

TORONTO LANEWAY MANUAL



HARD AND SOFT VARIABLES

HARD VARIABLES	CONSIDERATIONS
Laneway ownership	<p>Public laneways are owned by the City, which bears responsibility for maintaining them in a state of good repair. Public laneways are public rights-of-way, and you must always obtain a permit to do projects in these spaces. Private laneways are owned by private landowners, usually as part of an adjacent property or properties. Aside from city-wide requirements for emergency access, revitalization of these laneways is more flexible.</p> <p>Laneways with a single owner will usually have a simpler project planning process, as there is only one set of owner requirements to negotiate; multiple owners will require the laneway project team to do more extensive and complex outreach.</p>
Zone categories	<p>All land in the city has designated allowable uses, which determine what use types are permitted on a given plot of land. These zone categories affect the feel and character of the neighbourhood and the appropriate design of the laneway itself.</p>
Allowable adjacent building heights	<p>The Zoning Bylaw also sets the building height allowable on a given plot of land. The allowable heights on adjacent plots of land affect the character and microclimate of the laneway by determining how open or closed-in the space feels.</p>
Right-of-way (ROW) width	<p>The width of the laneway between adjacent property lines determines how much space you have to work with. There five standard widths for public laneways in the city, and any number of widths for private laneways.</p>
Access requirements	<p>Several City divisions, including Solid Waste Management, Toronto Fire Services and Infrastructure Services, have minimum requirements for the laneway width that must be left clear at all times so that they are able to access laneway infrastructure and adjacent properties. The ease of accommodating these requirements is affected by the laneway ROW width, its length and whether it is a dead-end or a through-route.</p>
Permit requirements	<p>Any work that makes temporary or permanent changes to or requires temporary or permanent setup in a public right-of-way (like a publicly-owned laneway) requires a permit or permits from the City. Work in a privately-owned laneway typically does not require a permit, unless that work includes the construction of a building.</p>
SOFT VARIABLES	CONSIDERATIONS
Adjacent open spaces	<p>Laneways that can enhance the open space network by providing a safe and attractive route between nearby parks and/or privately-owned public spaces (POPS) are great candidates for revitalization.</p>
Pedestrian / bike routes & desire lines	<p>Laneways that can help to connect local and city nodes, or can bridge gaps in the network of pedestrian and bike lanes and trails, are great candidates for revitalization.</p>
Upcoming neighbourhood developments	<p>Planned local developments, including transit upgrades and repairs, new buildings, and upgrades and repairs to streets, sidewalks and laneways can catalyze and act as partners in the revitalization of local laneways.</p>
Active local organizations	<p>Engaged and organized local BIAs, Neighbourhood Associations, community centres and recreational groups can help to support laneway revitalization.</p>
Microclimate	<p>The orientation and ROW width of a laneway, as well as the height and massing of adjacent buildings and the surface materials of the ground and walls, greatly affect things like solar access, wind, shadowing and temperature and consequently how comfortable the laneway space is at different times of the day and year.</p>
State of repair	<p>The shape that the laneway is in affects the first steps of a laneway revitalization project – a community cleanup might be a priority, while an already well-maintained laneway might be the sign of an engaged local individual or organization that can act as a partner for further improvements.</p>
Edge conditions	<p>The “walls” of a laneway greatly affect its character and feel, and can vary from parkland to blank concrete walls, murals, fire escapes, garage doors, asphalt and gravel.</p>

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ACCESS REQUIREMENTS

CITY DIVISION	REQUIREMENTS	
Solid Waste Collection	Key determining factors are ROW width & turning radii	
	Trucks are 3.0m wide	
	Through-routes between streets are easier than dead ends or corners – eliminates requirement for turning	
	For properties accessible only by a laneway	Existing laneway – min 3.5m clear width New laneway – min 6.0m clear width Turning radii – min 9.5m inside, min 14m outside Overhead clearance – min 4.4m
	If the truck doesn't fit	On through lots, put waste on street front for pickup On laneway-only lots, arrange pickup point on nearby street
Toronto Fire Services (TFS)	Building addresses must be municipally-registered so that they can deploy the nearest trucks	
	All buildings in laneway must be accessible by firefighters – no more than 45m from the pumper truck, the truck no more than 45m from a hydrant	
	Min 6.0m clear pavement width for fire truck access – narrower equipment not feasible	
	TFS usually has to fight fires from the street – laneways are too narrow for equipment access	
	TFS accesses fires from nearest access point, routes hose down laneway, between houses etc.	
	TFS improvises best solution in specific fire context	
Infrastructure Services	Per 2005 Council decision, no new water mains & sanitary drainage pipes are laid under laneways	
	There are some existing lines under laneways in older parts of the city – these are serviced using smaller vehicles	
	Transportation Services infrastructure team generally uses same access requirements as Solid Waste	Existing laneway – min 3.5m clear width
		New laneway – min 6.0m clear width
		Turning radii – min 9.5m inside, min 14m outside
		Overhead clearance – min 4.4m
	Engineering & Construction Services requires access for repairs to concrete paving & underground storm drains in laneways	3m to 4m ROW width required for trucks to drive straight in Whole laneway is blocked while work is underway
Transportation Services can exercise option to acquire portions of adjacent land to widen existing laneways – see Official Plan pg. 2-5 3(c)		

TORONTO LANEWAY MANUAL



ZONING REGULATIONS

ZONING CATAGORY	PERMITTED USES
Residential (Chapter 10)	R Residential (10.10) – detached houses, semi-detached houses, townhouses, duplexes, triplexes, fourplexes, low-rise apartment buildings, parks & local institutions
	RD Residential Detached (10.20) – detached houses, parks & local institutions
	RS Residential Semi-Detached(10.40) – detached houses, semi-detached houses, parks & local institutions
	RT Residential Townhouse (10.60) – detached houses, semi-detached houses, townhouses, parks & local institutions
	RM Residential Multiple Dwelling (10.80) – detached houses, semi-detached houses, duplexes, triplexes, fourplexes, low-rise apartment buildings, parks & local institutions
"Residential Apartment (Chapter 15)"	RA Residential Apartment (15.10) – apartment buildings, parks & local institutions
	RAC Residential Apartment Commercial (15.20) – apartment buildings, parks, local institutions & small-scale retail
Commercial (Chapter 30)	CL Commercial Local (30.20) – parks, recreation, commercial & institutional; associated with Neighbourhoods & Apartment Neighbourhoods in Official Plan
"Commercial Residential (Chapter 40)"	CR Commercial Residential (40.10) – commercial, residential (apartment, townhouse), institutional, mixed use & parks; associated with Mixed Use designation in Official Plan
Commercial Residential Employment (Chapter 50)	CRE Commercial Residential Employment (50.10) – commercial, residential, light industrial, institutional & parks; associated with Regeneration Area in Official Plan
"Employment Industrial (Chapter 60)"	EL Employment Light Industrial (60.10) – light manufacturing, light industrial & employment in proximity to residential & Open Space, parks, hotels, small-scale retail & services serving local businesses
	E Employment Industrial(60.20) – general manufacturing, general industrial & employment in proximity to other manufacturing & industrial uses, parks, hotels, small-scale retail & services serving local businesses
	EH Employment Heavy Industrial (60.30) – heavy manufacturing, heavy industrial & employment having impacts on adjacent land, parks, hotels, small-scale retail & services serving local businesses
	EO Employment Industrial Office (60.40) – light manufacturing & office in business park setting, parks, hotels, small-scale retail & services serving local businesses
Institutional (Chapter 80)	I Institutional General (80.10) – variety of institutional & institutional residences
	IH Institutional Hospital (80.20) – hospitals, institutional residences & associated uses
	IE Institutional Education (80.30) – post-secondary schools, institutional residences & associated uses in campus setting
	IS Institutional School (80.40) – public schools, private schools, institutional residences & associated uses
	IPW Institutional Place of Worship (80.50) – places of worship, institutional residences & associated uses
Open Space (Chapter 90)	O Open Space (90.10) – parks, gardens & small play areas
	ON Open Space Natural (90.20) – conservation lands – natural ravines & waterways
	OR Open Space Recreational (90.30) – parks, sports fields, arenas & community centres
	OG Open Space Golf Course (90.40) – golf courses, clubhouses, associated services, recreational uses & facilities
	OM Open Space Marina (90.50) – marinas, clubhouses, associated services, recreational uses & facilities
	OC Open Space Cemetery (90.70) – cemeteries, associated services & facilities
Utility and Transportation (Chapter 100)	UT Utility and Transportation (100.10) – public utilities, transportation uses, horticultural uses & outdoor recreational uses

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PERMIT REQUIREMENTS FOR LANEWAY ACTIVITIES

LANEWAY ACTIVITY	CONSIDERATIONS
<p>Mobile gathering in a public right-of-way</p>	<p>No permit required if there's no physical setup in the public right-of-way – no tables, chairs, barbecues, stages etc.</p>
	<p>i.e. a moveable gathering of people – if a car, service vehicle or emergency vehicle needs to get through the people can just step aside to let the vehicle pass</p>
	<p>eg. walking or cycle tour, street hockey tournament, sidewalk chalk draw-a-thon</p>
<p>Community events in public right-of-way</p>	<p>"Temporary Street Closure Permit required if your event requires any physical setup in the public right-of-way – tables, chairs, barbecues, stages etc."</p>
	<p>\$77.39 +HST per day</p>
	<p>Apply 8 weeks in advance</p>
	<p>\$2,000,000 insurance coverage required – consider partnering with your local BIA to use their insurance</p>
	<p>eg. street festival in laneway (Night Market, SPARTy)</p>
<p>Landscape revitalizations in public right-of-way</p>	<p>"Landscape Construction Permit(s) required:</p>
	<p>For encroachments, building projections, refacing walls, landscaping, streetscaping, areaways, tunnels, bridges and other openings less than 0.9 m and under \$1 million - \$501.19 +HST per permit / application / agreement + legal fees if applicable</p>
	<p>For encroachments, building projections, refacing walls, landscaping, streetscaping, areaways, tunnels, bridges and other openings greater than 0.9 m and over \$1 million - \$2157.87 +HST HST per permit / application / agreement + legal fees if applicable</p>
<p>Pop-up activations, community events & physical revitalizations on private land out of public right-of-way</p>	<p>Must comply with zoning requirements</p>
	<p>No permit required if landscaping work only (ie. not a building – not “a structure occupying an area greater than ten square metres consisting of a wall, roof and floor or any of them or a structural system serving the function thereof” -Ontario Building Code)</p>
	<p>"Building Permit required if revitalization includes “a structure occupying an area greater than ten square metres consisting of a wall, roof and floor or any of them or a structural system serving the function thereof”"</p>