

Attachment No. 5: Downtown Tall Buildings Vision and Performance Standards Design Guidelines

Introduction

Downtown is the heart of Toronto. It is the oldest, most complex and most diverse part of the City with a dense concentration of people and activities, rich historic fabric and strong economic core. Ensuring Downtown Toronto remains competitive, liveable and dynamic is critical to the health of the Greater Toronto Area as a whole. Tall buildings are a defining feature of Downtown. As Toronto grows and evolves, it will engender more tall buildings to accommodate people and jobs drawn to the City's core. The Downtown Tall Buildings Vision and Performance Standards Design Guidelines are intended to identify where tall buildings belong Downtown and establish a framework to regulate their height, form and relationship to their surroundings. They focus on protecting the quality of life of people living and working Downtown, including their need for private space with access to natural light and views to the sky and on the enjoyment and usability of Toronto's streets, parks and public spaces.

The Downtown tall buildings design guidelines complement and build upon pre-existing citywide tall building design guidelines known as the "Design Criteria for Review of Tall Building Proposals". However, they also acknowledge the unique conditions and challenges faced by Downtown tall building proposals by addressing the issue of appropriate site location for Downtown tall buildings and by introducing some unique performance standards that will only be applied in the review and approval of Downtown tall building development. The performance standards have been derived from a detailed on-the-ground assessment of local conditions within Downtown Toronto, through selective testing of specific tall building sites and through an assessment of best practices relating to tall building development in cities from around North America.

The Downtown Tall Buildings Vision and Performance Standards Design Guidelines include the "Downtown Vision", a list and description of 23 Performance Standards, and the following maps and attachments:

High Streets Map - Shows the location of the High Streets and Secondary High Streets. "High Streets" are those parts of major Downtown streets along which tall buildings are considered to be an appropriate form of development. Secondary High Streets are streets that run between and adjacent to High Streets and are mostly lined with residential apartment buildings on which tall buildings are also an appropriate form of development.

Downtown Vision Height Map - Shows height ranges proposed along the High Streets.

High Streets Typologies Map - Shows the built form typologies assigned to High Streets and Secondary High Streets.

Priority Retail Streets Map - Shows the location of streets identified as "Priority Retail Streets".

Prototype Diagram Tower-Podium Form Tall Building - Provides a diagram of a prototypical tall building applying key performance standards.

Heritage Conservation Principles - Provides a list of principles for achieving good heritage conservation as directed by Performance Standard #22.

Guideline Boundaries

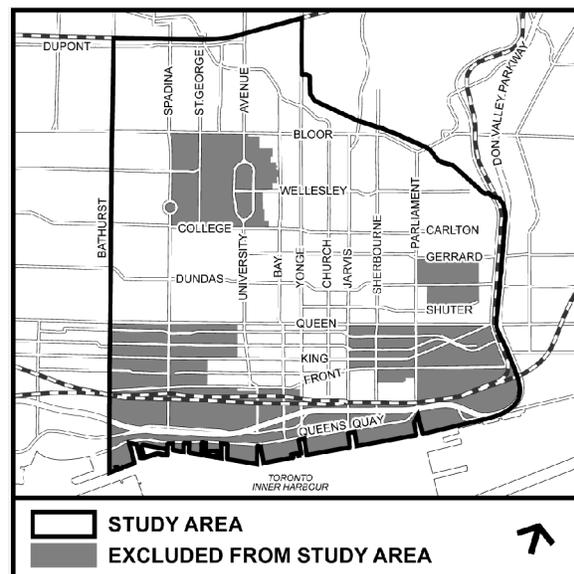
The area subject to the Guidelines is bounded by Bathurst Street on the west, the rail corridor north of Dupont Street on the north, the Don Valley Parkway on the east and the Toronto Harbour on the south.

The Downtown Vision

Downtown Toronto is best experienced from the major streets that run through it, the grand north-south streets lined with prestigious buildings that stretch from the Waterfront and link the whole Downtown into a single recognizable district and the predominantly mixed-use, east-west streets that knit Downtown's core with inner city residential and mixed-use neighbourhoods. The vision for Downtown Toronto invites tall buildings to locate along major Downtown streets and in return expects such buildings to perform to the highest architectural and urban design standards. The Downtown Vision details where tall buildings should be located, how high they should be and the built form typology they should reflect and combines this Vision with a set of performance standards which seek to enhance the pedestrian environment; minimize shadowing of sidewalks, parks and open spaces; protect landmark views and heritage resources; improve access to natural light, sky views, privacy and amenity for people living and working in the Downtown and promote environmental, economic and social sustainability in the placement and design of tall buildings. The Downtown Vision and the performance standards provide a finer grain of detail to more effectively guide the review and approval of Downtown tall building applications.

High Streets

Maps forming part of this Guideline identify parts of major Downtown streets where tall buildings are considered to be an appropriate form of development and calls these "High Streets". Also identified are "Secondary High Streets" which run between and adjacent to High Streets and are mostly lined with residential apartment buildings on which tall buildings are also an appropriate form of development, but on a lower scale. Individual High Streets fall within specifically assigned height categories as described below.



However, three mitigating factors take precedence over heights assigned to High Streets and Secondary High Streets. The presence of any of these factors overrides the ability to locate a tall building on a particular site if it is deemed to negatively impact any of the following: heritage resources; sunlight on parks and open spaces, and views of landmark buildings.

Additionally, some sites are simply too small to meet the separation and set back distances requirements of the Downtown tall building performance standards. These "small sites" cannot accommodate a tall building without compromising the Downtown Vision and diminishing development rights of adjacent sites and should not be developed with tall buildings.

Lastly, there are a number of streets and street segments not identified as High or Secondary High Streets in this Guideline. These are streets or street segments that abut significant parks or contain a critical mass of heritage resources and contributing heritage fabric, or have an existing or planned context which does not contemplate tall buildings as a suitable form of development.

Height Limits

The Downtown Vision Height Map introduces a series of six height range categories applying to High Streets throughout the Downtown that reinforce the existing structure of Downtown's skyline, its height peaks, ridges and height sensitive transitional areas. The heights are expressed in metres and in storeys.

In the case of mixed-use and residential buildings, when heights are expressed in storeys, they are premised on a ground level height of 4.5 metres and 3 metres for all floors above. For office buildings, height should be referenced in metres only. The height attributed to rooftop mechanicals is excluded and may be provided to a maximum height of 5 metres and 30 percent of the total roof area.

The height ranges proposed in this Guideline are premised on the lowest heights in each height range category eventually being established as height limits in the City's Zoning By-law with all building heights above this lower limit requiring a re-zoning and the provision of Section 37 community benefits.

The four corners of subway stations along High Streets, where contextually appropriate and where impact on heritage resources is respected, can be marked with buildings that incorporate heights that are approximately 30 meters (10 storeys) higher than their surrounding heights. As many of these same corner sites would have difficulty providing adequate levels of below-grade parking due to their location over subway stations, performance standards have been included in the Guideline to address above-grade parking structures as they relate to tall building development.

Specific height limits have not been established for Secondary High Streets. Instead, it should be assumed that Secondary High Streets height ranges will generally be one-third lower than the High Streets they run parallel to. If a Secondary High Street runs between two High Streets, the lower of the High Street heights will apply in determining the Secondary High Street height. In the event that there are no immediately adjacent High Streets, the height of the nearest High Street will be used to determine height for the Secondary High Street.

Tall Building Typologies

There are three tall building typologies identified for Downtown High Streets: Tower-Podium Form; Canyon Form and Landscaped Setback Form, and three typologies for Secondary High Streets: Residential Landscape Setback Form; Tower-Podium Form and Canyon Form. These building typologies are found on the Tall Buildings Typologies Map attached to these Guidelines and are intended to provide guidance in identifying important elements of the character of particular Downtown streets that should be preserved and enhanced. They are intended to assist in defining the interface between individual tall buildings and the public realm. These typologies embrace architectural creativity and do not restrict tall buildings from performing to their highest architectural design standards.

High Street Forms:

- **Tower-Podium Form** is characterized by slender point towers spaced apart and set atop pedestrian-scaled podiums (base buildings) that define the street edge.
- **Canyon Form** is characterized by high street walls with buildings that have been built to cover the full width of their sites. This condition is a historic condition that was once strongly encouraged by the City, and would continue in those locations where it is currently found. Canyon Form is prevalent on High Streets in the Financial District, and on limited portions of Bloor, College/Carlton, and Dundas Streets. Along Canyon Form street segments, the podium height of any new tall building would be built to the height of the existing street wall line, as noted in Performance Standard #3, Table 1 - Podium Street Wall Heights. Above this canyon height, the tower must be set back in accordance with Performance Standards # 15 and #16.
- **Landscaped Setback Form** is characterized by tall buildings that are set back from the front property lines with a landscaped buffer between the buildings and the public right-of-way. This condition currently exists on parts of Jarvis Street, particularly between Isabella and Gerrard Streets. Along Landscaped Setback Form street segments, the front face of the building will be set back from the public right-of-way such that the predominate form of the street is preserved, as are views to its historic mansions. Setbacks will be buffered by a continuous landscaped edge which re-enforces prevailing character. Heritage buildings within the buffer area should be conserved in their entirety and the tower portions of new

tall buildings (including all balconies and projections beyond the exterior walls), should be set back behind the full depth of the heritage buildings.

Secondary High Street Forms:

- **Tower-Podium Form** applies to tall buildings that have retail uses located at grade. Along these street segments the front face of the building may be built to the front property line.
- **Residential Landscaped Setback Form** applies to tall buildings where retail uses are not located at grade. For these street segments, the buildings would be set back 3 metres from the street to allow a landscaped buffer and other soft features at grade. For smaller towers, where residential uses are at grade, a two-storey townhouse style podium may also be appropriate.
- **Canyon Form** applies to segments of Secondary High Streets in Toronto's Financial District. Such segments will continue to be built in Canyon Form.

Please see table 2 for a complete list of Secondary High Street Segments.

Yonge Street Special Character Area

The future of Yonge Street and its overall suitability as a High Street within the context of the development of this Guideline has been the subject of much discussion.

Yonge Street is Toronto's original main street and is paramount in its historic significance. It has played many roles in the development of the City. Today, it is an important cultural corridor and subway line, and an active street for shoppers, pedestrian commuters and visitors to the Downtown core. Throughout the Downtown, Yonge Street displays a narrow rhythm of retail frontages that respect the street's historic character. Much of the portion of Yonge Street between Queen Street and Bloor Street is characterized by a predominantly low rise main street building typology that has a prevailing street wall height of 2 to 4 storeys, narrow retail frontages of around 16 metres in width and shallow lot depths generally 18, 25 or 30 metres deep.

The success and attraction of Yonge Street as a pedestrian oriented public corridor lies in the sensitivity of new built form to the prevailing context. From Edward Street to the south side of Gerrard Street, and from Grenville/Wood Streets to Hayden Street, Yonge Street displays a low-rise street character that reflects its historic role as a traditional main street, making tall buildings generally inappropriate along such segments. South of Queen Street, a canyon of tall buildings marks Yonge Street's passage through the eastern edge of the City's Financial District. North of Queen Street, it forms a series of height peaks and low-rise areas. Height peaks occur at Bloor Street, between Queen Street and Edward Street, between Gerrard Street and Grenville/Wood Streets, and between Hayden Street and Davenport Road. The west side of Yonge Street, north of Bloor, between

Cumberland and Yorkville Streets also reflects a city block that has retained its traditional heritage character.

There are two City Planning studies under way related to portions of Yonge Street. The first is a Toronto and East York Community Council directed study undertaken by City Planning staff, referred to as the "North Downtown Yonge Street Planning Framework Study" which focuses on Yonge Street between Bloor Street and College/Carlton Street. The second is the "Yonge Street Planning" study by KPMB/Greenberg Consultants, commissioned by Councillor Wong-Tam, which looks at ways of revitalizing Yonge Street from Dundas to Gerrard Street and which is under review by City Planning staff. There is also a discussion underway to consider studying the area of Yonge Street bounded by College/Carlton Street to Davenport Road, as a potential Heritage Conservation District.

As further planning work emerges, there is immediate merit in unifying Yonge Street's iconic Downtown stature by identifying the entire street, within the boundaries of the Downtown Tall Buildings Guideline area, as a Special Character Street. The purpose of a "Yonge Street: Special Character Street" is to:

- Provide for one designation along Yonge Street that recognizes its overall heritage value and iconic stature but accommodates its differing re-development potential along specific segments of the street;
- Provide a place marker to better guide development along the street until such time as further planning work has been completed and incorporated into this Guideline; and
- Signal to the development community that tall building development along Yonge Street may be appropriate along limited portions of the street but subject to special setbacks and to the Downtown tall building performance standards outlined in this Guideline.

There are sites along portions of Yonge Street where tall building development may be possible, as lot size, depth and specific location can physically accommodate a tall building and its service requirements, and where there are no heritage resource considerations to be had that would be irrevocably compromised through tall building development. Specific heights of the tower portions of any of these tall building development sites will be determined on a site-by-site basis, taking into account the heights of adjacent buildings; heights proposed along adjacent High Streets and Secondary High Streets and the possible negative impacts of tall building development on adjacent open space and parks, landmark views and heritage resources. A tower set back of 20 metres (when heritage resources are present) and 10 metres (where there are no heritage resources) will apply for all tall building development sites or blocks located within the Yonge Street Special Character Street as follows: Both sides of Yonge Street between the north side of Front Street and the south side of Bloor Street and that portion of the west side of Yonge Street between Cumberland Street and Yorkville Avenue.

Performance Standards for Downtown Tall Building Development

The building of great streets requires that each new building along its length excels in its own right, is of an appropriate scale, respects adjacent open spaces, buildings, residents and businesses, and contributes to a safe, comfortable and interesting pedestrian environment. To ensure that tall buildings contribute to great city building and to the development of great streets Downtown, twenty-three performance standards are introduced below.

These performance standards should be read in conjunction with the Guideline Maps, which identify appropriate locations, typologies and heights for tall buildings within the framework of High Streets and Secondary High Streets, and with the Heritage Conservation Principles, which are attached to and form part of this Guideline document. All the performance standards in this Guideline apply to all new tall building development applications unless otherwise noted as an exception.

Performance standards address the following three categories:

- The Podium (base building portion) of a tall building (Performance Standards #1 to #13);
- The Tower portion of a tall building (Performance Standards #14 to #18) ; and
- The Relationship of a tall building to its surrounding area (Performance Standards #19 to #23).

Performance Standards Relating to the Podium:

Performance Standard #1 Podium Location / Façade Alignment

Tall buildings will include a podium built to the property line that extends the length of the site along all street frontages. The façade of the podium will align with adjacent building façades, parallel to the street, with strategic setbacks permitted for covered walkways and building entrances to create architectural interest. Notwithstanding Performance Standard # 1, when opportunities arise to establish new and wider sidewalks, Performance Standard # 2 will be applied.

One of the most important aspects of successful urban streets is the degree of enclosure and articulation of the building edge. Well designed and aligned podiums ensure a contiguous streetscape and integrate the building with existing adjacent buildings.

Performance Standard #2 Minimum Sidewalk Widths

Tall buildings may be required to set back at grade to provide a minimum sidewalk width as follows: Street rights-of-way of 20 to 30 metres should provide a minimum sidewalk dimension of 4.8 metres. Street rights-of-way greater than 30 metres

should provide a minimum sidewalk dimension of 6 metres. Corner sites, and in particular sites at subway nodes should accommodate, where appropriate, additional setbacks from the property line to building face, to allow for ease of pedestrian flow.

As required under Performance Standard #1, podiums will need to be aligned with those of adjacent buildings in order to achieve a continuous street wall and avoid a saw tooth pattern. However, opportunities will arise to establish new sidewalk widths, especially when an entire block is being redeveloped.

***Performance Standard #3
Minimum & Maximum Podium Heights***

The minimum height for the podium of a tall building will be 10.5 metres or 3 storeys, and the maximum height will be a 1:1 ratio to the width of the street allowance.

To ensure greater sunlight penetration on the sidewalk across the street along north-south streets and to maintain consistent intersecting podium heights along east-west streets, the main front wall of the podium will be no higher than 80 percent of the width of the street allowance before applying a 3 metre setback to the remainder of the base building height.

If a tall building site fronts onto more than one street, the podium will be massed to address both frontages facing the street. For corner sites the widest street allowance abutting the corner site will be used to determine the podium height.

Exceptions will be permitted when there are pre-existing higher or lower street walls. In these areas, the podium height of new tall buildings will be built to the height of the existing street wall line and the tower setback will occur at that height.

Access to sunlight is an important factor when creating vibrant pedestrian oriented streets. The purpose of this performance standard is to achieve a minimum of five hours of sunlight on the opposite side of the street during the Fall equinox. Maintaining a street wall height of 80 percent of the width of the street and then stepping back 3 metres to achieve a height equalling a 1:1 ratio of the width of the right-of-way, creates optimal pedestrian conditions. This street wall height particularly benefits sidewalks along north-south streets, but has been extended to east-west streets as a design consideration in order to maintain consistent street wall heights.

To enable design flexibility this performance standard will allow one-third of the length of the tower frontage for Tower-Podium Form tall buildings to extend straight down to the ground at the front property line(s) and not be subject to the 80 percent front podium wall height requirement. (See Performance Standard #15 for details).

Exceptions to Performance Standard #3 are permitted when there are pre-existing higher or lower street walls in place. In these areas, the podium height of new tall buildings will be built to the height of the existing street wall line.

Exceptions include:

- **High Street and Secondary High Street Canyon Form** street segments, where the podium height of new tall buildings must be built to the height of the existing street wall line at height levels listed in Table #1 below and where the 80 percent front wall height performance standard does not apply;
- **High Street Landscaped Setback Form** street segments where the entire front face of the building is set back from the front property line with a landscaped buffer between the building and the public right-of-way and where the 80 percent front wall height performance standard does not apply;
- **Secondary High Street Residential Landscaped Setback Form** where the building is set back 3 metres from the front property line and where a two-storey townhouse style podium may be appropriate, the 80 percent front wall height standard does not apply;
- New tall building development adjacent to **heritage buildings or resources** where the podium of the tall building should respect the street wall line established by the heritage building or resource and where the 80 percent front wall height will not necessarily apply (see Performance Standard #22 - Protection of Heritage Resources).

Table #1 Canyon Form Street Segment Podium Heights

Canyon Form Street Segment	Podium Height
Bloor Street, east of Bedford Road to west side of Church Street	62 metres (20 storeys)
College/Carlton Street, east side of Elizabeth Street to west side of Church Street	62 metres (20 storeys)
Dundas Street, east side of Bay Street to west side of Victoria Street	47 metres (15 storeys)
Queen Street, east side of James Street to west side of Victoria Street	62 metres (20 storeys)
Richmond Street, east side of York Street to west side of Victoria Street	77 metres (25 storeys)
Adelaide Street, east side of University Avenue to west side of Victoria Street	77 metres (25 storeys)
King Street, east side of Bay Street to west side of Church Street	77 metres (25 storeys)
Wellington Street, east side of Simcoe Street to west side of Scott Street	77 metres (25 storeys)
University Avenue, Front Street to south side of	77 metres (25 storeys)

Adelaide Street	
York Street, Front Street to Queen Street	77 metres (25 storeys)
Bay Street, Half way between King Street and Adelaide Street to one property south of Queen Street	62 metres (20 storeys)
Yonge Street, Front Street to south side of Queen Street	77 metres (25 storeys)

***Performance Standard #4
Transparency of Street Level Facades***

Street level façades of tall buildings will display a high degree of permeability between interior and exterior space through the use of transparent windows and doors that provide clear and unobstructed views into and out from ground floor uses. At least 60 percent of the frontage of a tall building located along a Priority Retail Street, between 0.5 metres and 3 metres in height, will be glazed and transparent.

Note: For a minimum of the first 10 to 12 metres above grade, window glass will be assessed in accordance with the City's Bird Friendly Development Guidelines, found in Toronto's Green Standard (TGS).

Street related retail and active uses animate the street, provide natural surveillance and add vitality and interest. This standard is important because some store fronts tend to get cluttered and opaque on the interior, reducing transparency and negating any positive relationship with pedestrians on the street.

***Performance Standard #5
Priority Retail Streets***

Tall building podiums will be lined with active street-related retail uses, especially along Priority Retail Streets, to encourage activity and natural surveillance. Residential and office lobbies will be limited in width. At least 60 percent of the total building frontage along Priority Retail street segments will contain active street-related retail uses.

The City of Toronto recognizes the importance of active street-related retail and identifies Priority Retail Streets in its Zoning By-law. This Guideline identifies several additional Downtown streets as Priority Retail Streets, all of which are shown on Map 4 of this Guideline.

***Performance Standard #6
Ground Floor Animation***

The ground floor of tall building podiums will create a comfortable and highly animated pedestrian environment by providing a rhythm of multiple retail frontages and entrances which establish and reinforce a fine-grain street fabric, and

which are architecturally articulated through appropriate materials, display windows, canopies and signage.

A narrow rhythm of store frontages generates a more interesting public realm, providing a variety of shopping destinations and activities. When a larger tenancy is planned, the facade should be broken up into bays of narrower widths and multiple entrances should be provided.

*Performance Standard #7
Minimum Ground Floor Height*

The minimum floor-to-floor height of the ground floor of tall buildings fronting onto High Streets and Secondary High Streets will be 4.5 metres floor to floor, measured from average grade.

A ground level height of 4.5 metres establishes a clear presence for retail use at the street level. Likewise, a floor-to-floor height of 4.5 metres accommodates vertical clearance requirements for loading spaces located inside the rear of the building. Floor to floor heights for commercial uses at grade are typically higher than residential equivalents. A taller floor-to-floor height at grade provided for flexibility of grade level uses, facilitating conversion of residential use to retail and increasing the usability and marketability of this space.

*Performance Standard #8
Clearly Defined Entranceways*

Entrances to tall buildings will be clearly defined with maximum visibility to ensure ease of access directly from the street, and be free of obstructions. High quality architectural treatment and, where appropriate landscape design, should be used to accentuate entrances and differentiate between residential and commercial entrances in mixed-use buildings. Each retail store in a tall building will be identifiable and accessible from the sidewalk.

Tall building entrances should create an arrival experience and identity for the building. Clear, visible entries and views to the street provide security for building residents and pedestrians on the street. Individual entrances to each use must be provided immediately from the sidewalk to animate the street and encourage pedestrian activity to occur on the street rather than inside the building where access might be taken from an internalized mall.

*Performance Standard #9
Pedestrian Scale Podium Articulation*

Tall building podiums will be designed to include pedestrian scale treatment of building mass, materials, texture and composition. Façades will be well articulated with an interplay of rhythm between transparent glass and solid materials. Blank

walls will be avoided, but if necessary, will be well articulated. Air vents and mechanical equipment will not be located adjacent to the public realm.

The relationship of a tall building to the street on which it fronts is a critical factor for creating good urban spaces and should be integral to the building design. A building façade should provide architectural expression that relates to its surroundings. Elements such as cornice lines, changes in material, fenestration and window bays should be used to create a comfortable pedestrian scale at the street level.

***Performance Standard #10
Pedestrian Weather Protection***

Pedestrian weather protection, such as canopies, will be provided particularly over entrances to residential and retail uses. Permanent materials are preferred to fabric canopies as they form part of the permanent architecture of the building.

Colonnades are generally discouraged, however where proposed, should be of generous proportions to ensure adequate natural light and generally be no less than 3 metres in depth and 6 metres in height.

Building articulation needs to be considered hand in hand with pedestrian safety, comfort and protection from the elements. Canopies can reduce the apparent scale of a building by providing a horizontal design element along the street and while colonnades are generally discouraged as they tend to pull retail frontages and associated pedestrian activity away from the street, where proposed, they should be of generous proportions to ensure adequate natural light.

***Performance Standard #11
Transitioning Between Private / Public Realm***

Streetscaping and landscaping elements such as street trees, street furniture, lighting and its proper placement, soft landscaping, seating and public art will be used to physically integrate tall buildings and exterior spaces, activate building façades, soften building contours, highlight important architectural features and building entrances; screen less attractive elements (such as parking entrances), add colour, texture and visual interest and provide shade, where appropriate. The arrangements of these elements will also assist in the creation of a safe and comfortable transition between the public and private realm.

Good urban design depends on the integration of architecture and landscape architecture. The design of buildings and exterior spaces should be physically integrated with one another. Landscaping features adjacent to a tall building soften the hard edges and help to define a pedestrian scale. Landscaping can also be used to highlight building entrances or architectural features. Tree planting is encouraged as street trees help delineate the public street. Public art also plays an important role in enhancing the aesthetic quality of Downtown, adding interesting and creative elements to streetscapes. Sidewalks adjacent

to tall buildings should encourage comfortable, easy walking. The arrangement of everything in the public realm, such as utility poles, lighting, support for street car lines, newspaper boxes, garbage containers, and bike racks should facilitate comfortable and easy circulation. The presence of elements such as street trees, lighting, street furniture and public art create an environment that is safe and pleasant for pedestrians and therefore helpful to encouraging pedestrian activity.

***Performance Standard #12
Pedestrian Connections***

Mid-block connections and courtyards will have a high quality of design and be visually and physically connected to adjacent streets, parks, open spaces and other uses, which serve to integrate the tall building with its surroundings. Where appropriate, tall building development will provide connections to public transit stations and to the City's underground PATH system.

Above-ground and underground links are encouraged to improve pedestrian flow between tall buildings and between tall buildings and transit stops and other community facilities. This complements the Toronto Green Standard which provides standards that address the issue of connecting buildings to off-site pedestrian paths, providing direct linkages to nearby surface transit stops and parking areas and using pedestrian-specific lighting directed onto sidewalks, pathways, entrances and outdoor waiting areas.

***Performance Standard #13:
Minimizing Parking, Loading and Servicing Impacts***

Garbage storage and collection, loading docks, car parking, ramps to underground parking, vents, meters and transformers will be located away from the public realm and screened from public view. Access to parking, loading and service areas and utilities will be made available from a lane if present, or at the rear of the building if possible, so as to not conflict with pedestrian-oriented activities on the street. Hotels, commercial and office buildings will make provision for taxi stands and bus drop-offs on private property, wherever possible. The following criteria will be satisfied:

- **Shared parking and service area will be provided, where possible, within development blocks;**
- **When parking cannot be physically located below grade, due to below grade transit infrastructure, for example, the parking structure will be integrated into the building design by applying similar facade treatment, materials and articulation including openings, where appropriate, that function as "windows";**
- **Where an above-grade structured parking facility fronts onto a public street, the ground-level frontages will incorporate retail, public or other active uses;**
- **Above-grade parking structures will be consistent with all Performance Standards relating to podiums (Performance Standards #1 through #13);**

- **All parking stairways, elevators and entries will be clearly visible, well lit and easily accessible;**
- **The impact of access points will be minimized by allowing new curb cuts only if there are no alternative means of access, keeping access widths and curb cuts to a minimum and using landscape design to minimize visual impact;**
- **The size of service doors, garage doors and openings that are visible from public streets and open spaces will be minimized;**
- **The impact of vents, and mechanical equipment will be minimized by ensuring that they are located away from the pedestrian realm;**
- **Garbage, service and utility functions will be integrated within the building; and**
- **Access and servicing areas will be treated with planting and/or architectural treatment to minimize negative safety, physical, visual and noise impacts.**

Tall buildings accommodate two types of activities at grade; “front of house” activities, such as retail and landscaping, and “back of house” activities, such as parking, loading, and servicing. Areas for garbage storage and collection, loading docks, car parking, ramps to underground parking, vents, meters and transformers are essential to the efficient function of any building but are specifically “back of house” activities. Such activities should be accessed only from a lane if one exists, located away from the public realm, screened from public view, and integrated into planting and/or architectural treatment. Parking and loading areas, when directly accessed from the public right of way, can interfere with the safety and circulation of pedestrian traffic and create a pedestrian environment that is uncomfortable and unattractive. When exhaust vents, meters and transformers are located in or directly adjacent to the public right of way, they have negative physical, visual, safety, and air quality impacts. Such activities must be located away from view of the pedestrian realm.

Performance Standards Relating to Towers:

Performance Standard #14 Maximum Floor Plate Size

The maximum floor plate size per floor of a tall building tower will be 750 square metres, including all the built area within the building, measured from the exterior of the main walls at the level of each floor, but excluding balconies.

Exceptions to the 750 square metre floor plate size will be made for:

- **Residential and mixed commercial-residential buildings that are greater than 50 storeys in height;**
- **Commercial only buildings and commercial only floors of mixed-use buildings;**
- **Institutional buildings; and**
- **Hotels.**

Provided that the larger floor plate size is:

- **Necessary in the case of the residential or mixed-use building to provide for its efficient functioning (such as its elevator service strategy) and structural requirements (such as its wind stabilization measures); and**
- **Appropriate because consideration has been given to:**
 - **a greater tower set-back and/or step-back proportionate to the increase in floor plate size; and**
 - **articulating the larger floor plate to break down the building mass, minimize shadow, loss of sky view and wind conditions at grade.**

Tower floor plate size, along with tower articulation, is instrumental in the perception of the overall three dimensional massing of a building and its visual and physical impact on adjacent areas. The use of properly located smaller floor plates is encouraged since they result in slender buildings which cast smaller shadows, improve sky views, and permit better views between buildings and through each development site. Smaller floor plates also promote sustainability by providing for increased daylight catchment within the building. As a residential floor plate maximum of 750 square metres may not be economically viable for residential and mixed use buildings over 50 storeys and for commercial only buildings (such as offices); commercial only floors of mixed-use buildings; institutional buildings and hotels. An exception has been provided for such buildings.

***Performance Standard #15
Tower Setback from the Podium***

The tower portion of a tall building, including balconies, will be set back from the podium a minimum of 3 metres for a minimum of two-thirds of the length of the tower facing the street.

One-third of a Tower-Podium Form tower may extend straight down to the ground at the front property line. This may take the form of balconies or the tower itself.

Exception: The tower portion of a tall buildings will be set back a minimum of 10 to 20 metres from the Yonge Street property line along those portions of Yonge Street between the north side of Front Street and the south side of Bloor Street and on the west side between Cumberland Street and Yorkville Avenue identified as being part of the Yonge Street - Special Policy Character Street, as follows:

- **Twenty metre tower setback for those street portions fronting onto Yonge Street which contain heritage resources and /or contributing building fabric that contextually supports these resources;**
- **Ten metre tower setback for those street portions that do not contain heritage resources; and**
- **The one-third of the tower extending straight down to the ground permission will not apply.**

A sheer tower face that meets the front property line can generate uncomfortable pedestrian wind conditions and an oppressive sense of pedestrian scale. Setting the tower back 3 metres or more allows the podium to better define the pedestrian realm and absorb downward wind drafts. However, in order to encourage design flexibility and when combined with podiums that support and reinforce the pedestrian realm, a minor portion of up to one-third of the tower for Tower-Podium Form buildings, may extend straight down to the ground at the front property line. This can take the form of balconies, other encroachments, or the tower itself.

Please note the tower setback exceptions for Yonge Street.

***Performance Standard #16
Tower Separation Distances***

A tall building tower will be located a minimum of 12.5 metres away from the side and rear property lines or the centre line of an abutting lane, measured from the external wall of the building. The minimum spacing distance between two tall building towers on the same site will be no less than 25 metres, measured from the external walls of the buildings.

The most important criteria for a site to qualify for a tall building is the size of the site, resulting in some sites along Downtown High Street or Secondary High Streets being determined to be inappropriate for tall building development. Towers that are placed on larger sites where appropriate setbacks are possible are more successful than those that are very close together.

Towers should not be permitted to be built in close proximity to each other and to side and rear property lines for a number of reasons. For one, when buildings are constructed too close together, the resulting wind conditions, distortion of the sense of pedestrian scale, lack of access to sunlight and blockage of sky views creates an uncomfortable pedestrian environment. As well, when buildings are constructed very close to the side property lines, the result is a “first-to-the-post” development scenario, whereby the development of one site restricts adjacent sites from developing in a similar manner. Thirdly, if windows face onto the side lot lines and buildings are constructed very close to the lot line, privacy issues may arise for building residents.

Creative solutions that substantially achieve the guideline performance standard separation distance of 25 metres, such as offset towers and non-parallel walls, may also be considered.

Performance Standard #17
Small Sites

A "small site" is a site on which a tower cannot be constructed unless it allows for a minimum 12.5 metre setback along its side and rear property lines or centre line of an abutting lane, and a 3 metre setback along the front property line.

If all minimum setbacks cannot be provided, a building on the small site will only be constructed to the top of the podium (or base building height) on the street on which it fronts, in accordance with Performance Standard #3, above which a 45 degree angular plane may be applied to all sides of the base building to add additional levels.

Exception: On street segments with a Canyon Form typology, small sites may be developed up to the height of the canyon wall, above which the 45 degree angular plane will apply.

The development of tall buildings on small sites has negative impacts for building residents and for people living and working Downtown. When buildings are constructed too close together, excessive shadowing of adjacent streets and parks occurs. Wind impacts due to air currents are heightened. There is a loss of privacy for residents and sky views are diminished for pedestrians on the street, when buildings are constructed too close together. Small sites also have greater difficulty in providing required amounts of underground parking as minimum depths are required to achieve setbacks and to allow for typical below-grade parking layouts, including ramps and access. Street level facades and pedestrian activities are compromised when efforts are made to substitute below-grade parking with above-grade parking garages on site.

Performance Standard #17 assumes an approximate smallest dimension for a small site on which a tower can be constructed to be one that is less than 35.5 metres deep x 55 metres wide or 45.5 metres wide x 45 metres deep for a mid-block site or 35.5 metres deep by 45.5 metres wide for a corner site, when measured to the property lines and when based on tower dimensions of 20 metres by 30 metres.

This performance standard will result in the exclusion of some small sites from being developed to a height that exceeds the width of the street on which it fronts. In some cases, several smaller properties will need to be assembled, and in other cases, some small sites may only be able to be built to the limits outlined in this performance standard.

Performance Standard #18
Placement of Balconies

Consideration will be given to minimizing building bulk and loss of views potentially created by balconies on adjacent sites and to the importance of integrating balconies into the sustainable design and architectural quality and integrity of tower façades,

including window walls. Wrap-around balconies and corner balconies will be discouraged when they are arranged in a manner which increases the physical and apparent visual building mass, to the detriment of the intent of Performance Standard # 14.

The placement and design of balconies that form part of a tall building can have a major impact on the perceived bulk and architectural integrity of a tall building. When balconies are contiguous and essentially wrap the entire building, the result is a building that appears to have a larger floor plate, even when it meets the 750 square metre maximum floor plate size.

Performance Standards Relating to Tall Buildings and their Interface with the Surrounding Area

Performance Standard #19 Transition to Lower Scale Areas

When a tall building abuts a lower scale neighbourhood area, the tower portion of the building will be set back from any such abutting property lines a minimum of 20 metres, excluding balconies. The podium will create a smooth transition between the lower scale area and the tall building, and will be designed to reflect the built form character of the adjacent area, including appropriate ground floor uses. A portion of the podium immediately adjacent to the lower scale area will be no higher than the height of adjacent buildings, transitioning into a higher podium as the distance from the area increases.

When a tall building is proposed close to a lower scale area, residential or otherwise, setbacks, step backs, height restrictions, angular planes and facade articulation can be used to achieve appropriate transition in scale. Small floor plates, for instance, result in shadows that move more quickly across the neighbourhood. Minimum spacing distances will result in improved sky views. These measures can be further enhanced by ensuring that towers are set back away from the lower scale neighbourhood areas to protect privacy and overlook.

Performance Standard #20 Sunlight Protection for Parks and Open Space

Every effort will be made to design and orient Downtown tall buildings to minimize their shadow impact on all public and privately owned parks and open space.

No new net shadows will be cast by Downtown tall building on parks identified as "Signature Parks" between 10:00 AM and 4:00 PM on September 21st. Signature Parks include: Allan Gardens; Berczy Park; Crombie Park; Grange Park; Moss Park; Nathan Phillips Square; St. James Park and Queen's Park.

No new net shadows will be cast by any Downtown tall building on all other parks located within and adjacent to the Downtown Guideline boundary area, between 12 noon and 2:00 PM on September 21st.

All Downtown tall building applicants will be required to provide a "Sun/Shadow Impact Study" demonstrating compliance with the sunlight protection standards noted above.

Toronto's Downtown has a limited number of parks, open spaces and open space systems that play a vital role in its character and the quality of life for its residents, workers and visitors. As Downtown continues to steadily intensify, the need to protect these parks and open spaces from shadowing by tall buildings becomes increasingly important. Access to direct sunlight improves the usability and enjoyment of parks and helps vegetation flourish. In the Toronto climate, access to direct sunlight in parks can extend the period of comfortable conditions for pedestrians by several months.

The Guideline identifies two categories of park, each requiring a particular level of sunlight protection. The first category includes "Signature Parks" which are parks and open spaces Downtown that have special historic and/or cultural significance. The other category includes all remaining Downtown parks and open spaces that have widespread public use and are visible from the public realm. If the Sun/Shadow Impact Study shows that a proposed tall building causes new additional shadowing on any park between the hours noted in Performance Standard # 20 above, including parks located adjacent to the Downtown or within the Secondary Plan Areas excluded from the Guideline boundary, the tower will have to be reduced in height and/or re-designed and re-oriented to meet the sunlight protection standards.

Although Performance Standard #20 provides a minimum sunlight protection standard for Downtown parks, it should not be interpreted as taking away from the City's ability to require more sunlight protection as part of any site-specific tall building development proposal approval impacting local parks. For example, it has been demonstrated as part of tall building application reviews in the Bloor-Yorkville area, that Jesse Ketchum Park is an important local park that is heavily utilized by the community, including school children, throughout the day. Any tall building development proposal in this area is therefore required as part of the development approval process, to demonstrate that no new net shadow is being cast on this park throughout the day, for a minimum standard of 6 hours.

***Performance Standard #21
Protection of View Corridors***

The impact of tall buildings on landmark sites and views to these sites will be considered in the review of all Downtown tall building proposals. To accommodate the protection of landmark views, it may be necessary to limit building heights and reconfigure building mass.

In particular, tall buildings will not interrupt the view corridors or appear behind the building silhouettes of three important Downtown landmark views as follows:

- Queen’s Park:** **The view up University Avenue to Queen’s Park. No building will interrupt or rise above the silhouette of Queen’s Park (Ontario Legislative Assembly) when viewed from any vantage point along College Street at the intersection of University Avenue.**
- Old City Hall:** **The view up Bay Street in the Financial District to the clock tower of Old City Hall. No building will interrupt or rise above the silhouette of the clock tower when viewed from Bay Street at the intersection of Temperance Street.**
- City Hall:** **The view from Queen Street of the two towers of City Hall. No building will breach the silhouette of City Hall, including the sky view between the two buildings, when viewed from the south side of Queen Street between Bay Street and York Street.**

Landmark sites are unique markers that help residents and visitors attain a collective appreciation and understanding of Toronto’s past and future. In Downtown Toronto, many landmark sites and view corridors originated in Toronto’s Victorian period, while others represent later iconic architecture of civic and cultural significance. Sites located at a street terminus have often been used to give the City’s public buildings heightened prominence. Landmark sites play a large role in determining the visual character of the City by revealing destinations and providing orientation to the public moving about the City. Protection of views to landmark buildings should be considered in the development of any tall building proposal. Aligning tall buildings to terminate visual axes or to frame scenes can maximise the positive aspects of the building scale and contribute to improved legibility and navigation within the City.

Among the City’s landmark views, there are three key views: Queen’s Park, Old City Hall and City Hall. From the assigned vantage points, no new building or structure may obstruct the view to these landmark buildings or rise above their silhouettes.

There are other landmark views in the Downtown, such as the St. James Cathedral Spire, Spadina Crescent and the Rogers Centre, to name a few, that are worthy of protection. As part of the Five Year Review of the City’s Official Plan, undertaken in 2011, the Official Plan’s heritage policies are being reviewed and updated. Consultants have been hired to carry out the review and work with City staff on new heritage policies. Part of this review entails identifying important heritage views and vistas and policies to conserve them. This work will provide further opportunities to identify and regulate additional landmark views within the Downtown and elsewhere in the City.

Performance Standard #22
Protection of Heritage Resources

Heritage resources will be protected and integrated into tall building development proposals in a manner that is consistent with accepted principles of good heritage conservation as set out in the "Heritage Conservation Principles" attachment forming part of this Guideline.

Tall buildings will not visually impede the setting of listed/designated heritage buildings. Where heritage buildings are low-scaled, the podium of the tall building will respect and reflect the unique urban grain and scale, visual relationships, topography and materials of the surrounding historic buildings. Tall building development will preserve and enhance the character and appearance of the setting of adjacent listed/designated buildings.

Designation as a High or Secondary High Street will not exempt any site located along these streets from any of its heritage obligations as identified in the City's Official Plan and other legislation.

The City of Toronto values its heritage properties and requires that they be protected and integrated into new development in a manner that preserves their setting, character and integrity, consistent with accepted principles of good heritage conservation, attached to this Guideline. Not every downtown lot is suitable for tall building development as a result of constraints imposed by its size and by the fact that such development may be incompatible, in certain instances, with preserving historic buildings and adjacent historic fabric.

There will be heritage resources that can work in harmony with new development. In these cases, development should strive for the long term protection, integration and re-use of heritage resources, and the heritage resources should be used to inform the scale and contextual treatment of new development. If well designed and sited in appropriate locations, tall buildings can make a positive contribution within historical settings.

The High and Secondary High Street designations and their assigned heights do not serve to exempt any site from its heritage obligations. The heritage policies and legislation at both the municipal and provincial levels, that are currently in place, and the system of negotiating the preservation of historic buildings continue to prevail over these designations.

Downtown tall building development proposals containing heritage resources on or adjacent to the development site also continue to be required to provide a Heritage Impact Statement (HIA), as part of the application review process, to evaluate the impact the proposed development or site alteration will have on cultural heritage resources and to recommend an overall approach to conservation of these resources.

*Performance Standard #23
Design Excellence and Green Building Innovation*

Tall buildings will reflect design excellence and green building innovation utilizing high-quality materials that acknowledge the public role tall buildings play in defining Downtown Toronto's image and liveability.

City Council has approved a Downtown Design Review District for Downtown tall building site plan and re-zoning applications to the City's Design Review Panel process, for those applications that contain "significant public realm impacts" as a result of their location, scale, form or architectural quality. Given their public prominence, Downtown tall buildings come with greater civic responsibilities and obligations than other types of development. One such responsibility is the need to achieve architectural and urban design excellence. The Downtown Design Review District is one important way of evaluating design excellence.

Another responsibility is to embrace a heightened awareness of green building innovation and the built form linkages between design and sustainability. Sustainable design is an approach to designing tall building sites and buildings that is less resource intensive and one which helps to improve the environment we live in. The City of Toronto encourages development to follow a sustainable design approach through the Toronto Green Standard (TGS).

Sustainable design works across two levels in tall buildings. The first is at a strategic level, which recognizes that tall buildings have a role to play in the economic, environmental and social sustainability of the City and be capable of addressing shifts in demographics and market demands over the long term.

The second level of sustainable design is more technically detailed and site specific, relating to building performance, water management, and internal environment. Both levels of sustainable design should be identified at the project's initial or site planning stage when fundamental design decisions are being made. Strategies for applying a sustainable design approach to new tall building construction can be considered in the following ways:

- Following an integrated design process (IDP) to ensure that design and construction disciplines are involved early for the best performance results;
- Incorporating renewable energy systems and energy efficiency measures;
- Incorporating recycled content or reusing building materials and components;
- Designing tall buildings for flexibility of use and incorporating the potential for future change;
- Incorporating versatility in building design, layout and construction practices so that buildings can adapt to potential shifts in demand:
 - In base buildings, providing conditions that allow residential uses to transition to commercial uses;

- In the tower portion, providing conditions that accommodate the expansion of single-occupancy units to multiple occupancy and offering a range of ownership types and unit size choices, including the provision of larger units suitable for families with children.

How to Use These Guidelines

i. The Downtown tall building performance standards apply across the entire area covered by this Guideline:

This is not intended to imply that tall building development is encouraged to locate in the "white areas" shown on the Guideline Maps rather than being directed along the High and Secondary High Street areas, but rather that Downtown tall building applications are likely to continue being filed by applicants outside the High Street areas. Having performance standards in place for these applications will provide applicants, staff and the public with consistent guidance with regard to the assessment of tall building applications everywhere within the Guideline area.

ii. Tall building development within the Guideline boundaries must address all performance standards noted in the Guideline, even if the impact of the given tall building application falls outside the Guideline boundary area:

An example of this would be shadow impacts that affect neighbourhoods within the secondary plan areas or in other areas bordering the Study area, needing to be mitigated in accordance with Performance Standard #20, or views to significant buildings outside the Study area needing to be addressed in keeping with Performance Standard #21.

iii. This Guideline is an evolving document which may be revised, from time to time, to reflect new findings or recommendations made by further studies which will have an impact on the effective review of Downtown tall building development applications:

Performance standards described above include reference to matters that are currently under further review by City staff or outside consultants. These include the Yonge Street Planning Studies, the View Corridor Studies pertaining to Old City Hall, New City Hall and the Ontario Legislature Buildings and the Heritage Study being conducted in association with the City's Five Year Review of its Official Plan. Upon their completion and adoption by Council, revisions to this Guideline might be required.

iv. While there are no perceived conflicts between any of the pre-existing area specific urban design guidelines located within the Guideline boundaries and performance standards proposed by this Guideline, should conflict arise, the most restrictive of the two sets of guidelines will prevail:

An example of a pre-existing design guideline which will prevail, is the Bloor Corridor Visioning Study (May 2009) which includes specific numerical

provisions relating to particular street wall heights within the Bloor Corridor Study area.

- v. ***In the interim, Downtown Secondary Plan Areas will be excluded from the Downtown Tall Buildings Design Guidelines:*** These areas will continue to be covered by the citywide tall buildings design guidelines until both guidelines are consolidated.

Next Steps for the Guideline

1. Creating a Stand Alone Document

Attachments 1 through 7 which make up the Downtown Tall Buildings Vision and Performance Standards Design Guidelines can be extracted from the staff report and used as a stand-alone document.

2. Improving Legibility

Please note that City Planning staff intends to add colour and illustrations to the Downtown Tall Buildings Vision and Performance Standards Design Guidelines in order to make them more legible and user-friendly and to post the Guidelines on the City's Downtown Tall Building Project web pages.

3. Consolidating with the City Wide Guidelines

Ultimately, the Downtown and the citywide tall building design guidelines will be consolidated and integrated into one document which will continue to recognize and accommodate specific performance standards relating to Downtown tall building applications only. This consolidation, when completed, will supersede the City's previous tall buildings design guidelines. In the interim, Secondary Plan Areas falling within the Guideline boundaries are excluded from the Downtown Tall Buildings Design Guidelines. These areas continue to be covered by the citywide tall buildings design guidelines.

4. Reviewing Further Implementation Options

As part of public consultation dialogue around the introduction tall buildings design guidelines for Toronto, there has been much ongoing discussion regarding the need to provide more prescription for the vision and performance standards forming part of the guidelines, in order to improve their usability during the tall buildings development review and approvals process and at Ontario Municipal Board Hearings. As part of next steps, City Council may choose to direct City Planning to bring forward a report respecting additional implementation options for the Downtown Tall Buildings Vision and Performance Standards Design Guidelines. This direction could also be extended to tall building development review citywide.

Table 2 – Secondary High Street Segments

Secondary High Street Segment	From	To	Typology *See Note Below
Cumberland Street	Bay Street	Yonge Street	Tower-Podium
Asquith Avenue	Yonge Street	Park Road	Tower-Podium
Hayden Street	Yonge Street	End of Hayden Street, east of Church Street	Tower-Podium
Charles Street	Bay Street	Jarvis Street	Tower-Podium
St Mary Street	Bay Street	Yonge Street	Tower-Podium
Phipps Street	Bay Street	St. Nicholas Street	Tower-Podium
Grosvenor Street	Edge of U of T Sec. Plan Area	Yonge Street	Tower-Podium
Grenville Street	Edge of U of T Sec. Plan Area	Yonge Street	Tower-Podium
Wood Street	Yonge Street	Church Street	Tower-Podium
Walton Street	Elisabeth Street	End of Walton Street, east of Bay Street	Tower-Podium
Elm Street	McCaul Street	Yonge Street	Tower-Podium
Gould Street	Yonge Street	Mutual Street	Tower-Podium
Edward Street	University Avenue	Yonge Street	Tower-Podium
Armoury Street	University Avenue	Chestnut Street	Tower-Podium
Hangerman Street	Elisabeth Street	Bay Street	Tower-Podium
Michael Sweet Avenue	St. Patrick Street	Simcoe Street	Tower-Podium
Shuter Street	Yonge Street	Jarvis Street	Tower-Podium
Temperance Street	Sheppard Street	Yonge Street	Canyon
Lombard Street	Victoria Street	Jarvis Street	Tower-Podium
Pearl Street	Simcoe Street	York Street	Tower-Podium
Melinda Street	Jordan Street	Yonge Street	Canyon
Colborne Street	Yonge Street	Victoria Street	Canyon
Colborne Street	Victoria Street	Leader Lane	Tower-Podium
St Patrick Street	Elm Street	Queen Street W	Tower-Podium
Murray Street	Orde Street	Elm Street	Tower-Podium
Simcoe Street	Elm Street	Front Street W	Tower-Podium
Emily Street	King Street W	Wellington Street W	Tower-Podium
Centre Avenue	Edward Street	Armoury Street	Tower-Podium
Chestnut Street	Elm Street	Armoury Street	Tower-Podium
Surrey Place	Grosvenor Street	Grenville Street	Tower-Podium
Elisabeth Street	Grenville Street	Hangerman Street	Tower-Podium
Laplante Avenue	College Street	Gerrard Street W	Tower-Podium
Sheppard Street	Richmond Street W	Adelaide Street W	Canyon
Jordan Street	King Street W	Melinda Street	Canyon

Balmuto Street	Bloor Street W	Charles Street W	Tower-Podium
Park Road	Asquith Avenue	Bloor Street E	Tower-Podium
Victoria Street	Gould Street	Colborne Street	Tower-Podium
Scott Street	Colborne Street	Wellington Street E	Tower-Podium
Toronto Street	Adelaide Street E	King Street E	Tower-Podium
Leader Lane	King Street E	Wellington Street E	Tower-Podium
Bond Street	Gould Street	Queen Street E	Tower-Podium
Berti Street	Queen Street E	Richmond Street E	Tower-Podium
Dalhousie Street	Gould Street	Queen Street E	Tower-Podium
Mutual Street	Gerard Street E	Queen Street E	Tower-Podium

Note:

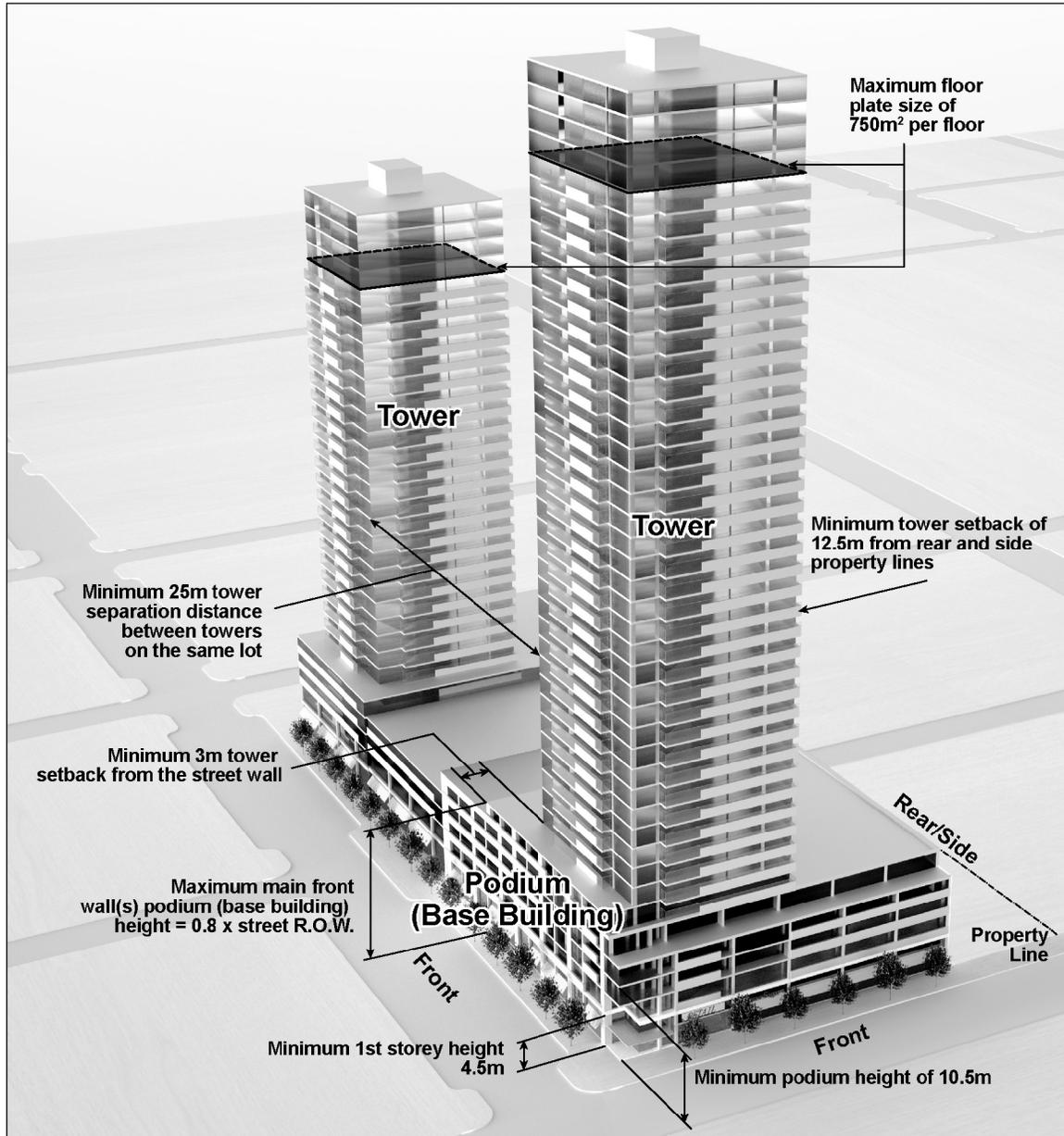
Tower-Podium Form - applies to tall buildings that have retail uses located at grade. Along these street segments the front face of the building may be built to the front property line; or

Residential Landscaped Setback Form - applies to tall buildings where retail uses are not located at grade. For these street segments, the buildings would be set back 3 metres from the street to allow a landscaped buffer and other soft features at grade. For smaller towers, where residential uses are at grade, a two-storey townhouse style podium may also be appropriate; and

Canyon Form - applies to segments of Secondary High Streets, especially in Toronto's Financial District. Such segments will continue to be built in Canyon Form.

Attachment No. 6: Prototype Diagram – Tower-Podium Form Tall Building

This diagram is a conceptual prototype of a tall building adhering to key Performance Standards.



Prototype Tower Podium Form

Please note: This is a simplified prototype and should be viewed and interpreted in conjunction with Performance Standards 1 to 23

Not to Scale

Attachment No. 7: Heritage Conservation Principles

The Province of Ontario's *Eight Guiding Principles for the Conservation of Heritage Properties*, as well as the *Standards and Guidelines for the Conservation of Historic Places in Canada* should be used as primary documents for evaluating and articulating what good heritage conservation means within a development proposal.

These principles speak to:

- **RESPECT FOR DOCUMENTARY EVIDENCE:** Do not base restoration on conjecture. Conservation work should be based on historic documentation such as historic photographs, drawings and physical evidence.
- **RESPECT FOR THE ORIGINAL LOCATION:** Do not move buildings unless there is no other means to save them. Site is an integral component of a building or structure. Change in site diminishes cultural heritage value considerably.
- **RESPECT FOR HISTORIC MATERIAL:** Repair/conservate -rather than replace building materials and finishes, except where absolutely necessary. Minimal intervention maintains the heritage content of the built resource.
- **RESPECT FOR ORIGINAL FABRIC:** Repair with like materials. Repair to return the resource to its prior condition, without altering its integrity.
- **RESPECT FOR THE BUILDING'S HISTORY:** Do not restore to one period at the expense of another period. Do not destroy later additions to a building or structure solely to restore to a single time period.
- **REVERSIBILITY:** Alterations should be able to be returned to original conditions. This conserves earlier building design and technique. (Example - when a new door opening is put into a stone wall, the original stones are numbered, removed and stored, allowing for future restoration).
- **LEGIBILITY:** New work should be distinguishable from old. Buildings or structures should be recognized as products of their own time, and new additions should not blur the distinction between old and new.
- **MAINTENANCE:** With continuous care, future restoration will not be necessary. With regular upkeep, major conservation projects and their high costs can be avoided.

Applying these principles for the Downtown Tall Buildings Design Guideline Area means:

Heritage Properties are Valued: The Downtown core and other areas identified within the Tall Building study have a high concentration of heritage properties. These properties help make up a dynamic mix of buildings that embody our history, events and accomplishments as Torontonians. As such they contribute to our collective identity and should be treated with a high level of respect and reverence.

Heritage Properties Shall Be Conserved: The Provincial Policy Statement, the *Planning Act* and the City of Toronto Official Plan all direct that significant heritage resources shall be conserved. Heritage buildings are three-dimensional and all have an

exterior and interior that requires consideration. Although heritage buildings can sometimes work in harmony with developments, there may be places where heritage considerations outweigh other goals such as intensification and redevelopment. As such, not all sites with or adjacent to heritage properties, can accommodate tall buildings.

Alterations to Heritage Properties Must Adhere to adopted Standards and Guidelines: In March of 2007, City Council adopted the *Standards and Guidelines for the Conservation of Historic Places in Canada* as the official guiding document for considering all proposed interventions to heritage properties. Any proposed tall buildings that have an impact on or adjacent to a heritage property are required to adhere to this document to ensure that properties are properly conserved.

Heritage Properties Deserve a High Level of Conservation: When change is proposed for a heritage property, it should be done with the utmost respect for its cultural heritage values. Heritage properties best convey their importance when retained in their entirety or when substantially intact. As such, additions or alterations to heritage properties must retain as much of the original heritage fabric as possible. Façadism, relocation off site or reconstruction are not generally acceptable methods of conservation for historic properties in the City of Toronto.

The Best Way to Protect a Heritage Property is to Give it a Second Life: Heritage buildings can accept a change in use, and may need to do so in order to ensure their survival. Heritage properties can sometimes accept interventions including acting as podiums to towers placed behind or beside heritage structures, or by accommodating appropriately designed additions. In every instance, new construction should be sympathetic and compatible with the historic building. Changes in use and form should celebrate its heritage values and mitigate impacts to its form, scale, massing, materials and values.

Heritage Properties Contribute to and Define Local and Street Contexts: Heritage properties often populate a street in concentrations or groups that help define and reinforce the existing built form context of many streets. The form, scale, massing, rhythm, materials, setbacks, and orientations create valued streetscapes and welcoming pedestrian environments. The context created by a grouping or series of heritage properties should be preserved and strengthened when new development is considered in these areas. Towers may not necessarily be appropriate along historic streetscapes or in heritage conservation districts unless expressly directed in a Heritage Conservation District plan.

Attachment 8: Community Consultation Outcomes

The City Planning Division, in association with Urban Strategies Inc., held open houses/community meetings in April of 2011 in each of the wards affected by the Project area, (namely Wards 20, 27 and 28), to introduce the vision and objectives of the Tall Buildings Downtown Project and the “Tall Buildings, Inviting Change in Downtown Toronto” Consultant’s Study, its findings and recommendations. Meetings have also taken place with the following professional and industry based associations: ULI, BILD, TSA, City of Toronto Design Review Panel and OPPI.

Consultation Sessions were held on:

- Toronto Design Review Panel – January 25, 2011
- Urban Land Institute – February 7, 2011
- Ontario Professional Planners Institute – February 17, 2011
- BILD – February 23, 2011
- Ward 27 – April 4, 2011
- Ward 20 – April 7, 2011
- Toronto Society of Architects – April 26, 2011
- Ward 28 – April 11, 2011

Below is the summary of comments by subject matter:

Sustainability, Health and Complete Communities

- The Study is design-based and does not address the outcomes of promoting more development Downtown. What is the anticipated population growth resulting from this study and how will the City address the added stress that this will place on access to soft services, aging hard services and aging infrastructure, which is already at maximum capacity and cannot handle additional growth?
- Is the tall building a healthy building? Does higher density and intensity living inherently promote greater access to social services, retail, entertainment and employment opportunities? And does this encourage use of healthier modes of transportation such as walking and cycling?
- The Study deals with external built form issues only and assumes that the entire Downtown will continue to be populated by mixed-use condo buildings geared towards a younger transient population and to investors. There is a need to move away from this and encourage development that includes a diversity of unit sizes and affordability to create a City that can support individuals and families at all stages of life and economic status.
- The study does not address the need to set aside areas for non-residential employment uses. People living in tall buildings need employment opportunities in their neighbourhoods.
- The Study should encourage cultural space to locate within tall building development.
- Is a tall building city a more economically viable city?

- How does the Study address the environmental sustainability of tall buildings and are tall building typologies a more 'green' form of development?
- What impact will tall buildings have on bird migration paths?
- What impact do helicopter flight paths have on the location of tall buildings?

At-Grade Uses and Façade Treatments

- There ought to be more discussion about the types of retail uses that should be encouraged or discouraged at the base of tall buildings.
- There is a need to animate the street and provide the type of retail required by tall building residents (grocery stores, for example).
- The Study requires tall building podiums to have permeable street level facades and this limits design flexibility.

Public Realm Considerations and Sidewalk Widths

- The study places much emphasis on the design of the building, but lacks discussion regarding the built quality of the public realm, landscaping around the building, the continuity of materials and design of the public realm between tall buildings.
- Tall building development and sidewalk widths go hand in hand and there is a very real need in this City for wider sidewalks.
- The Study should incorporate ways of encouraging or mandating wider sidewalks as opportunities arise, such as in cases where the entire block is redeveloped and especially along the north sides of High Streets.
- Similar to performance standards dealing with sidewalk widths in the City's Mid-Rise Study, tall buildings fronting on a street that's between 20 to 30 metres in width, must have a sidewalk of at least 4.8 metres wide, and at least 6 metres wide where the street is over 30 metres. This performance standard requiring wider public sidewalks, should form part of the development approval and site plan approval process.

All-weather Protection, Pedestrian Comfort and Pedestrian Flow

- The Study lacks discussion regarding the role that canopies, awnings, colonnades, etc. can play in improving pedestrian comfort at the podium level of tall buildings (protection against rain, sun and wind).
- There is also no mention of the need to encourage above-grade and underground links to improve pedestrian flow between tall buildings and between tall buildings and transit nodes and other important community facilities.
- The study lacks discussion regarding wind patterns and measures to be taken to mitigate uncomfortable street level wind conditions caused by tall buildings.

Appropriate Height Levels

- There needs to be further discussion to determine the process of deciding appropriate heights and where these heights should be permitted. Is a height range the most appropriate method, or will the maximum height automatically become the starting point for even more height? How will the proposed height limits be implemented?

- There is concern about the way that height is measured and the exclusion of roof-top mechanicals from the calculation.
- Additional height at subway nodes should be strongly encouraged but the additional 10-storey height addition being proposed should be better understood.
- The process to determine appropriate heights along Secondary High Streets has not been fully explained in the Study.
- The concept of maximum height does not permit any flexibility, nor does it allow for innovative architectural design exceeding these maximums.
- Height limit maximums in the Study are on the low side, are based on out-of-date information and do not reflect the more recently approved built environment.
- The portions of the High Street fronting onto Front Street West between York and John Streets should be 107 to 182 metres in height (currently shown as 62 to 107 m).
- The community should decide what their neighbourhood will look like and how high it will be, not the developer.

Maximum Floor Plates

- There is concern that the 750 square meter floor plate maximums are not feasible for commercial and institutional buildings (Note: the Study does not propose a maximum floor plate size for commercial towers).
- Structurally, above 50 storeys in height, a building requires a floor plate larger than 750 square metres.

Minimum Separation Distances

- Balconies should be allowed to protrude within the proposed separation distances.
- There is concern that the requirement for a 10 metre tower setback at the side and rear lot lines is too restrictive and will reduce the development potential of many sites across the City.
- Downtown Toronto should not be defined by its existing low-rise buildings as evidenced by a requirement in the Study for a minimum 20 metre tower setback from abutting stable low-rise residential areas.

Stifled Creativity and Homogeneity in Urban Design

- There is concern that the typologies and performance standards identified in the Study will stifle architectural creativity and create mediocre, monotonous cookie cutter buildings.
- The Study regulations impact the ability of an architect, builder or developer to propose a true out-of-the-box iconic architectural marvel such as the "Marilyn Monroe" towers in Mississauga.
- Is it desirable to require a podium in almost all cases?
- The small plate requirement for the tower portion of the building may also contribute to stifled creativity.
- Will the Study impact the current role of the City's Design Review Panel?

Building Typologies

- The Landscape Setback Form has been applied to the section of Jarvis Street between Isabella Street and Queen Street East, minus a small area excluded from the Study adjacent to Allan Gardens. There are concerns with this as recent development applications either received or anticipated do not necessarily reflect this built form and therefore, while this typology may be appropriate for some portions of Jarvis Street, it does not fit the entire section as identified in the Study.

Areas excluded from the Study

- Why did the Study select to exclude Secondary Plan Areas? In particular, won't there be a lot of spill-over effects onto the King-Spadina and King-Parliament Secondary Plan Areas? These secondary planning areas, where tall building development was not previously contemplated, receive a lot of applications for tall buildings and now need protection, guidelines and established heights, in order to guide the evaluation of these site specific applications.
- A number of streets with a lot of tall building pressure were excluded from the Study, such as Spadina Avenue, Sherbourne Street, parts of Yonge Street and parts of Church Street. This should be reconsidered.
- The excluded sections of Yonge and Church Streets referred to in the Study should not be excluded if they can comply with the following: a 10 to 20 meter setback from the property line and a street wall height not exceeding 4 storeys.
- Why was Bloor Street between Sherbourne and Parliament Streets included in the Study as a High Street? It doesn't seem to fit.
- Some of the Secondary High Streets identified in the Study such as Cumberland Street and Yorkville Avenue east of Bay Street, should not be considered Secondary High Streets.
- What happens to the "white areas" in the Downtown that are found between the High Streets and the Secondary High Streets? There is a lot of tall building pressure currently on some of these downtown streets and there is a concern that these will be seen as the 'anything goes' areas by some developers.
- There should be more discussion about what happens in these white areas to mitigate "inappropriate" development.

Parks and Open Space

- Parks are a valuable commodity downtown and should all be treated equally. Is it appropriate for some parks to have more protection than others by incorporating the two-tier approach included in the Study?
- If podiums are required to be built lot line to lot line, this does not leave much room for open space.
- The Study omitted mention of some important parks that should be considered for Second Tier protection.
- Measuring shadow impact should be amended by using averaging over the peak spring, summer and fall months, when residents are most likely to utilize parks and

open spaces, as opposed to measuring shadow cast on the Fall Equinox on September 21st.

View Corridors

- The Study only identifies three views requiring protection: the Legislative Building at Queen's Park, Old City Hall and City Hall. There needs to be further discussion about adding other views to this group.
- Not all the heights proposed in the Study are compatible with the protection of certain view corridors (heights along Bloor Street, in and around the intersection of Bloor Street West and Avenue Road being one such area).
- There are concerns that specific views, in particular the Legislative Building, are not properly protected in the Study, namely that the view corridor should be taken from Queen Street West and not from College Street.
- Further modelling is needed to test whether the heights in the policy protect important views.
- Performance standards relating to protecting the three identified landmark views should be removed entirely because the protection of these viewsheds can be determined on a site-specific basis.

Heritage

- There is concern that the statement "tall buildings will not visually impede the setting of listed/designated heritage buildings" is too ambiguous and may limit flexibility for new development especially as more heritage buildings acquire a heritage listing or designation.

Small Sites

- There is concern regarding the inability to adhere to the Study's performance standards across many sites in the Downtown because of their size.
- The Study essentially sterilizes tall building development potential on smaller sites, especially with its "small site" performance standard.

Scope of the Study

- The Study has no relationship to land use and density issues.
- Planning for downtown requires more than a narrow focus on buildings as "architecture".
- The Study does not provide enough protection for heritage resources.
- The Study does not conform to the City's Official Plan in philosophy as well as in policy and is too prescriptive and regulatory in nature.
- The Study introduces an arbitrary street-based system for identifying tall building sites rather than a district approach, as has been taken by other municipalities.

Potential Impact of the Study on Ontario Municipal Board Decisions

- What is the likelihood that the Ontario Municipal Board will adhere to the regulations contained in the Study and how can it be ensured that the new maximum heights will be respected by the OMB?

Section 37 of the Planning Act (Density/ Height Incentives)

- Has the City determined the value of the Section 37 contribution between the "as-of-right" height identified in the Study and the maximum height? Will the new 'as-of-right' height limit the City's ability to obtain Section 37 funds?
- There is concern that the monies generated through Section 37 will become a mechanism used by the City to pay for services and infrastructure and therefore, heights above the 'as-of-right' height will automatically be encouraged.
- The calculation of Section 37 contributions should become much more transparent and consistent so that it is obvious to the developer and to the community how much is required and when.
- How will the City determine where and how Section 37 monies are utilized?

Implementation of the Study

- The Study recommendations are a step in the right direction and should be implemented as soon as possible given the unrelenting development pressures Downtown.
- Which parts of this Study are likely to be implemented by the City and what is likely to be the mechanism used?
- There are differing opinions about leaving the performance standards simply as guidelines, versus using the Official Plan and the Zoning By-law as tools for implementing some of the standards. If the performance standards were implemented in the Official Plan and the Zoning By-law, they would be given much more credibility, but on the other hand, if they were to remain as guidelines, they would allow for much more flexibility. Which option is likely to be recommended to City Council by staff?
- What are the chances that the performance standards will actually lead to as-of-right development? If a maximum height is presented, are developers not more likely to automatically apply for the maximum height through a re-zoning?
- If most development becomes as-of-right development due to up-zoning of the new "as-of-right" heights, what will be the mechanism available to staff to ensure that non-statutory Community Consultation meetings continue to take place?
- Has the City considered the role of the Development Permit System as a better means of implementing the Study vision and recommendations?

Relationship to Other Studies Across the City

- The relationship between this Study and the following pre-existing studies: Design Criteria for Review of Tall Building Proposals (HOK Report); the Bloor Corridor Visioning Study; the Urban Design Streetscape Manual; the Avenues and Mid-Rise

Buildings Study; the Bloor-Yorkville/North Midtown Urban Design Guidelines needs to be clarified.

Attachment 9: Downtown Tall Buildings Vision and Performance Standards Design Guideline - Future Implementation Options

The Downtown Tall Buildings Vision and a high level reference to the performance standards could be incorporated into the City's Official Plan, either as a general policy reference in Section 2.2.1 Downtown: The Heart of Toronto; Section 4.5 Mixed Use Areas; and/or Section 3.1.3 Built Form - Tall Buildings or as a strategic set of policies in an area specific Official Plan amendment. Many of the performance standards could also be added as specific zoning requirements to the City's Zoning By-law. Lastly, some of the performance standards can be further enabled by being added to the City's Complete Application Requirements process by way of an Official Plan amendment to the Complete Application Policies (Section 5.5 The Planning Process (Policy 2)) and by including reference to specific performance standards in Background Studies forming part of the City's Development Guide. For example, there could be a View Corridor Study requirement added for tall building development within the Downtown as part of the complete application requirements list. Future implementation options for the twenty-three performance standards outlined in this report are listed below:

Performance Standards	Official Plan (general reference)	Zoning By- law	Complete Application Requirements	Site Plan Review
Podium (Base Building):				
<i>#1 - Podium Location / Façade Alignment</i>	✓	✓		✓
<i>#2 - Minimum Sidewalk Widths</i>	✓			✓
<i>#3 - Minimum & Maximum Podium Heights</i>	✓	✓		✓
<i>#4 - Transparency of Street Level Facades</i>	✓			✓
<i>#5 - Priority Retail Streets</i>	✓	✓		✓
<i>#6 - Ground Floor Animation</i>	✓			✓
<i>#7 - Minimum Ground Floor Height</i>	✓	✓		✓
<i>#8 - Clearly Defined Entranceways</i>	✓	✓		✓
<i>#9- Pedestrian Scale Podium Articulation</i>	✓			✓
<i>#10 - Pedestrian Weather Protection</i>	✓			✓

#11 - Transitioning Between Private / Public Realm	✓			✓
#12 - Pedestrian Connections		✓		✓
#13 - Minimizing Parking, Loading & Servicing Impacts				✓
Tower:				
#14 - Maximum Floor Plate Size	✓	✓		✓
#15 - Tower Set Back from the Podium	✓	✓		✓
#16 - Tower Separation Distances	✓	✓		✓
#17 - Small Sites	✓	✓		
#18 - Placement of Balconies		✓		✓
Relationship of Tall Buildings to Transitional Areas, Parks, Views & Heritage Resources:				
#19 - Transition to Lower Scale Areas	✓	✓		✓
#20 - Sunlight Protection for Parks & Open Space	✓	✓	✓	✓
#21 - Protection of View Corridors	✓	✓	✓	✓
#22 - Protection of Heritage Resources	✓	✓	✓	✓
#23 - Design Excellence & Green Building Innovation			✓	✓