## Toronto Urban Design Guidelines – INFILL TOWNHOUSES

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City of Toronto

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Infill Townhouses - Introduction

Townhouses are low-rise, grade-related, attached residential units constructed in rows or blocks. They share a number of design characteristics with single-family detached and semi-detached houses such as front doors facing the street, natural through-ventilation, and grade related outdoor space. In urban locations, with existing infrastructure and public transportation, townhouses are a “smart growth” alternative to detached dwellings because they are compact, less land consumptive and more energy efficient. Townhouses have become an increasingly popular form of housing in Toronto over the past decade.

Infill townhouse projects are typically low-scale, incremental developments that help to revitalize existing communities by replacing aging and/or dilapidated buildings and empty lots and by adding to the variety of housing types and tenure in the neighborhood. As with any type of infill development, however, it is very important that new townhouses “fit” within the existing context, and minimize impacts on the surrounding neighbourhood.

The Purpose of These Guidelines

The purpose of the Infill Townhouse Design Guidelines is to clarify the City’s interest in addressing development impacts, with a focus on protecting streetscapes and seamlessly integrating new development with existing housing patterns. This guideline document is intended to assist architects, professional planners or developers to make more informed decisions when submitting or reviewing site plan or re-zoning applications. They could also assist residents and ratepayers interested in establishing a context within which to assess infill townhouse development activity within their neighbourhood.

How and Where the Guidelines Apply

The new Official Plan for the City of Toronto, adopted by Council in November of 2002, seeks to direct and manage growth city-wide. The process of managing change is different in different parts of the City because some areas have a greater or lesser capacity to accommodate growth. The scale of change varies depending on existing blocks and lots, building types, land use conditions, infrastructure and service needs and opportunities for improving and making better use of the City’s existing resources.

While the new Official Plan directs major and sustained incremental growth to the City’s Centres, Avenues, Employment Districts and the Downtown, fully three-quarters of the City’s land area is taken up by stable residential neighbourhoods, watercourses, ravines and parks where little growth is intended to take place. As they evolve and change, these stable residential neighbourhoods will continue to experience little physical change.

The Infill Townhouse Design Guidelines have City-wide applicability and will apply through rezoning and site plan processes wherever
Urban Design Goals:

- Produce a high quality living environment for all residents.
- Clarify and enhance the relationship between new housing development and public streets and open spaces.
- Protect significant natural and man-made features such as mature vegetation, street trees, heritage structures and recreation areas.
- Maintain an appropriate overall scale and pattern of development within its context.
- Minimize shadow, blocked views and overlook onto existing residential buildings and open spaces.
- Consolidate service areas (parking, loading and garbage) to minimize their impact on public streets and open spaces.
- Provide efficient and cost effective infrastructure for future users.

Townhouses are considered to be an appropriate housing form.

The infill townhouse guidelines are intended to serve as a framework within which architectural and landscape design excellence can thrive. Working within the City’s zoning bylaws and other requirements, the guidelines are meant to articulate and clarify the ‘public interest’ in site design and built form, to achieve good urban design. In many cases, these types of developments require planning approvals, and the guidelines will serve as useful tools in the review and approval of planning applications.

The guidelines note that designers must work to achieve this compact urban form while meeting the City’s standards for servicing in order for streets, sewers and water-mains to be public and to have the development receive solid waste collection services from the City. Any developments which do not meet the City’s standards would have to be serviced privately as part of a common elements condominium.
1.1 Streets

New townhouse development should be accessible from existing public streets. If new streets are required, they should be extended and integrated into the existing public street system.

Public streets are a significant part of the City’s open space system and deliniate individual lots and blocks within the urban fabric. They provide a setting for social interaction and neighbourhood activities. In their role as connective linear open spaces, streets provide pedestrian, vehicular and utility access. In addition they provide a street address, landscaping and light.

When new townhouses cannot take their address from existing streets, new streets will be needed. In general, the pattern of existing local streets within a neighbourhood should be extended into the new site. New streets should be laid out to reduce the impact of additional traffic on surrounding neighbourhoods and promote convenient and easy pedestrian access both from and through the site.

New streets and lanes should be public and conform to the City’s standards of quality. Standard public street right-of-way widths accommodate space needs for essential municipal services and utilities above or below grade, sidewalks, streetlighting, landscaping and trees. They must accommodate space for the maintenance of this infrastructure and for snow clearing, storage and garbage collection.

The traveled portion must safely allow for the passage of cars, trucks, emergency vehicles and bicycles and, where appropriate, on-street parking.

If streets cannot meet accepted public standards they will be considered as private streets. They should also conform to high quality standards and be designed to look and perform like public streets but will be maintained through a common element condominium agreement.

Note:
A private street serving as the address of a townhouse with the front door facing it should not be confused with a private shared driveway used for services, garage access and/or utilities (see glossary).
### Streets

**Guidelines for Laying Out Streets:**
- use existing public streets where possible for addresses to new townhouses
- enhance and extend the local street network into the new development to create strong visual and physical links with adjacent neighbourhoods
- provide safe and easily accessible pedestrian links to destinations within the new development including schools, transit, community facilities and local retail areas
- avoid gated communities and dead ends
- all streets must be laid out to allow emergency vehicle access

**New streets should be laid out allowing for infill townhouses that:**
- have front entrances on existing or newly created public streets, and that avoid back-to-front facing relationships (such as front doors facing rear yards or service areas)
- create a street wall without interruptions to enclose and frame the street, with front doors facing the street
- coordinate separate developments within a block so access to all properties within that block can be shared and be space efficient
Streets and Open Spaces

1.2 Open Space within the Block

Construct buildings to define the edges of, and face onto, public parks and accessible open spaces in order to enclose and provide overlook for these spaces.

Small urban parks and accessible open spaces are like public living rooms. Appropriately located, sized and detailed buildings, and their ground floor uses, help define the edges and determine safety, use and quality of these open spaces.

Many of Toronto’s open spaces, including public parks, schoolyards and private amenity spaces, share the block with private buildings.

Front buildings onto publicly accessible space

Townhouses face and overlook a public park with porches, gardens, and a lighted walkway along the park edge

Organize open spaces to visually extend the street into a site for safe pedestrian use
**Open Space within the Block**

**Guidelines for Locating and Designing**

**Open Space:**
- preserve and protect existing healthy trees and green space
- integrate existing natural attributes and topography within the development and, where possible, make a public feature of these elements
- landscape both the public boulevard and private property to enhance the pedestrian environment
- maintain and, where possible, extend parks and open space networks through the block to encourage the safe use of these spaces by the public
- provide common open space such as children’s playgrounds (i.e. privately maintained tot lots) when appropriate
- minimize parking and servicing on adjacent streets or parks by placing these functions underground or at the rear

**Organize the layout and design infill townhouses adjacent to parks and open space so that:**
- where possible, buildings should face parks and open spaces across a parkside street
- buildings face onto these spaces
- windows overlook parks and open spaces to ensure clear views for safety
1.3 Walkways

Provide publicly accessible pedestrian walkway networks where appropriate as part of a townhouse development so pedestrians can comfortably access their neighbourhood services and amenities.

As development on a block intensifies, additional ground level pedestrian access may be needed to link public destinations such as schools, parks and public transit. Existing pedestrian routes through large blocks should be maintained and enhanced with complementary abutting building uses and landscaping. Mid-block routes work best when they supplement, rather than duplicate or replace, the role of public streets.
Walkways

Guidelines for Walkways:

- provide easy, barrier free and direct access to public destinations
- connect pedestrian routes to adjacent developments
- embellish walkways with landscaping and lighting
- create extensions of public sidewalks by using the same surface and planting materials to indicate this is publicly accessible
- provide clear sight lines and direct links to the public sidewalk
- provide windows along the building face to encourage comfortable and safe pedestrian use
- design adjacent buildings so sunlight can reach the walkways during midday

Layout publicly accessible walkways to provide access to schools, parks, transit stops or other public destinations
2 BUILDING LOCATION AND ORGANIZATION

2.1 Setbacks from the Street

**Locate the main facade parallel to the street and set it in line with adjacent buildings.**

Some of the City’s most pleasant streets are created, not through the grand architecture of individual buildings, but rather through the cumulative effect of many generations of buildings lined up along the edge of a street. This traditional building pattern creates the walls of an ‘urban room’ and makes up a public street. If new buildings follow this pattern they will enhance the streetscape and help pedestrians enjoy the street and feel safe.

A setback from the public roadway consistent with the neighbouring properties should provide a space for landscaping and a pleasant continuous green space adjacent to the public sidewalk.

**Note:**
Facing distances between buildings is covered in Section 3.3: Light, View and Privacy.
Guidelines for Front Yard Setbacks:

- provide space for an entry, front stoop and landscaping between the public sidewalk and private home
- in general, match the front yard setback so it is equivalent to the existing adjacent properties
- provide a minimum 6 metres (20 feet) setback from the front property line when parking is at the front of the townhouse
- provide a minimum 2-3 metres (6.5-10 feet) setback from the front property line for services and privacy when parking is at the back
Building Location and Organization

2.2 Parking

Balance the need to preserve the character of Toronto’s neighbourhood streetscapes and improve the pedestrian environment, with the demand for parking.

Parking for infill townhouses should not dominate the streetscape, but instead be located in underground shared garages or to the rear of individual townhouses. Each curb-cut and driveway for service, parking and pedestrian drop-off creates a potential conflict with pedestrians. Multiple curb-cuts and driveways jeopardize safety and comfort for pedestrians and preclude curbside parking and tree planting. Ideally, parking and service areas should be accessed from a shared lane/driveway system.

If the garage is at the front of the house, the lot frontage should allow for parking on-site, a landscaped front yard, public boulevard and enough space between private driveways for on-street short-term parking where permitted. If townhouses are designed for lots less than 6 metres (20 feet) wide, the front yard parking area plus the walkway occupies most of the front yard. When this pattern is repeated, the streetscape is filled with multiple curb cuts, more paving than soft landscaping, too little boulevard space for street trees, and few opportunities for on-street visitor parking. This jeopardizes pedestrian safety and diminishes the quality of the street.

Narrow townhouses produce better streetscapes when parking is at the back of the unit and accessed by a lane or private shared driveway.

Lot frontages and setbacks can then be reduced and still present a safe, comfortable and nice looking streetscape lined with trees, gardens and porches.

Without front yard driveway curb cuts, short-term on-street visitor parking is possible. With this arrangement the ground floor uses at the front of the house are devoted to living space (as opposed to a garage) and enhance the safety of the public sidewalk.

Where on-street parking is not allowed, sufficient parking on site needs to be provided. If parking is at the back, narrow lot frontages as small as 4.2 metres (14 feet) become possible without losing amenity on the street.

Note:
The amount of parking should conform with the local zoning by-law or an alternative standard reached through the development process.
Parking

Guidelines for Parking:

Avoid townhouse designs with integral front garages, or front-yard parking. Only consider front parking/garage designs where rear lanes/shared driveways cannot fit (such as in the case of shallow blocks and lots or sites with difficult topography) and incorporate the following standards:

- a front driveway only when a lot is more than 6 metres (20 feet) wide (refer Footnote 1 for exceptions)
- a driveway width (including a walkway leading to the front door) restricted to 3 metres (10 feet) for access to a single car garage in the front wall of the townhouse
- a minimum of 6 metres (20 feet) space between individual driveways to not preclude on-street parking

Single driveway access

L-shaped driveway access

T-shaped driveway access

Minimum dimensions for townhouses with integral front garages

Minimum dimensions for townhouses with rear parking
2.3 Servicing and Utilities

Organize buildings and site plans so that the impact of servicing functions on streets and accessible open spaces is minimal.

Garbage storage and disposal, loading docks, ramps to underground parking, vents, air conditioner compressors, meters and transformers are essential to the efficient functioning of any new development. Where possible, they should be incorporated into the design of the building and/or integrated into landscaped areas to minimize their noise and unsightly visual impact on pedestrian areas, streets and adjacent homes.

The preferred locations for service areas are underground and/or paired with similar servicing functions on adjacent properties.

Easements for municipal services may be required.
Guidelines for Locating Servicing:

- physical lay-out of townhouse developments must meet the City's servicing requirements
- on corner sites, take private shared access from a flanking street where possible
- locate loading, garbage and other services so they do not negatively affect adjacent residences; screen with fencing and/or landscaping or integrate into the design of the building so they are not visible from the street or adjacent accessible open spaces and parks
- consolidate servicing areas in the interior of the block with cooperative arrangements among landowners for access
- integrate auto ramps and service entrances into the building facade to minimize space needs and potential unsightly appearance
- locate transformers, utility metres, HVAC (heating, ventilation, air conditioning) equipment and other machinery off the back when possible and/or ensure that they are not visible from the street or other public space
- public garbage pickup is made from the public street
3 BUILDING FORM

3.1 Street Proportion

Townhouse developments should provide adequate sunlight and skyviews from streets and open spaces.

Street proportion is the relationship between the height of buildings on each side of the street and the width of the space between those buildings.

In new development it is important to analyze the existing context of building massing and street proportion. New townhouses should not reduce adequate sunlight and skyview for streets and adjacent open spaces.

The mass or shape of a new building should step back (and down) to provide a transition on sites that are next to, or across the street from, existing buildings that are lower in scale.
New townhouse on a new street

Guidelines for Locating the Building

Face of New Development:

- provide adequate distance between buildings to ensure appropriate light, view and privacy (see Section 3.3)
- position buildings to face one another with a front-to-front and back-to-back relationship, whether on either side of a street, lane or open space
- design buildings to step back (or down) to provide a suitable transition to neighbouring buildings that are lower or setback further
Building Form

3.2 Relationship of Building to Grade and Height

Townhouse developments should use the existing or ‘natural’ grade, or ground level, and blend into the context of the neighbourhood.

One of the main issues new infill townhouse development raises is the perception of excessive height and potential impact on the abutting properties and streets. In some new developments, the naturally occurring grade has been artificially altered with extensive use of retaining walls. This creates less than desirable streetscapes and backyards with negative impacts, including drainage problems on adjacent properties.

In developments on narrow lots with front integral garages, the garage, basement and utility areas occupy the ground floor. Typically, the livable area of the townhouse is one level above grade. Consequently, what is a three-storey house in a zoning by-law, is actually four storeys in relation to the street.

The manipulation of site grading may lead to extensive perimeter retaining walls and excessive grade differences between the townhouse site and the surrounding area should be avoided.

The overall building height should reflect the prevailing context of neighbouring buildings, with a maximum height limit identified in the applicable zoning by-law. On sites that are adjacent to lower height buildings, either on the block or across the street, the massing of new townhouses should step down or provide lower scaled building elements that respond to the building height and mass of neighbouring buildings. In locations where higher buildings characterize the neighbourhood, additional storeys and height may be considered appropriate for new townhouse development provided the design addresses issues of light and privacy.
Step building massing or add porches, bays and other elements to provide transition to adjacent lower scale development

Guidelines for Building Grades:

- The first floor level should be raised approximately 3 to 5 steps above the grade of the sidewalk directly in front of the front entrance. The top of the front door stoop should be NOT HIGHER than 0.9 metres above grade, to provide living space close to grade and to avoid a long barrier-like flight of stairs up to the front porch or stoop. Where setbacks are equal to or less than 6 metres (20 feet) the top of the front door stoop should be NOT LOWER than 0.6 metres above the sidewalk grade to ensure privacy for residential use.

- Townhouses located on Avenues, where ground floor live/work uses are permitted, can have their first floor level at the same grade as the sidewalk

- limit the overall building height to match the context or the existing zoning bylaw

- maintain the existing natural grade at property lines

- avoid drainage swales, or low-lying areas where water collects, and artificially raised, or lowered, grades. (These may adversely affect adjacent properties, open spaces or use of amenity areas, and may require retaining walls.)
Building Form

3.3 Light, View and Privacy

Ensure adequate light, views out and privacy conditions by achieving optimal separation distances between buildings.

The guidelines establish setback requirements for space between buildings in order to maintain standards of light, view and privacy. These are three interrelated conditions influenced by the orientation, spatial characteristics and distances between the walls, balconies and windows of adjacent buildings.

Each of these conditions should be considered separately.

1. **natural light inside a dwelling**: the orientation and space between building walls and windows is sufficient for daylight to reach the main living space for part of the day.
2. **a reasonable view** from a unit: the view from a townhouse window should extend beyond the nearest outside facing wall.
3. **privacy**: residential windows and balconies do not face or overlook each other.

The former City of Toronto and CMHC adopted guidelines for Light, View and Privacy. (Footnote 2) They state a 15 metres (50 feet) facing distance at lower floors. With this precedent and further study of appropriate distances in existing developments, the City recommends a 15 metres (50 feet) facing distance between the primary faces of townhouse buildings.

In addition to providing light, view and privacy, the 15 metres (50 feet) facing distance will also create a reasonable private amenity area where units are situated back-to-back or adjacent to an existing residential area. If buildings are two storeys high (or where the units are wider) the setback could be reduced. If the 7.5 metres (25 feet) rear yard setback is reduced, planted screens and decorative walls can mitigate views into amenity spaces.
Guidelines Enhancing Light, View and Privacy:

Allow for a minimum of:

- 7.5 metres (25 feet) back yard setback to the rear property line (refer Footnote 3 for exception)
- 15 metres (50 feet) facing distance between townhouse blocks
- 7.5 metres (25 feet) between the back of a house and the side of another
- set the buildings back so they do not project into a 45 degree angular plane gradient measured from the rear property line of the adjacent residence
- when integrating new townhouses into an existing streetscape, use the same sideyard setbacks as the neighbouring properties
- windows facing into interior sideyards should be kept to a minimum to ensure privacy
Building Form

3.4 The Building Face

The front of new development should be attractive, well proportioned and integrate with neighbouring buildings.

The front facades of buildings are the walls of Toronto’s streets and public open spaces. These facades or exterior faces tell people about the building, what it is, how to enter, the nature of its interior uses and their relationship to adjacent buildings, streets and open spaces.

Individual buildings that line a street or edge of a park form an enclosure for that public space. The design of an individual facade, including the shape and layout of windows, the profile of the roof, the presence of porches or stoops, works together with other facades on the street to create a single wall. New development should not just copy the adjacent buildings but should consider its role as part of great street or park wall design.

A memorable and distinctive building at a corner can reinforce the prominence of that corner within the city. Buildings that are located at the end of a street are visually prominent and have the same potential to become landmarks.

Distinctive local building patterns can be repeated in the design of new development to help it fit with its neighbours.

Provide appropriate design treatment to both street facades at ends of rows.

Treating these townhouses as pairs allows for better integration into a street of detached houses.
Guidelines for Facade Articulation:

• balance the expression of individuality of ownership with the role of a building to fit along a street through the design of its facade including a complete range of building details including roof, chimney, windows and landscaping

• provide the appropriate number and size of windows for light and view along street and park spaces

• provide appropriate design treatment to both street facades when the building is on a corner. The design of a corner building can be unique and incorporate special features such as towers, corner bays and gables

• the design of buildings that terminate the street view can be unique and incorporate building design elements such as towers, bays etc. that promote a memorable place in the city
4 A COMFORTABLE ENVIRONMENT FOR PEDESTRIANS

4.1 Streetscape Improvement

Provide streetscape improvements in the public boulevard and adjacent setbacks that include planting, decorative paving and lighting.

Streetscape design plays an important role in improving the quality and safety of the public street experience for pedestrians, cyclists and motorists. An ideal pedestrian environment includes street trees for shade and greenery, planters for seasonal variety and interest, pedestrian scale lighting for safety and appearance and permeable paving for water infiltration.

New development should improve the adjacent boulevards 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. (Footnote 4). Allowance for pedestrians, cycling, motorist safety (as in sightlines) and maintenance need to be included.

The guidelines apply to both private and public roads. All streets should have sidewalks and trees.

When planting trees, it is beneficial to have as much planting area as possible. The amount of 36 square metres of soil per tree at 1 metre depth is needed to enable the tree to grow to maturity (80 to 100 years). Less space reduces the life expectancy of the tree and the benefit that the tree will provide to the environment.
Guidelines for an Attractive Streetscape:

- maximize the amount of soft landscaping on both the public right-of-way and private lot respecting pedestrian, cycling motorist safety (clear sightlines, for example) and maintenance activities

- provide a minimum of 80% front yard soft landscaping when parking is at the back, 30% when parking is at the front

- incorporate existing natural features and topography

- provide street tree planting at 6-10 metres (20-30 feet) spacing, with trees in a continuous tree pit and/or clusters where space permits

- provide 36 square metres at 1 metre depth of appropriate soil and growing space for each tree

- plant high branching deciduous trees to form a canopy and provide shade

- use a variety of trees and ornamental shrubs on private property adjacent to streets for year-round interest

- landscape areas between adjacent uses, such as between laneways and adjacent back yards

- provide water permeable surfaces, such as interlocking pavers, for driveways

- coordinate space for tree planting with utility locations and other city infrastructure
A Comfortable and Safe Pedestrian Environment

4.2 Pedestrian Comfort and Safety

Provide for pedestrian comfort and safety in and around the new development.

Safety can be a concern anywhere in the city. The design of townhouse developments should encourage informal surveillance. (Footnote 5)
Pedestrian Comfort and Safety

**Guidelines to ensure Pedestrian Safety:**

- locate and design open spaces, parking facilities and building entrances for the safety and security of the residents and visitors

- provide adequate lighting according to public standards for sidewalks, pathways, parking lots and lanes to promote safe evening use

- create habitable rooms and windows that face streets, sidewalks and associated open space to promote informal surveillance

- design streets and sidewalks without dead-ends that could lead to areas of entrapment

- promote public safety on sidewalks by minimizing the potential for pedestrian/car conflicts

- provide “tot lots” in safe, convenient and highly visible locations to ensure informal surveillance by residents

Shared private driveway access reduces car pedestrian conflict

Car/pedestrian conflicts: 50-70% of the public sidewalk has conflicts on small lots where townhouses have integral garages
Glossary and Footnotes

Urban Design Terms

**Address** - a building with ‘address’ means its front door faces the public street

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

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

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

**Driveway** - an individual parking pad that leads to a private garage

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

**Freehold** - a privately owned property without shared or common elements

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

**Massing** - the size and shape of a building above grade

**Modern block** - usually associated with high-rise office buildings, townhouses and apartments, buildings are sited on these blocks in the middle of large lots with open space flowing around and often under them. Typically walkways for pedestrians and roads for vehicles were separated to promote a garden or park like experience for the pedestrian. (Such areas are often designed to be publicly accessible and are always visually part of the public realm)

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

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

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

**Private shared lane / driveway** - a small road surface under private ownership, accessed from a public thoroughfare and used as a circulation route through a development either with or without parking; for services and access to garages; does not provide pedestrian access or address for buildings

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

**Soft Landscaping** - an open, unobstructed area that supports the growth of vegetation such as grass, trees, shrubs, flowers or other plants, and that permits water infiltration into the ground
Street - a significant part of the City's open space system. In their role as connective linear open spaces, streets provide vehicular, pedestrian and utility access, address and light to individual lots and blocks within the urban fabric. In addition they are landscaped and lit in the evening and provide a setting for social interaction and neighbourhood activities. A street may be private if it performs the many roles of a public street

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

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

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

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

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

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

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

Footnote 1:
City of Toronto Zoning By-law, as amended by By-law 1996-0334 prohibits at-grade garages in the front wall of a building on lots less than 7.62 metres (25 feet).

In July 1996, the former City of Toronto City Council adopted recommendations dealing with parking solutions to preserve neighbourhood streetscapes. The recommendations restricted basement or at-grade integral garages at the front on existing public streets for new infill and replacement housing. It also restricted front yard boulevard parking in low-density residential areas throughout the former city (a large portion of the South District).

Amending By-law 1996-0334 permits, among other things, front integral garages on lots more than 7.62 metres (25 feet) and restricts the front driveway and walkway widths. Staff recommend that By-law amendments be considered for the remainder of the new city not covered by By-law 1996-0334 (which is applicable to single family houses, semis and townhouses) to establish a minimum lot frontage for this particular building type. Six metres (20 feet) is the minimum width for integral garage townhouses, to allow for sufficient space between driveways and to not preclude future on-street parking in the neighbourhood.

Footnote 2:

CityPlan 91; report #25 Sun, Wind and Pedestrian Comfort by P. Bosselmann and E. Arens, Centre for Environmental Design Research, University of California and K. Dunker and R. Wright, Centre for Landscape Architecture Research, University of Toronto, April, 1991.

Footnote 3:
This could be reduced for a low-scale development on wider lots.

Footnote 4:

Footnote 5: