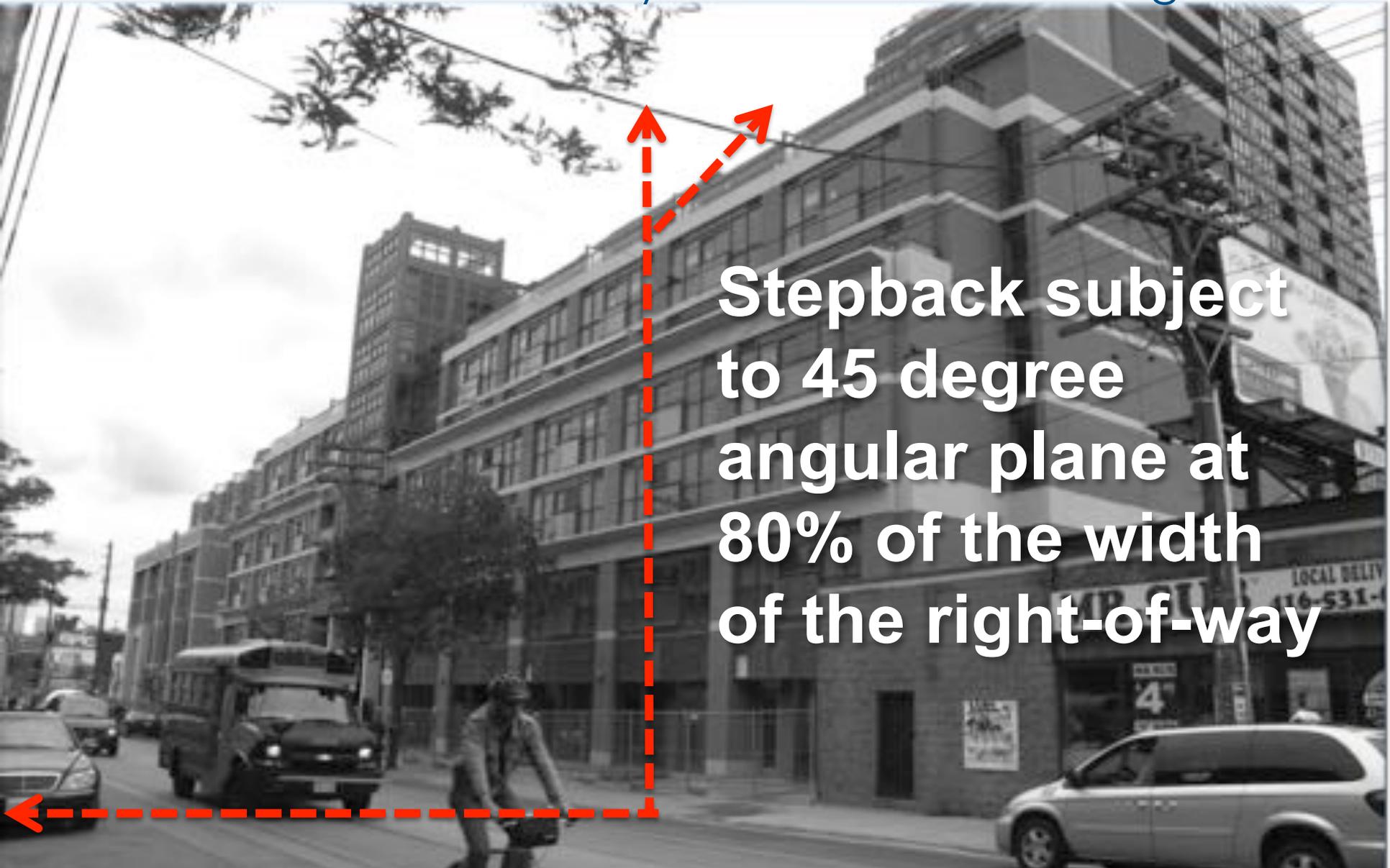
Key Standards: Maximum Height



**Height no taller
than the width of
the right-of-way**

Mid-Rise Building Design Guidelines

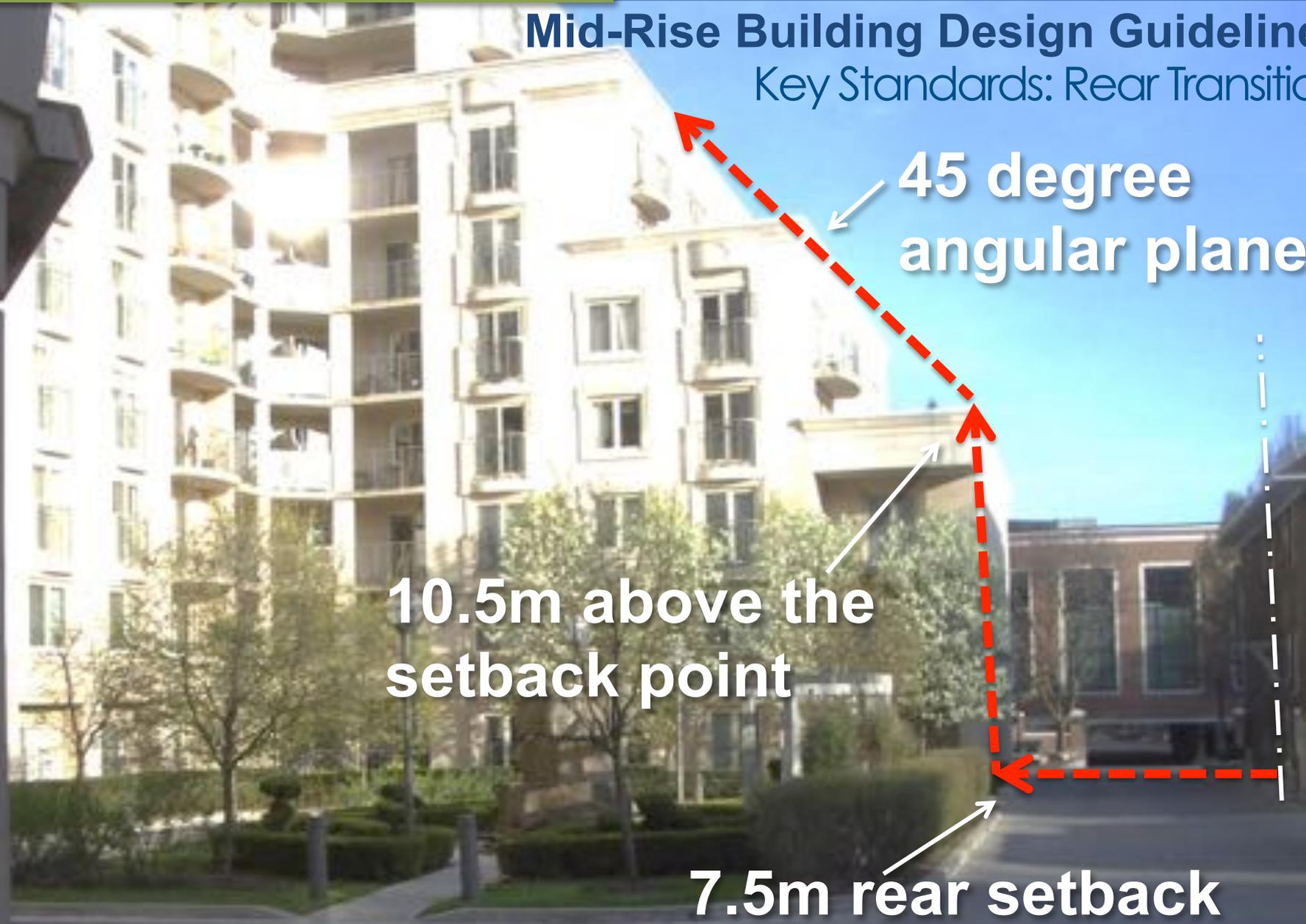
Key Standards: Front Yard Angular Plane



Stepback subject to 45 degree angular plane at 80% of the width of the right-of-way

Mid-Rise Building Design Guidelines

Key Standards: Rear Transition



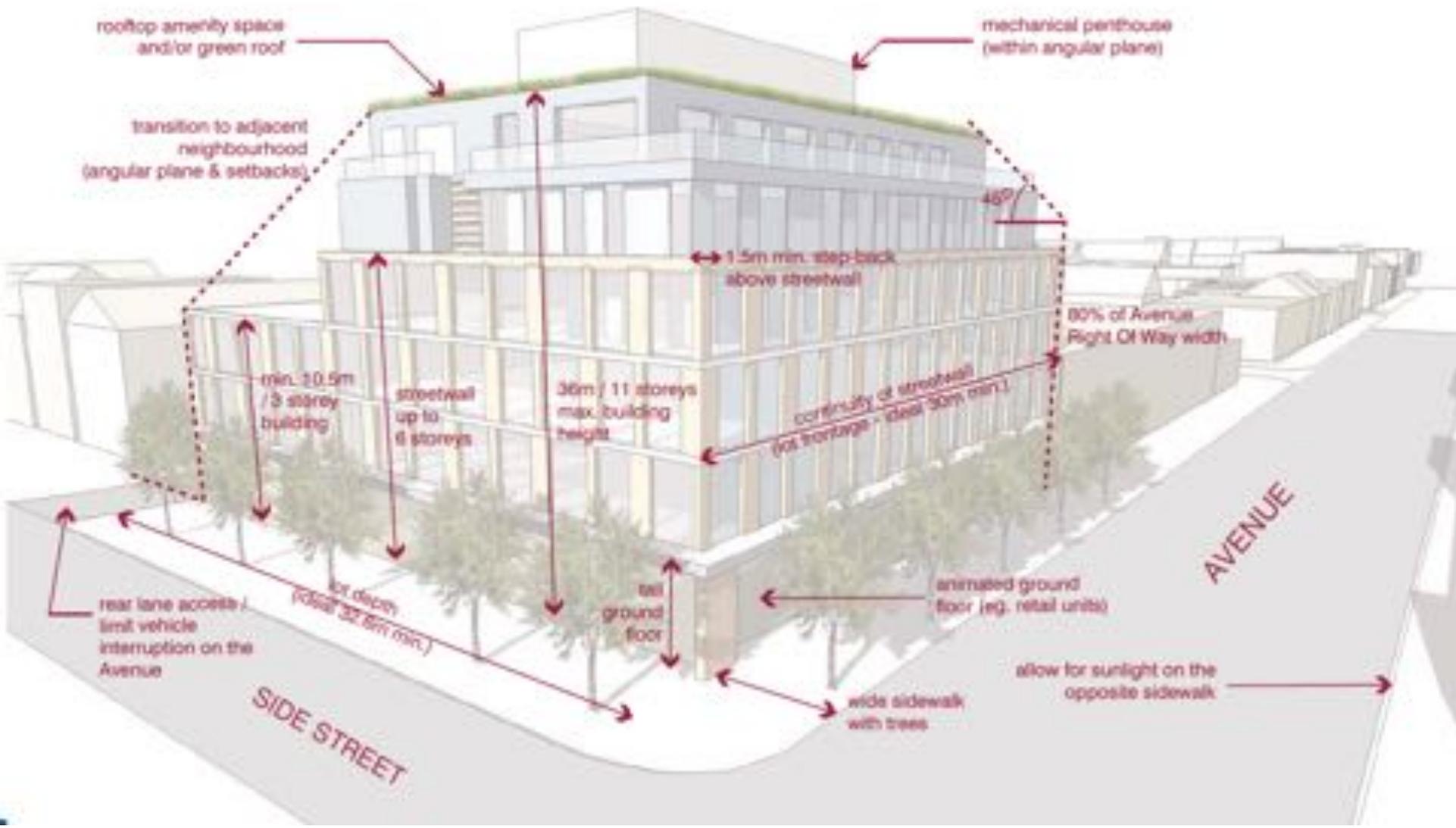
45 degree angular plane

10.5m above the setback point

7.5m rear setback

Mid-Rise Building Design Guidelines

Putting it all Together



Mid-Rise Building Design Guidelines

Putting it all Together



Demonstration of potential evolution of a 20 metre wide Avenue through mid-rise built form.

Mid-Rise Building Design Guidelines

Putting it all Together



short-term

Demonstration of potential evolution of a 20 metre wide Avenue through mid-rise built form.

Mid-Rise Building Design Guidelines

Putting it all Together



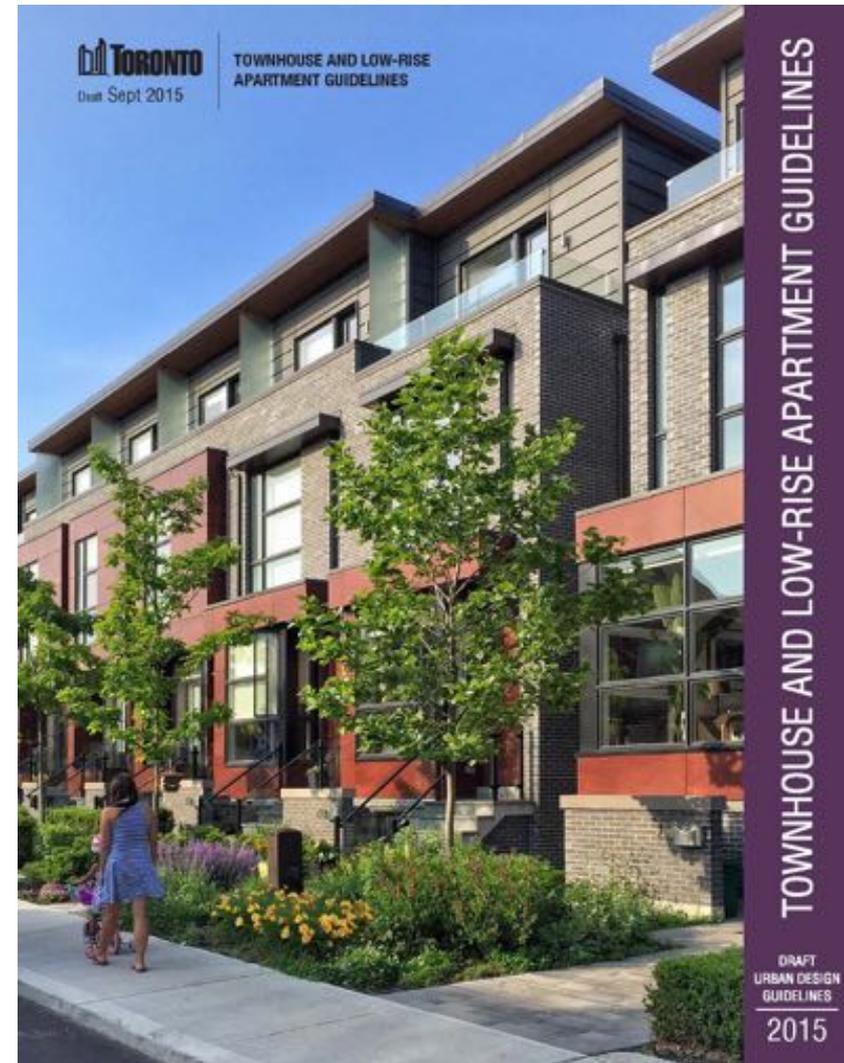
long-term

Demonstration of potential evolution of a 20 metre wide Avenue through mid-rise built form.

Townhouse & Low-Rise Apartment Guidelines

Introduction

- Infill Townhouse Guidelines – 2003
- Doesn't address large sites or the more complex stacked and back-to-back conditions
- Mid-rise and Tall Building Guidelines have since been created
- Townhouse and Low-rise Apartment guidelines the missing piece
- Draft completed and expected to launch in fall 2016
- Monitoring Period of a year

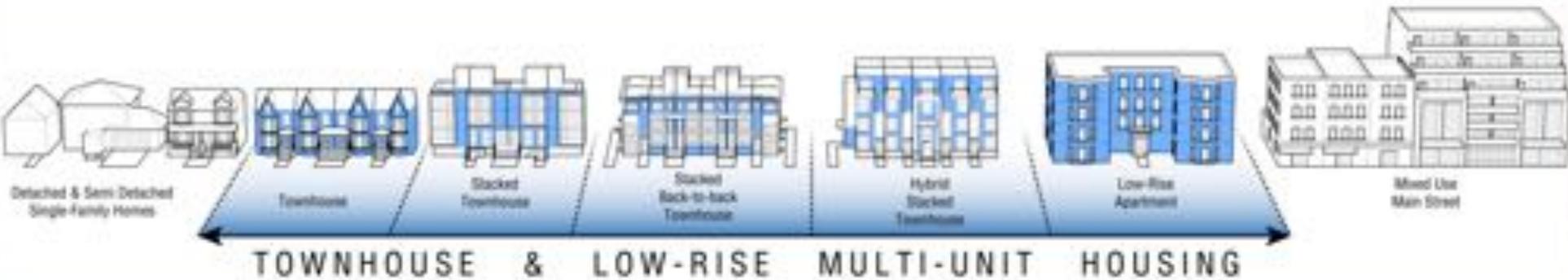
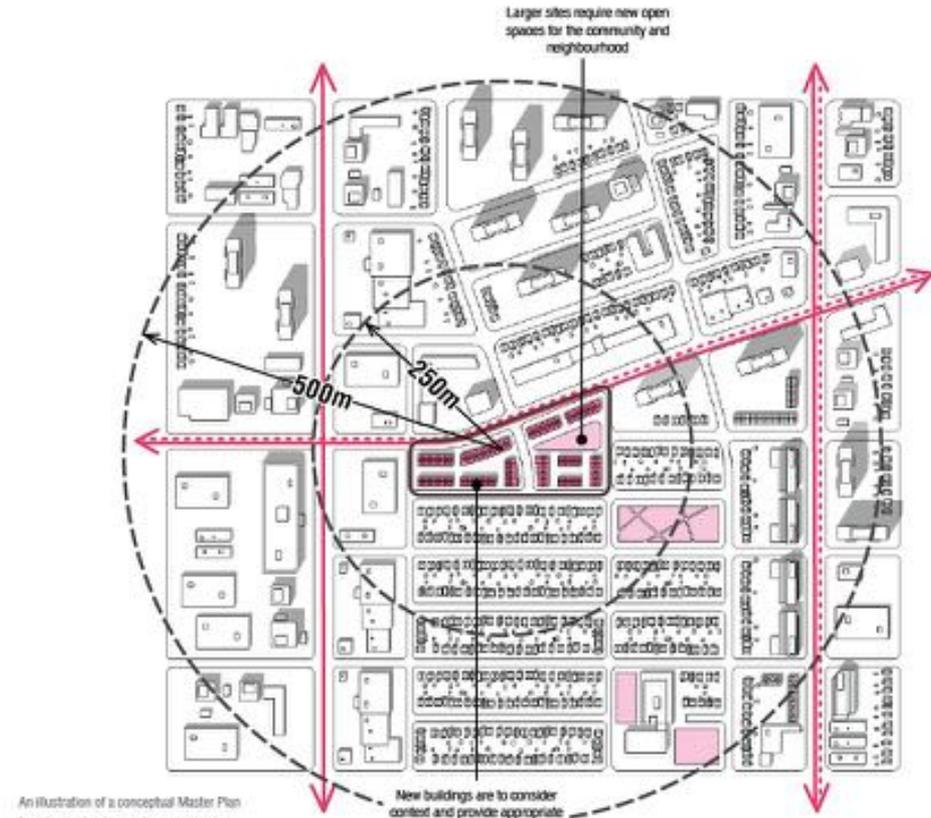


Townhouse & Low-Rise Apartment Guidelines

Introduction

The guidelines address:

- townhouses through to stacked and back to back and low-rise apartments
- definition and illustration of each type
- site context and larger sites at the macro scale down to the micro scale of the design of building elements



Townhouse & Low-Rise Apartment Guidelines

Introduction

Introduction

1.0 Site Context

2.0 Site Organization

3.0 Building Configuration, Massing and Design

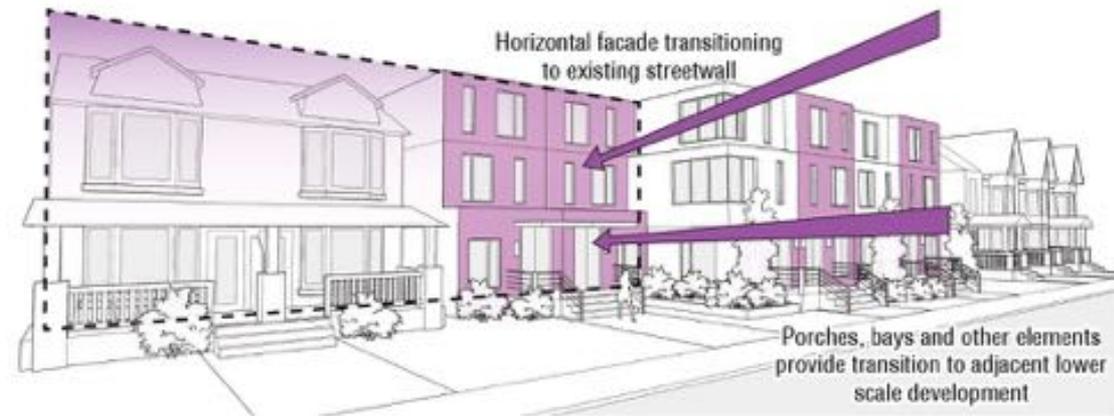
4.0 Pedestrian Realm – Creating Place

5.0 Bringing It All Together

E.G.s of Types and Development Scenarios

6.0 Glossary

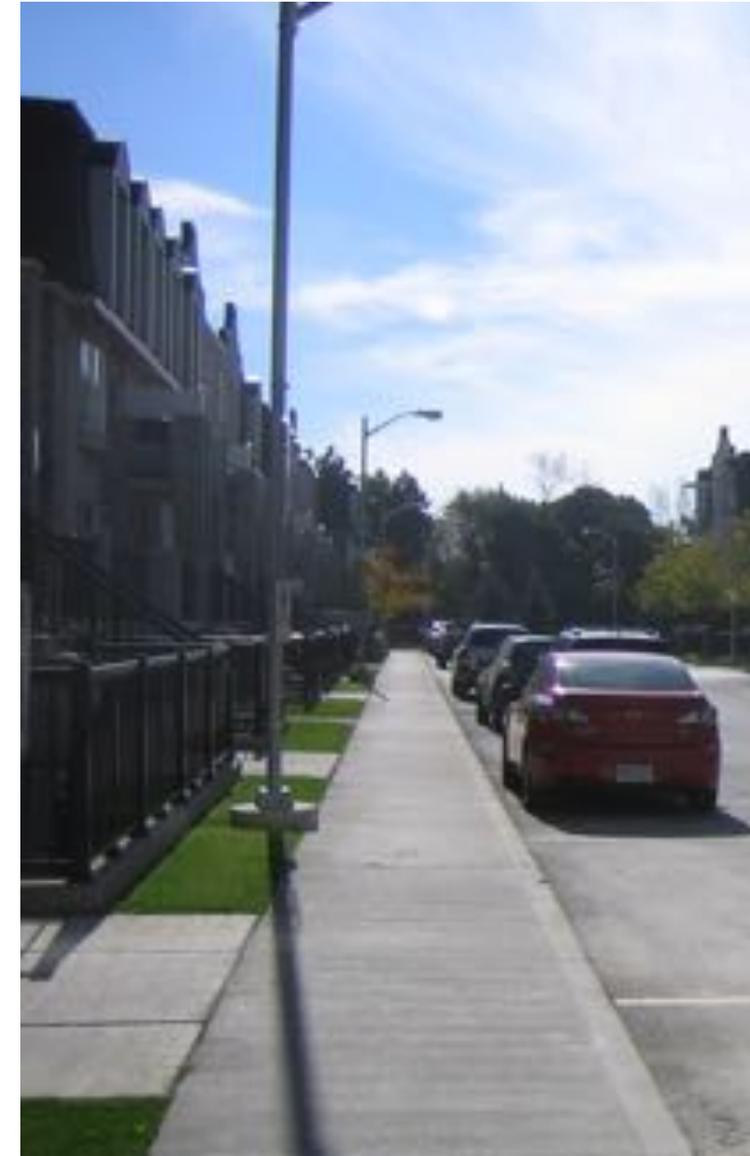
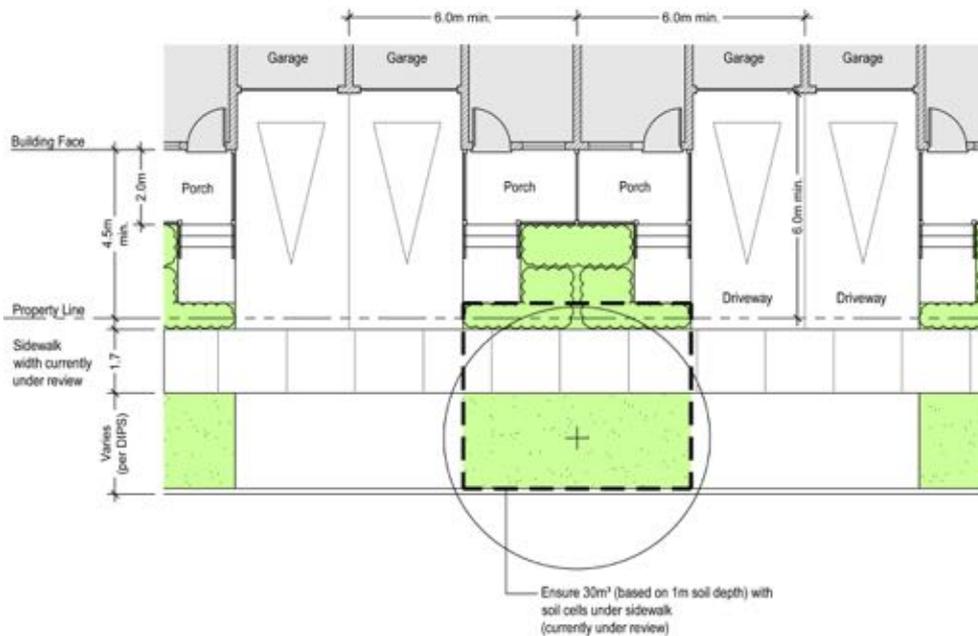
7.0 Appendix - Case Studies



Townhouse & Low-Rise Apartment Guidelines

Observations

- Unable to provide sufficient soil for street trees due to:
- Driveways to integral garages
- Inadequate front yard setbacks



Townhouse & Low-Rise Apartment Guidelines

Observations

- Narrow facing separation distances 9-13 metres
- Height creep from 3.5 to 4 storeys (14.5 metres)
- Diminished separation distance combined with stacked private amenity spaces, stairs etc. often results in little sunlight into units and private amenity spaces



Townhouse & Low-Rise Apartment Guidelines

Observations

- Lack of positive transition from public to private
- spaces often used to store junk



Townhouse & Low-Rise Apartment Guidelines

Objectives

- Better site organization and connectivity
- More generous setbacks and separation distances
- Better 'fit' and transition with existing neighbourhoods
- Substantially improved design, detailing and materials



Townhouse & Low-Rise Apartment Guidelines

Putting it all Together

5.0 Building Typology - Stacked, Back to Back Townhouse

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

Typology Characteristics

Units are horizontally and vertically stacked with shared walls.

Each unit has individual entrances from the exterior of the building.

Lower units have at-grade or below-grade private amenity space, upper units have private rooftop amenity space.

Underground parking.

Appropriate Site Conditions

Variation 1

Corner sites where all unit entrances can be seen from public street.

Sites where entrances at the rear of the building does not create privacy, access, or safety concerns. Usually when a private driveway is provided along the rear of the building with adequate lighting and designed to accommodate through access.

Variation 2

Mid-block sites where all unit entrances should front onto public street.

Sites where entrances at the rear of the building is not appropriate in facing rear yards or adjacent property, no visual connection to public street etc.

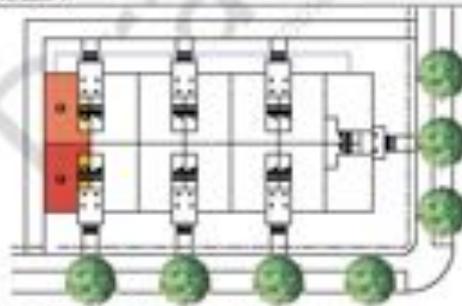
Private rear yard amenity spaces are desired to complement adjacent character or rear yard to rear yard relationship.

Considerations

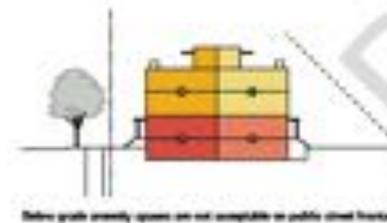
Design entrances visible to be generous in proportion with high quality materials, well lit, and prominent.

At corner sites, provide unit entrances to face flanking street.

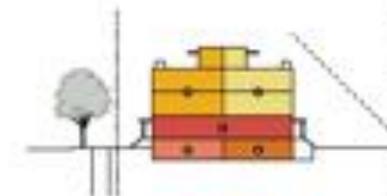
Variation 1



Entrances on both sides of the building is acceptable at corner sites which allow unit entrances to be visible from public streets.



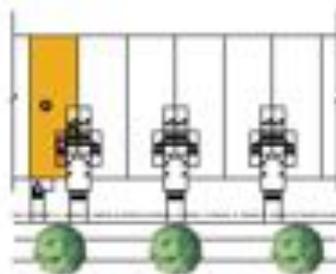
Below grade amenity spaces are not acceptable on public street frontage.



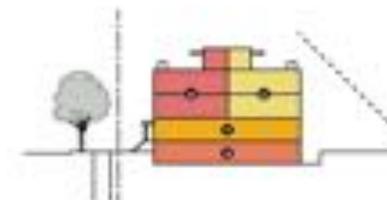
Below grade amenity spaces are not acceptable on public street frontage.



Variation 2



When entrances are all located at the front of the building, attention to landscape area is important.



Below grade amenity spaces are not acceptable on public street frontage.

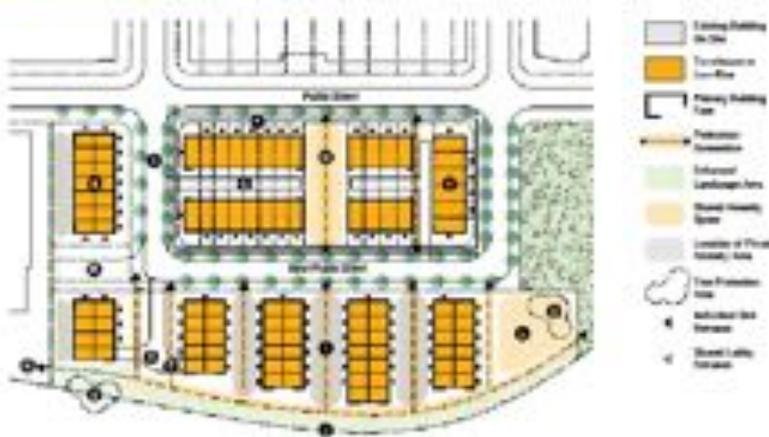


Townhouse & Low-Rise Apartment Guidelines

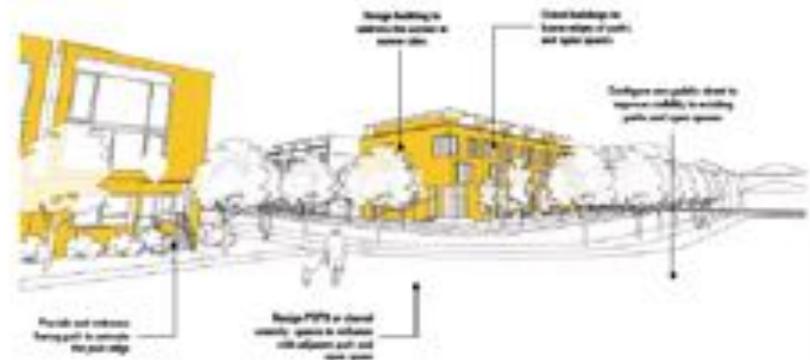
Putting it all Together

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.



1. 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.
2. Provide building form and unit entrances facing the street and provide appropriate building setbacks to facing of existing and future planned context.
3. Protect and accommodate existing trees on site by placing new buildings and construction away from protection zone.
4. Considerable underground garage access, service and loading areas on site and minimize impact to providing landscaping and screening.
5. Integrate ramps, loading spaces, and garbage storage within the building.
6. Design and integrate new development into the existing neighbourhood by providing appropriate building setbacks, materials, and built-form. Provide a mix of building types on large developments with multiple blocks.
7. Provide parking access from public lanes or planned driveway where possible.
8. Create street-making opportunities by providing well-designed accessible amenities in a central and visible location.
9. Provide well-designed pedestrian access by incorporating landscape areas, lighting, and entrance design.
10. Provide screened landscape areas along the edge of site to screen new development from adjacent properties. Properties where change of land use designation occurs (i.e. rezoning/urban conversion, rezones, employment zones), require additional attention to landscape in order to provide appropriate landscape buffer.
11. Street buildings to frame edges of parks and open spaces to provide visibility and amenity. Avoid screening buildings with the view facing park.
12. Locate POPs and shared amenity spaces or areas with great access to sunlight and coordinate design with adjacent parks and open spaces to maximize usability.
13. 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 an 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 vibrant 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 each block in the community with prominent public street frontage, access to city 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.



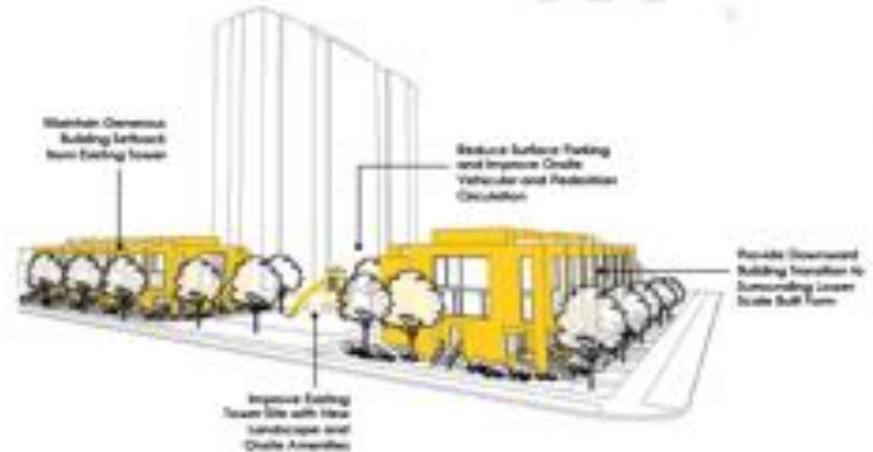
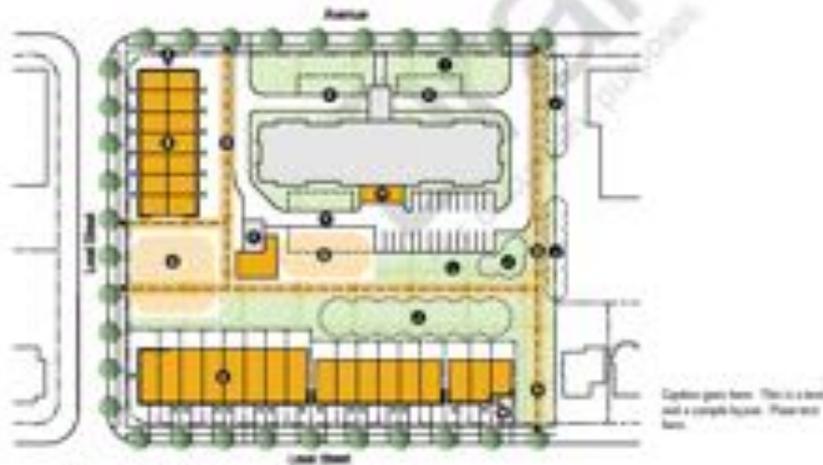
How did open space create the atmosphere of a community. New developments should maintain setbacks and have clear plans to create other "zones".

Townhouse & Low-Rise Apartment Guidelines

Putting it all Together

5.4 Large parcel with tower and neighbourhood edge

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



- A. Provide building face and unit entrances facing street
- B. Place new building parallel to public street and provide entrances with steps to public streets
- C. Provide shared outdoor amenity spaces for new development and locate indoor amenity spaces to connect with the outdoor space where appropriate.
- D. Improve existing pedestrian walkways and provide new connections to enhance connectivity of the site to surrounding neighbourhood.
- E. New development along 'Neighbourhood' edge are to be designed to complement 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 integral garbage and loading areas. Service areas can be of the existing building and the new development can be consolidated where appropriate.
- I. Improve existing landscaped areas including pedestrian walkways, driveways, surfacing parking and other landscape features
- J. Protect and accommodate existing trees on site by placing new buildings and construction away from protection zone
- K. Remove all on-street surface parking and driveways in parallel. Surface parking located at the back of the building facing a public street are to be removed and replaced with landscape areas
- L. Provide shade producing trees and shrubs to screen surface parking area from site
- M. Carback and maintain built form to align with adjacent building setbacks and heights
- N. Provide generous, landscaped, and well-lit pedestrian walkways through large blocks to connect site with adjacent neighbourhoods and amenities.

RATIONALE

A well-designed and vibrant streetscape is vital to the character and quality of the building site and the surrounding public realm, as well as to the livability of the City.

All building frontages facing public streets, parks, and open space must safely and comfortably accommodate pedestrian movement, street furnishings, lighting, bicycle parking, and landscaping.

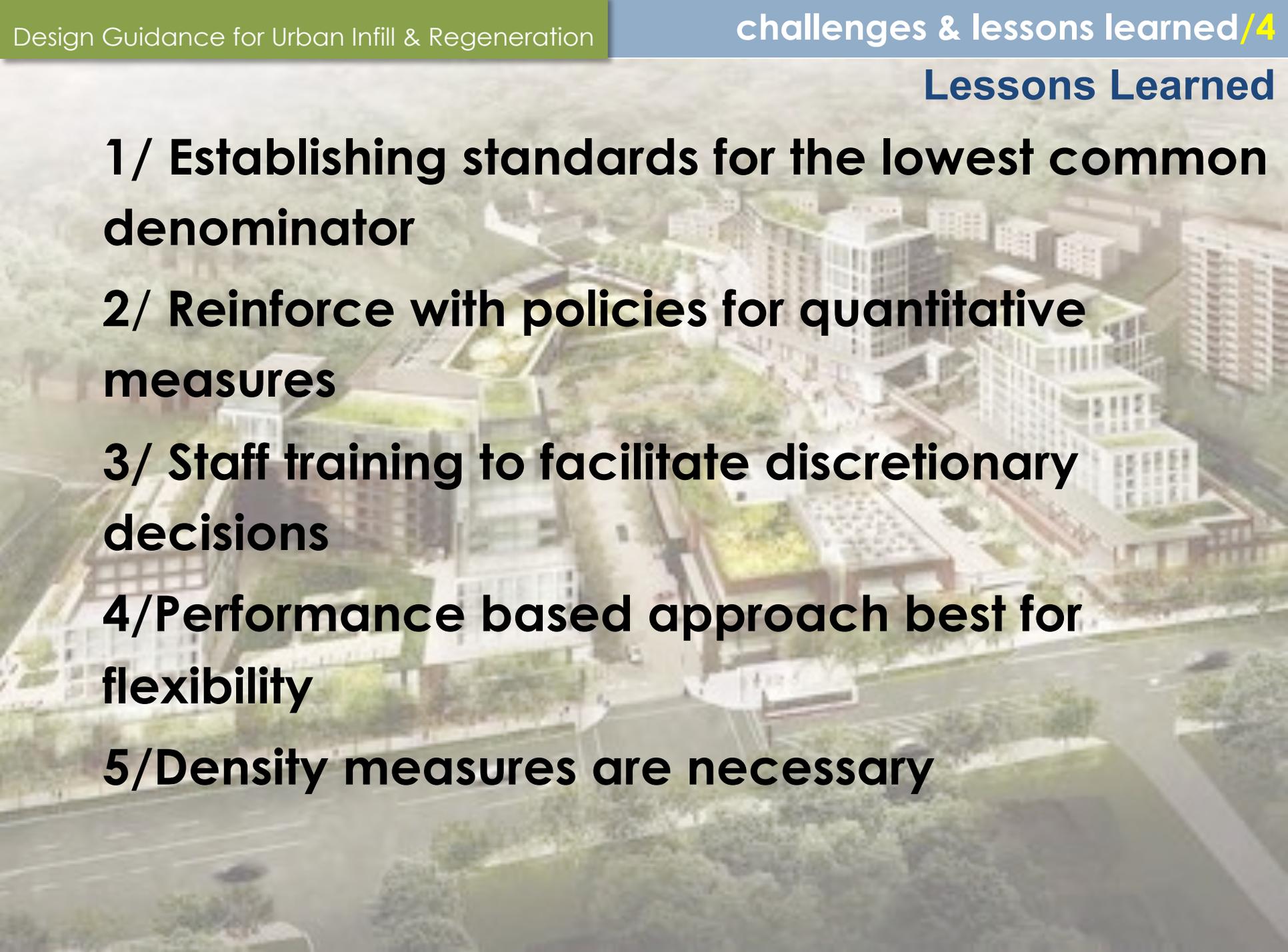
An ideal pedestrian environment includes street trees for shade and greenery, planting for seasonal variety and interest, pedestrian-scale lighting for safety and appearance and permeable paving and soft landscaping for water infiltration.

New development should improve the adjacent environment and sidewalks by incorporating pedestrian lighting, street trees, decorative paving, landscaping and street furniture (where applicable) as outlined in the City of Toronto Streetscape Manual. Allowance for pedestrians, cycling, motorist safety is required) and maintenance need to be included.

The guidelines apply to both private and public streets. 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 (60 to 100 years). This space enhances the life expectancy of the tree and the benefit that the tree will provide to the environment.

4/ challenges & lessons learned

Lessons Learned

- 1/ Establishing standards for the lowest common denominator**
 - 2/ Reinforce with policies for quantitative measures**
 - 3/ Staff training to facilitate discretionary decisions**
 - 4/ Performance based approach best for flexibility**
 - 5/ Density measures are necessary**
- 
- An aerial photograph of a modern urban development. The scene shows several multi-story buildings with varying architectural styles, including some with green roofs. The buildings are interspersed with trees and landscaped areas. A road with a few cars is visible in the foreground. The overall impression is of a dense, well-planned urban environment.

Challenges Ahead

1/ Neighbourhoods

2/ The missing Middle

3/ Large Mixed-Use sites

4/ Unconventional types – super tall, laneway housing, incremental on main street

5/ capacity building for stylistic sensibility

