

## Attachment 1: Mid-Rise Building Performance Standards Addendum

The following chart is a revised version of the "Chart of Comments and Recommended Actions" included as Attachment 1 in the August 28, 2015 Mid-Rise Building Performance Standards Monitoring report. This revised chart incorporates the recommendations of the October 27, 2015 Supplementary Report, as well as Councillor input from the February 24, 2016 Planning and Growth Management Committee meeting item PG10.9 Mid-Rise Building Performance Standards – Presentation and Consultation, and the deputations and previous motions of Committee and Council on the Mid-Rise Building Performance Standards Monitoring.

Underlined text is used to identify each addition or revision to the chart.

The Addendum is intended to be used by City staff together with the 2010 approved Mid-Rise Buildings Performance Standards where the Performance Standards are deemed applicable to the review of mid-rise developments or preparation of area studies and policies involving mid-rise buildings.

General Comments	Feedback from Public/Stakeholders/Staff/Council	Recommended Actions
<b>Clarity</b>	<ul style="list-style-type: none"> <li>There is a need for clarity about the role of the Performance Standards as a tool to implement the Official Plan, and how to deal with exceptions. There is also a need to understand how the Performance Standards are to be used in their entirety, not selectively.</li> </ul>	<ul style="list-style-type: none"> <li>The Performance Standards will be reorganized to follow more directly the organization of Built Form Policies in the Official Plan, and add introductory text for clarification as contained in Staff Report.</li> </ul>
<b>Flexibility</b>	<ul style="list-style-type: none"> <li>Opinions were expressed that the Performance Standards should be ranked in order of priority, and that they should be used on a site specific basis with greater flexibility given to variances that breach the Performance Standards, but not their intent.</li> </ul>	<ul style="list-style-type: none"> <li>The Performance Standards are flexible, their importance varies by site. The measure of the effectiveness of the guideline is whether it achieves the goals and principles in the Official Plan.</li> <li>See additional criteria added to Performance Standards #4B: Pedestrian Perception Stepback, #8A: Side Property Line: Continuous Street Walls and #10: At-Grade Uses: Residential.</li> </ul>
<b>Consistency</b>	<ul style="list-style-type: none"> <li>Concerns were expressed regarding the consistency of Staff development reviews between Districts.</li> </ul>	<ul style="list-style-type: none"> <li>Performance Standards should be revised and reformatted according to this report for use as part of a city-wide Urban Design Handbook for Building Typologies (Tall, Mid, Low)</li> <li>A new requirement is recommended in the submission packages showing how new development applications compare to the building envelope created by the Performance Standards.</li> </ul>

General Comments	Feedback from Public/Stakeholders/Staff/Council	Recommended Actions
<p><b>Definitions</b></p>	<ul style="list-style-type: none"> <li>• There is a need to clarify the upper and lower thresholds for the Performance Standards, as well as the language of the definitions, i.e. 4-11 storeys vs. 20-36 metres in height</li> </ul>	<ul style="list-style-type: none"> <li>• Review Official Plan Built Form policies in section 3.1.2, and include new statements for what defines a mid-rise building.</li> </ul>
<p><b>Applicability of Performance Standards</b></p>	<ul style="list-style-type: none"> <li>• There was confusion about whether the Performance Standards applied to all <i>Mixed Use</i> sites, including those that are not on <i>Avenues</i></li> <li>• <u>There were objections raised to the Performance Standards being applied to <i>Mixed Use Areas, Employment Areas, Institutional Areas</i> or some <i>Apartment Neighbourhoods</i> beyond <i>Avenues</i> and in areas with <i>Secondary Plans</i> where the plan "may not be up-to-date"</u></li> <li>• <u>There were a number of requests to clarify the relationship between <i>Secondary Plan Areas</i> and use of the <i>Performance Standards</i></u></li> </ul>	<ul style="list-style-type: none"> <li>• Recommend that the Performance Standards should apply to sites that meet all three of these criteria: <ul style="list-style-type: none"> <li>○ In areas with existing land use designations for <i>Mixed Use Areas, Employment, Institutional</i> or some <i>Apartment Neighbourhoods</i> where existing built form context supports mid-rise development; AND</li> <li>○ Front onto Major Streets on Map 3 of the Official Plan; AND</li> <li>○ Have planned right-of-ways 20 metres or wider.</li> </ul> </li> <li>• <u>Clarify that the Performance Standards may be a useful planning tool where a <i>Secondary Plan</i> supports mid-rise buildings, but does not regulate built form or does not fully address mid-rise building design, or when a <i>Secondary Plan</i> is under review. It is not, however, the intent that the Performance Standards be used on a site-by-site basis to challenge Council-approved Area-specific Plans, studies, by-laws or guidelines, particularly with respect to building heights or matters of transition.</u></li> <li>• Until additional work can be done, it is recommended that the Mid-rise Building Performance Standards NOT apply to the following sites and conditions: <ul style="list-style-type: none"> <li>○ Portions of extra-deep and irregular lots that are beyond the Ideal Minimum Lots Depths as defined in Table 7 from the Study;</li> <li>○ Apartment Neighbourhoods where local context and character does not support a repeatable street wall buildings such as tower in the park areas; <u>OR</u></li> <li>○ Base or podium conditions to Tall Buildings.</li> </ul> </li> <li>• Introductory text should provide guidance about the appropriate density range for mid-rise buildings.</li> </ul>

General Comments	Feedback from Public/Stakeholders/Staff/Council	Recommended Actions
<b>Rental Replacement</b>	<ul style="list-style-type: none"> <li>• Asked to consider providing greater leniency in the size requirements for replacement units as the current requirements were difficult to achieve for mid-rises.</li> </ul>	<ul style="list-style-type: none"> <li>• Analysis from a 2012 report titled Potential for Rental Housing Replacement in Mid-Rise Redevelopment Along the <i>Avenues</i>, (<a href="https://www1.toronto.ca/city_of_toronto/city_planning/sipa/files/pdf/120802_mid_rise_rental_replacement_study.pdf">https://www1.toronto.ca/city_of_toronto/city_planning/sipa/files/pdf/120802_mid_rise_rental_replacement_study.pdf</a>) indicated that modifications to the City's existing rental replacement policies are not warranted or necessary.</li> </ul>
<b>Parking Standards</b>	<ul style="list-style-type: none"> <li>• Should be reduced as demand is low, particularly in areas close to public transit.</li> <li>• Shared Toronto Parking Authority facilities should be encouraged.</li> </ul>	<ul style="list-style-type: none"> <li>• Recommend that Toronto Parking Authority partnerships be encouraged through site plan review process.</li> </ul>
<b>S.37</b>	<ul style="list-style-type: none"> <li>• Contributions should be calculated from the base line of the mid-rise guidelines not on the out-of-date zoning bylaw.</li> <li>• <u>The thresholds for Section 37 should be lowered to capture community benefits from mid-rise developments.</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Review of Section 37 matters is part of the 2016 City Planning work program.</u></li> </ul>
<b>Amenity Space</b>	<ul style="list-style-type: none"> <li>• Indoor and outdoor amenity space requirements should be lessened or a cash-in-lieu system should be put in place for smaller buildings.</li> <li>• <u>Delete any recommendation for the consideration of cash-in-lieu of amenity space in cases where lots are near parks</u></li> </ul>	<ul style="list-style-type: none"> <li>• Recommend that private balconies that meet the Performance Standard #12 be encouraged for all units.</li> <li>• <u>A recommendation relating to matters of cash-in-lieu of amenity space is not proposed in this Addendum.</u></li> </ul>
<b>Avenue Studies</b>	<ul style="list-style-type: none"> <li>• <i>Avenue</i> studies with more area specific zoning and policies should be encouraged.</li> <li>• <u>Note on record that the Confederation of Resident Ratepayer Associations in Toronto disagrees with any suggestion that <i>Avenue</i> or other relevant Area Studies are not needed prior to application of the Standards. Such Studies consider, at a minimum, the whole of a segment, not simply the site.</u></li> </ul>	<ul style="list-style-type: none"> <li>• Official Plan policies regarding <i>Avenue</i> and segment studies are under review.</li> </ul>
<b>Process</b>	<ul style="list-style-type: none"> <li>• Approvals process is lengthy, especially when OMB hearings are held.</li> </ul>	<ul style="list-style-type: none"> <li>• No further action.</li> </ul>

General Comments	Feedback from Public/Stakeholders/Staff/Council	Recommended Actions
<b>Order of Performance Standards</b>	<ul style="list-style-type: none"> <li>In terms of ease of use and consistency, the Performance Standards should follow the order and organization of the Official Plan Built Form policies and the Tall Buildings Guidelines.</li> </ul>	<ul style="list-style-type: none"> <li>The new guidelines will be stylistically reformatted into the City of Toronto urban design guidelines template, and reordered to follow the Official Plan policies for consistency and clarity.</li> </ul>
<b>Deep Lots &amp; Irregularly Shaped Buildings</b>	<ul style="list-style-type: none"> <li>For developments on extra deep lots (deeper than 60 metres) the front and rear angular planes can provide consistent impacts, including sunlight to streets, overlook, shadow and transition, but they rise above the recommended height for mid-rise. More guidelines are needed for these extra deep lots.</li> <li>For irregularly shaped building configurations (often resembling 'T', 'U' and 'E' formations), more guidelines are needed on appropriate separation distances between wings and appropriate sideyard property line setbacks.</li> </ul>	<ul style="list-style-type: none"> <li>Further study and additional guidelines are recommended.</li> </ul>
<b>Ontario Municipal Board Hearings</b>	<ul style="list-style-type: none"> <li>Performance Standards are helpful in early stages of Ontario Municipal Board hearings, but have had less success when relied upon too heavily because they're viewed as guidelines and not law.</li> </ul>	<ul style="list-style-type: none"> <li>Include critical Performance Standards such as height, transition and sunlight into Official Plan Built Form policies.</li> </ul>
<b>Heritage</b>	<ul style="list-style-type: none"> <li>Concern that the 'Character Areas' do not adequately address the local context of all <i>Avenues</i>.</li> </ul>	<ul style="list-style-type: none"> <li>Further Study is recommended to determine if a more nuanced approach to the <i>Avenues</i> element is appropriate to address heritage policies and the 'Character Areas' on the <i>Avenues</i>.</li> </ul>
<b><u>Role of Guidelines</u></b>	<ul style="list-style-type: none"> <li><u>Concerns were expressed that the guidelines are too often ignored and need greater strength</u></li> </ul>	<ul style="list-style-type: none"> <li><u>Reinforce that a number of the Performance Standards are already included in Chapter 40 Commercial Residential Standard Sets 2 and 3 of Zoning By-law 569-2013.</u></li> <li><u>Note that Phase I of the Official Plan Review for Urban Design Policies currently underway includes an evaluation of the purpose and intent of urban design guidelines.</u> <a href="http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG4.4">http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG4.4</a></li> </ul>

General Comments	Feedback from Public/Stakeholders/Staff/Council	Recommended Actions
<b><u>Context</u></b>	<ul style="list-style-type: none"> <li>Request that the Performance Standards reference the content set out in the side bar in Chapter Three of the Official Plan on page 3-7, which stipulates that “Where there are no height and density limits in the Plan and no area zoning implementing the Plan, height and density aspects of the planned context will be determined on the basis of an area review such as that undertaken to implement Subsection 2.2.3.3 b) of the Plan. In this case, in determining an application, Council will have due regard for the existing and planned contexts”</li> </ul>	<ul style="list-style-type: none"> <li>Reinforce the importance of the existing and planned context throughout the Performance Standards</li> <li>Include appropriate Official Plan references within the updated Mid-Rise Building Design Guidelines</li> </ul>
<b><u>Infrastructure</u></b>	<ul style="list-style-type: none"> <li>Request that the City complete full infrastructure studies throughout the City prior to considering any City-wide intensification beyond the Avenues.</li> <li>Concerns were expressed that other Departments within the City are not opposing developments despite the impacts on existing infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>Continue to inform and consult with partner Divisions regarding implementation of and updates to policies, by-laws, standards and guidelines involving mid-rise development.</li> </ul>
<b><u>Consultation</u></b>	<ul style="list-style-type: none"> <li>Request that any amendments to the Official Plan or other documents and any further meetings reviewing the Performance Standards by City staff will follow the notice requirements for such meetings and that all stakeholders, including Business Improvement Areas, tenant associations, ratepayer &amp; resident associations and property owners be fully consulted and involved</li> </ul>	<ul style="list-style-type: none"> <li>City Planning will continue to inform and consult with Residents' Associations, development industry representatives, design professionals and other interested groups and members of the public on issues related to implementation of the Mid-Rise Building Performance Standards, as well as during the development of updated Mid-Rise Building Design Guidelines, draft urban design policies as part of the Five Year Official Plan Review and any other future Planning Studies where mid-rise buildings may be involved</li> </ul>

2010 Performance Standard	Feedback from Public/Stakeholders/Staff/Council	Recommended Actions
<p><b>#1: Maximum Allowable Height</b></p> <p>The Maximum allowable height of buildings on the Avenues will be no taller than the width of the Avenue ROW, up to a maximum mid-rise height of 11 storeys (36m)</p>	<ul style="list-style-type: none"> <li>• Maximum height should be 80% of right-of-way width as to not overwhelm some areas with development.</li> <li>• Maximum height should be more flexible and depend on the context of the surrounding area.</li> <li>• This Standard should be a policy in order to give it more teeth.</li> <li>• Should the 1:1 maximum height allowance also apply to non <i>Avenues</i> and Arterial roads that exceed 36m right-of-way (such as Steeles Ave.)?</li> <li>• Consider designating appropriate locations for 'tall building light' (higher scale) buildings.</li> <li>• <u>Concerns were expressed relating to the maximum allowable height in some cases being exceeded or in other cases being applied without required setbacks, stepback or angular planes.</u></li> <li>• <u>Requests were made to include a lower building height ratio of 0.8:1 to respond to local conditions within Character Areas or along non-Avenues, and that the Performance Standards should specifically flag that a lower number may be more appropriate given the local context.</u></li> <li>• <u>Concerns were also expressed that lowering the maximum allowable height in specified Character Areas to a 0.8:1 ratio will compromise the viability of delivering mid-rise built form and maximum efficiency to achieve the most affordable housing type</u></li> </ul>	<ul style="list-style-type: none"> <li>• Include principle of a 'ratio of 1:1 between <i>total building height</i> and planned right of way' in the Official Plan's Built Form Policies</li> <li>• Clarify that the definition of <i>total building height</i> is measured as the distance between the elevation of the established grade and the elevation of the highest point on the building (excluding only the mechanical penthouses).</li> <li>• Consider if any height exceptions may apply.</li> <li>• Clarify that the Performance Standards were not intended to apply to right-of-ways wider than 36m.</li> <li>• <u>Clarify the distinction between the height range used to define what is considered a mid-rise building versus the maximum building height permitted through zoning for a particular area or site. Reinforce that the Standards do not rezone a property nor do they provide an as-of-right height.</u></li> <li>• <u>Clarify that where the Standards are deemed applicable to inform a rezoning application or an area study, that a number of factors must be considered when determining the maximum allowable height for a mid-rise building within the area or on a given site; including, but not limited to:</u> <ul style="list-style-type: none"> <li>○ <u>the existing and planned context; and</u></li> <li>○ <u>setbacks, stepbacks, angular planes and other building envelop controls required through zoning, guidelines or derived to respond to sensitive conditions, such as proximity to a heritage building.</u></li> </ul> </li> <li>• <u>Reinforce that the current #4A Performance Standard and Standard Set 2 in Zoning By-Law 569-2013 already limit the streetwall height of a mid-rise building to a 0.8:1 ratio.</u></li> <li>• <u>Include within this Standard:</u> <ul style="list-style-type: none"> <li>○ <u>a 0.8:1 maximum height ratio (or 16 metre height limit) in Character Areas, as defined in the Avenues and Character Area Map, as revised, which have a</u></li> </ul> </li> </ul>

2010 Performance Standard	Feedback from Public/Stakeholders/Staff/Council	Recommended Actions
		<p><u>20 metre right-of-way, as shown on Map (3) of the Official Plan, excluding areas that have a local planning study that speaks to different heights, or existing zoning permission that exceeds 16m.</u></p> <ul style="list-style-type: none"> <li>○ <u>a 0.8:1 maximum height ratio (or 21.6 metre height limit) in Bloor West Village, defined as the stretch of Bloor Street between Jane Street and Clendenan Avenue</u></li> </ul> <p><u>Clarify that additional strategies to a reduced maximum height ratio, such as shallower angular planes, increased setbacks and stepbacks, lowered streetwall heights, finer-grained building articulation or other envelop controls, should be studied to ensure that a comprehensive and defensible approach is applied when establishing area-specific heights and built form.</u></p>
<p><b>#2: Minimum Building Height</b> All new buildings on the Avenues must achieve a min. height of 10.5m (up to 3 storeys at the street frontage).</p>	<ul style="list-style-type: none"> <li>• No concerns were expressed.</li> <li>• This Performance Standard has been incorporated into amalgamated City-wide Zoning By-Law No. 569-2013</li> </ul>	<ul style="list-style-type: none"> <li>• No further action.</li> </ul>
<p><b>#3: Minimum Ground Floor Height</b> The min floor to floor height of the ground floor should be 4.5m to facilitate retail uses at grade.</p>	<ul style="list-style-type: none"> <li>• Lots of positive feedback suggesting we keep the minimum 4.5m floor-to-floor height of the ground floor requirement.</li> <li>• The 4.5m minimum requirement is desirable in a main street condition, but may not be in predominantly residential parts of the <i>Avenues</i>.</li> <li>• Many older streets have shorter ground floors, setting a 4.5 ground floor beside 3m ground floors creates inconsistent cornice lines, making the new buildings seem out of place.</li> </ul>	<ul style="list-style-type: none"> <li>• Recommend creating criteria for exceptions to this Performance Standard based on retail character of the surrounding area.</li> </ul> <p><b>Correction:</b> Amend Retail Priority Map to include the south side of Bloor Street West that was inadvertently left out in 2010 map due to misinterpretation of the area covered by the Swansea Secondary Plan.</p>

2010 Performance Standard	Feedback from Public/Stakeholders/Staff/Council	Recommended Actions
<p><b>#4A: Front Façade: Angular Plane</b></p> <p>The building envelope should allow for a min of 5-hours of sunlight onto the Avenue sidewalks from March 21<sup>st</sup> – Sept 21<sup>st</sup>.</p>	<ul style="list-style-type: none"> <li>• Minimum 5hrs of sunlight should be increased to 7hrs for areas outside of downtown core.</li> <li>• Angular plane starting at 80% of right-of-way width does not work because it creates high facades in character areas with predominantly low-rise buildings.</li> <li>• This Performance Standard should not be incorporated into comprehensive zoning bylaw because it allows for no flexibility or variation to a street block.</li> <li>• Consider significant exceptions to the angular plane for architectural expression, particularly at corners.</li> <li>• More criteria for the selection of base height other than sunlight requirements and pedestrian perception are needed.</li> <li>• Many developments tend to just stepback at 80% level; there should be more direction for stepbacks at lower levels.</li> <li>• More clarity is needed on what constitutes 5 hours of sunlight and in which places.</li> <li>• 64% of on-line survey respondents believe the Performance Standard achieves the intent of creating great streets with an attractive and comfortable public realm.</li> </ul>	<ul style="list-style-type: none"> <li>• Include 5 hours of sunlight on adjacent/fronting main streets in Official Plan Built Form Policy.</li> </ul> <p><b>Correction:</b> First sentence on page 47 of the <i>Avenues &amp; Mid-Rise Buildings Study</i> to read "This Performance Standard results in a building envelope that allows 5 hours of sunlight access on the opposite sidewalk on east/west <i>Avenues</i>, and combined on both sides of the street for north/south <i>Avenues</i>, as well as..."</p> <p><b>Correction:</b> The diagram on page 47 should more closely match that on page 39, as the diagram on page 47 fails to show the correct upper floor stepbacks and sidewalks</p> <p><b>Correction:</b> Lastly, the diagram on page 47 shows scaled buildings, and it should also show scaled sidewalks (wider on ROWs over 30m).</p>



2010 Performance Standard	Feedback from Public/Stakeholders/Staff/Council	Recommended Actions								
<p><b>#4B: Pedestrian Perception Stepback</b>            "Pedestrian Perception" stepbacks may be required to mitigate the perception of height and create comfortable pedestrian conditions for buildings taller than 23 metres.</p>	<ul style="list-style-type: none"> <li>• Pedestrian perception stepback should be increased for buildings taller than 23m.</li> <li>• Staff have difficulty achieving a 1.5m stepback, recommend switching to 3m as in Tall Buildings Guidelines.</li> <li>• Need to provide more criteria for the selection of a height for the stepbacks other than sunlight requirements and pedestrian perception; existing and planned context of surrounding buildings should be an important criterion in the selection of base height.</li> <li>• Despite this Performance Standard, new buildings in Character Areas have not followed established datum lines; need more consistent datum lines in Character Areas.</li> </ul>	<ul style="list-style-type: none"> <li>• <u>Give further clarity to the height of the 1.5 metre stepback, by relating it to right-of-way width or the existing context:</u></li> </ul> <table border="1" data-bbox="1236 240 2037 526"> <thead> <tr> <th data-bbox="1236 240 1635 331"><u>ROW Width</u></th> <th data-bbox="1635 240 2037 331"><u>Recommended Stepback Height</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="1236 331 1635 383"><u>20m or less</u></td> <td data-bbox="1635 331 2037 383"><u>10.5m</u></td> </tr> <tr> <td data-bbox="1236 383 1635 474"><u>Greater than 20m, but less than 36m</u></td> <td data-bbox="1635 383 2037 474"><u>13.5m</u></td> </tr> <tr> <td data-bbox="1236 474 1635 526"><u>36m or greater</u></td> <td data-bbox="1635 474 2037 526"><u>16.5m</u></td> </tr> </tbody> </table> <p data-bbox="1304 565 2037 656"><u>Notwithstanding the above table, consider the existing context and established streetwall heights, especially in Character Areas, when determining the appropriate stepback height.</u></p> <ul style="list-style-type: none"> <li>• Consider renaming this to 'Front Façade: Street Wall Stepbacks'</li> <li>• Recommend adding this Performance Standard to local Zoning By-Laws where appropriate.</li> </ul>	<u>ROW Width</u>	<u>Recommended Stepback Height</u>	<u>20m or less</u>	<u>10.5m</u>	<u>Greater than 20m, but less than 36m</u>	<u>13.5m</u>	<u>36m or greater</u>	<u>16.5m</u>
<u>ROW Width</u>	<u>Recommended Stepback Height</u>									
<u>20m or less</u>	<u>10.5m</u>									
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<u>36m or greater</u>	<u>16.5m</u>									
<p><b>#4C: Front Façade: Alignment</b>            The front street wall of mid-rise buildings should be built to the front property lines or applicable setback lines.</p>	<ul style="list-style-type: none"> <li>• The requirement that 75% of a building's frontage should be built to the setback line is incompatible with certain typologies which may be desirable in residential portions of the <i>Avenues</i> (i.e. courtyard-style buildings that open to the street).</li> <li>• Building to front property line is a requirement that is biased to downtown developments; setbacks should be determined based on context, size of streets and landscape objectives.</li> <li>• Additional setbacks are often needed to accommodate trees on sidewalks as there are often underground utility constraints that inhibit curbside planting.</li> <li>• Need to add wording to ensure sunken pits with below grade residential units are not allowed on mid-rise buildings</li> </ul>	<ul style="list-style-type: none"> <li>• Recommend that criteria be developed for locations where set-backs will be required to achieve a public realm wider than the traditional downtown main street, including areas outside of downtown where a wider sidewalk zone between curb and building face is appropriate.</li> <li>• Clarify that this does not necessarily apply to <i>Apartment Neighbourhoods</i> where landscape setbacks are required.</li> </ul>								

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<p><b>#5A-D: Rear Transition</b></p> <p>The transition between a deep/shallow Avenue property and areas designated Neighbourhoods, Parks and Open Spaces Areas, Natural Areas, Employment Areas and Apartment Neighbourhoods to the rear should be created through setbacks and other provisions.</p>	<ul style="list-style-type: none"> <li>On <i>Avenues</i> with higher order transit (i.e. Eglinton Ave., Bloor St.), consider using the 60 degree angular planes as is already allowed on St. Clair Ave.</li> <li>Angular planes limit heights on shallow lots. Consider permitting properties in the rear to be part of mid-rise development.</li> <li>Elevators and stairs are usually located at the back of buildings, but rear angular planes are pushing them closer to the front of buildings, which is limiting the depth of the retail units at the front of the building.</li> <li>Developers have been accused of using different starting points for the 7.5m setback line depending on what suits them. Suggest more clarity on where the starting point for the 7.5m setback is.</li> <li>This Performance Standard is misleading because it is superseded by the Provincially-mandated separation distance around <i>Employment</i> uses (typically at least 20m)</li> <li>Creating a use and scale matrix for all potential scales of adjacent buildings would be helpful.</li> <li>As many mid-rise buildings do not achieve public lanes, guidelines for mid-rises without lanes would be helpful.</li> <li>Need to strengthen this Performance Standard as there is a concern that 7.5m setback and angular plane are not being met on enough developments.</li> <li>Include requirements for tree planting to minimize privacy concerns and create transition.</li> <li>63% of survey respondents believed the Performance Standard achieves the intent of reducing the impact of a building on adjacent neighbourhoods.</li> <li>Define alternative ways of making a transition in scale with transition homes on sites which can be serviced in other ways than a public lane.</li> </ul>	<ul style="list-style-type: none"> <li>Rename Performance Standard #5A: 'Rear Transition to neighbourhoods: Deep Properties' to 'Rear Transition to Neighbourhoods: Ideal Properties'</li> <li>Clarify that the 45 degree angular plane is intended to be applied from the ideal lot depth, and not from the property line as described under Performance Standard #5A in the Study. Lots that are extra deep (beyond the Ideal Lot Depth) need additional criteria, transition, study and should be subject to site specific considerations at the time of application.</li> <li>Clarify alternative ways of making a transition in scale with transition homes or low scale apartments on sites which can be serviced without a public lane.</li> <li>Clarify how angular planes make the shape of a cone in areas where lots are of different depths.</li> <li>Recommend adding an additional Performance Standard for extra deep and irregularly shaped lots.</li> <li>Include rear transition in the Official Plan's Built Form Policies.</li> <li>Table 6 from the Performance Standard 5A (below) should be re-labelled to be the Definition of an <i>Ideal Lot</i>:</li> </ul> <table border="1" data-bbox="1241 954 2039 1219"> <thead> <tr> <th>ROW Width</th> <th>Ideal Lot Depth</th> </tr> </thead> <tbody> <tr> <td>20m</td> <td>32.6m</td> </tr> <tr> <td>27m</td> <td>41m</td> </tr> <tr> <td>30.5m</td> <td>44.6m</td> </tr> <tr> <td>36m</td> <td>51.8m</td> </tr> </tbody> </table> <p><b>Correction:</b> The two diagrams on page 55 in the <i>Avenues</i> and Mid-Rise Building Study should reference each other, but instead show two different buildings.</p>	ROW Width	Ideal Lot Depth	20m	32.6m	27m	41m	30.5m	44.6m	36m	51.8m
ROW Width	Ideal Lot Depth											
20m	32.6m											
27m	41m											
30.5m	44.6m											
36m	51.8m											

2010 Performance Standard	Feedback from Public/Stakeholders/Staff/Council	Recommended Actions
<p><b>#6: Corner Sites: Heights &amp; Angular Planes</b>  On corner sites, the front angular plane and heights that apply to the Avenue frontage will also apply to the secondary street frontage.</p>	<ul style="list-style-type: none"> <li>• Transition in scale required down to local street width, similar to the new Tall Building Guidelines.</li> <li>• A larger sidewalk width is recommended at corner sites</li> <li>• Concern for side street setback and sidewalk widths</li> <li>• <u>Request that the Performance Standards for flanking streets include statements for setbacks, stepbacks, and appropriate transition be provided that apply not just to low-rise residential buildings across from the proposed mid-rise building, but also to the flanking low-rise residential buildings on the same side of the street</u></li> </ul>	<ul style="list-style-type: none"> <li>• Clarify and cross reference Corner Sites to <b>Performance Standard #8E: Side Property Line Side Street Setbacks</b> to ensure appropriate transition at corners.</li> <li>• Add section on angular planes when the corner site goes deep enough to face <i>Neighbourhood</i> lots.</li> <li>• <u>Study further</u></li> </ul>
<p><b>#7A: Minimum Sidewalk Zones</b>  Mid-rise buildings may be required to be set back at grade to provide a min sidewalk zone</p>	<ul style="list-style-type: none"> <li>• Guidance is needed to determine in which areas the 4.8m/6m minimum sidewalk width is likely achievable and where it is not, in order to avoid jagged setback conditions. This issue is dealt with individual Avenue studies, but it would be useful to develop a broad approach.</li> <li>• Wider sidewalks are needed on 36m right-of-ways.</li> <li>• As mentioned in #4C, sometimes underground utilities are located along the curb which limits the trees' location to the middle of the sidewalk or at the base of the building.</li> </ul>	<ul style="list-style-type: none"> <li>• Clarify that ‘sawtooth’ or uneven setbacks are anticipated in some areas as a temporary condition.</li> <li>• Recommend additional co-ordination with City-wide Complete Streets initiative and District Staff to determine where additional front yard setbacks for landscaping and pedestrians movement may be desired beyond the sidewalk and boulevard widths of 4.8 and 6 metres.</li> </ul>
<p><b>#7B: Streetscapes</b>  Avenue streetscapes should provide the highest level of urban design treatment to create beautiful pedestrian environments and great places to shop, work and live.</p>	<p>No concerns expressed.</p>	<ul style="list-style-type: none"> <li>• Recommend removing this Performance Standard (defer to City wide Streetscape Manual), and complete streets guidelines.</li> <li>• Encourage continuous weather protection of streetscapes and set minimum depth for canopies and other forms of pedestrian protection.</li> <li>• More direction will be given to the integration of metres and utilities into the building and streetscape.</li> </ul>

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<p><b>#8A: Side Property Line: Continuous Street Walls</b> Mid-rise buildings should be built to the side property lines.</p>	<ul style="list-style-type: none"> <li>Complaints that this Performance Standard does not allow planting on the edges. Feedback suggests we have exceptions to allow for tree planting along the edges of buildings if the property is close to designated Natural Areas (i.e. High Park).</li> <li>First three floors should be continuous with street wall, but the rest should have upper storey stepback and windows</li> <li>Development industry has raised issues with this Standard saying that building to property line poses maintenance issues.</li> <li>More clarity needed regarding what the appropriate separation distances between front facing mid-rise buildings should be.</li> <li>Confusion on whether continuous street walls should be recommended in Official Plan designated <i>Apartment Neighborhood</i> areas and in mid-rise districts on local streets.</li> <li>A more nuanced approach to 'zero sideyard' buildings could assist in providing greater building articulation, more light into end units and improved appearances of the side of the building from the street in some areas.</li> </ul>	<ul style="list-style-type: none"> <li>Recommend creating criteria for exceptions when continuous street walls are not needed (i.e. adjacencies to natural areas, parks, heritage buildings, <i>Apartment Neighbourhoods</i> etc).</li> <li>Clarify that the continuous street wall only applies to first 10.5 metres in height, up to a maximum of 6 storeys (see Performance Standard #8C).</li> </ul>
<p><b>#8B: Side Property Line: Limiting Blank Walls</b> Blank sidewalls should be designed as an architecturally finished surface and large expanses of blank sidewalls should be avoided.</p>	<p>No concerns expressed.</p>	<ul style="list-style-type: none"> <li>No further action.</li> </ul>

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<p><b>#8C: Stepbacks at Upper Storeys</b></p> <p>There should be breaks at upper storeys between new and existing mid-rise buildings that provide sky-views and increased sunlight access to the sidewalk. This can be achieved through side stepbacks at the upper storeys.</p>	<ul style="list-style-type: none"> <li>• More diagrams and explanation needed to explain setback requirements and the difference between 'principle and 'secondary' windows for both existing and new buildings (5.5m to the property line for side/secondary windows, and 7.5. to the property line for primary windows)</li> </ul>	<ul style="list-style-type: none"> <li>• Clarify that this is for buildings between 6 storeys and up to 11 storeys in order to avoid massive continuous 36 metre high slab-type buildings.</li> <li>• Add diagrams to better illustrate this Performance Standard</li> </ul>
<p><b>#8D: Side Property Line: Existing Side Windows</b></p> <p>Existing buildings with side wall windows should not be negatively impacted by new developments.</p>	<p>No concerns expressed.</p>	<ul style="list-style-type: none"> <li>• Broaden this to deal with existing and future window to the side property lines.</li> <li>• Strengthen this Performance Standard to deal with appropriate separation distances between wings and appropriate sideyard property line setbacks in irregularly shaped lots. Minimum setback 5.5 metres for windows.</li> </ul>
<p><b>#8E: Side Property Line: Side Street Setbacks</b></p> <p>Buildings should be setback along the side streets to provide transition to adjacent residential properties with front yard setbacks.</p>	<ul style="list-style-type: none"> <li>• Need to consider depth of parcel and contextual front yard setbacks for better transition on side streets; should look at both the proposed site plan and side elevation in the local context.</li> <li>• There is no rationale for the 15% of side street lot frontage and setbacks range given in this Performance Standard. Suggest 25m max depth, then setback on the side streets to match context.</li> <li>• <u>Request that the Performance Standards for flanking streets include statements for setbacks, stepbacks, and appropriate transition be provided that apply not just to low-rise residential buildings across from the proposed mid-rise building, but also to the flanking low-rise residential buildings on the same side of the street</u></li> </ul>	<ul style="list-style-type: none"> <li>• Need to cross reference with Performance Standard #6.</li> <li>• Clarify that the setbacks for 15% of the side frontage is a minimum, more may be appropriate elsewhere</li> <li>• Clarify on deep corner sites where the midrise is across the local street from a midrise whose height is set by a much wider street.</li> <li>• <u>Study further</u></li> </ul>

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<p><b>#9: Building Width: Maximum Width</b> Where mid-rise building frontages are more than 60m in width, building facades should be articulated or 'broken up' to ensure that facades are not overly long.</p>	<p>No concerns expressed.</p>	<ul style="list-style-type: none"> <li>No further action.</li> </ul>
<p><b>#10: At-Grade Uses: Residential</b> Where retail at grade is not required, and residential uses are permitted, the design of ground floors should provide adequate public/private transition, through setbacks and other methods, and allow for future conversion to retail uses.</p>	<ul style="list-style-type: none"> <li>The requirement of 4.5m setback beyond the sidewalk negatively impacts the design of the buildings on shallow properties. These areas should be flexible so the space can move from residential to retail over time.</li> <li>Standard is bias to major streets. Should align with adjacent building setbacks.</li> <li>Developers sometimes change ground floor use from retail to residential after the zoning is approved, creating residential units with only a 3m setback. Direction needed on how to deal with less than 3m residential setbacks.</li> </ul>	<ul style="list-style-type: none"> <li>Recommend including criteria for exceptions outside of downtown or where existing character has landscaped setbacks.</li> </ul> <p><b>Correction:</b> Text of Residential Standard B in the <i>Avenues</i> and <i>Mid-Rise Buildings Study</i> does not match corresponding diagram. Text should match diagram at 3.3m (top right paragraph on page 79, last sentence).</p>
<p><b>#11: Setbacks for Civic Spaces</b> In special circumstances where civic or public spaces are desired, additional setbacks may be encouraged.</p>	<p>No concerns expressed.</p>	<ul style="list-style-type: none"> <li>Add a reference to the Eglinton Connects Planning Study Recommendation #9 which gives further clarity to transit-related plazas.</li> </ul>
<p><b>#12: Balconies &amp; Projections</b> Balconies and other projecting building elements should not negatively impact the public realm or prevent adherence to other Performance Standards.</p>	<ul style="list-style-type: none"> <li>Consider allowing railings to slightly project into angular plane.</li> <li>Balconies are very popular with residents and contribute to eyes on the streets; the restriction on balconies on the second and third floor should be removed (at least on non-major streets).</li> </ul>	<ul style="list-style-type: none"> <li>Clarify that recessed balconies on 2<sup>nd</sup> and 3<sup>rd</sup> floors are permitted and encouraged.</li> <li>Recommend that very minor exceptions to the angular planes be permitted only for balcony railings provided that the minimum of 5 hours of sunlight is achieved and wide planters are installed at rear.</li> </ul>

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	<ul style="list-style-type: none"> <li>Balconies and projections (including railings) should not encroach into setbacks and rear yard setbacks</li> <li>Further guidelines on balconies needed including how balconies can be designed with landscape to avoid overlook and privacy concerns.</li> <li>All units should have balconies – it's more family oriented/owner occupied</li> </ul>	<ul style="list-style-type: none"> <li>Add diagrams and details to illustrate how the design of balcony railings (such as wide planters) can help reduce overlook.</li> </ul> <p><b>Correction:</b> Diagrams in <i>Avenues</i> and Mid-Rise Building Study need to be amended to remove balconies that are encroaching into front setbacks (pg 81).</p>
<p><b>#13: Roofs &amp; Roofscapes</b> Mechanical penthouses may exceed the max height limit by up to 5 metres but may not penetrate any angular planes.</p>	<ul style="list-style-type: none"> <li>Developers are exceeding the 1:1 maximum allowable height by wrapping mechanical penthouse with amenity space or residential space.</li> <li>Wrapping the mechanical penthouse with living and/or amenity space should be permitted, provided that there is no negative shadow impact and compliance with angular plane</li> <li>The maximum size of penthouses should be limited.</li> <li><u>Reinforce the intent of Zoning By-law 569-2013 and clearly state that habitable space above the 1:1 right-of-way width to building height ratio is discouraged</u></li> </ul>	<ul style="list-style-type: none"> <li>Clarify the definition of <i>total building height</i> which measures the building from the established grade to the elevation of the highest point on the building (excluding only mechanical penthouses).</li> <li><u>State that rooftop equipment and mechanical penthouses are encouraged to be located within the specified right-of-way width to building height ratio.</u></li> <li><u>Consistent with the definition of total building height above and the intent of Zoning By-law 569-2013, reinforce that dwelling units and habitable space wrapping rooftop equipment and mechanical penthouses above the maximum allowable height should not be permitted.</u></li> <li>If amenity is provided on the rooftop it must be screened with planters and/or setback to avoid overlook, and landscaped to promote comfortable use and shelter from wind and sun.</li> </ul>
<p><b>#14: Exterior Building Materials</b> Building should utilize high-quality materials selected for their permanence, durability and energy efficiency.</p>	<ul style="list-style-type: none"> <li>Performance Standard needs more 'teeth' to be helpful, perhaps by outlining types of high quality materials.</li> </ul>	<ul style="list-style-type: none"> <li>Should clarify that this Performance Standard was not intended to preclude innovation, however the basic massing of the building should be repeatable.</li> </ul>

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<p><b>#15: Façade Design &amp; Articulation</b></p> <p>Mid-rise buildings will be designed to support the public and commercial function of the Avenue through well articulated and appropriately scaled facades.</p>	<ul style="list-style-type: none"> <li>• Performance Standard needs more 'teeth' to be helpful. Refer to old Urban Design handbook.</li> <li>• This is more than just articulation, it's about harmony and 'fit': <ul style="list-style-type: none"> <li>○ Responding to expressions in existing built form and context, e.g. cornice lines</li> <li>○ Breaking up long facades</li> <li>○ Providing both horizontal and vertical rhythm</li> <li>○ Materials and proportion</li> <li>○ Accentuating entrances, corners, etc.</li> </ul> </li> <li>• <u>Request the replication of fine-grained retail and any other contextual features relevant to preservation of the associated character of a Character Area</u></li> </ul>	<ul style="list-style-type: none"> <li>• Add Reference to the additional details contained in the Eglinton Connects Planning Study Urban Design Guidelines for: building articulation and retail frontages.</li> <li>• Rename this Performance Standard to 'Retail Frontages and Articulation' and elaborate to give more general direction for retail frontages including insets and canopies.</li> <li>• <u>Include additional guidelines to reinforce or establish a fine-grained retail character along the streetwall</u></li> </ul>
<p><b>#16A, B &amp; #17: Vehicular Access &amp; Loading</b></p> <p>16A: Whenever possible, vehicular access should be provided via local streets and rear lanes, not the Avenue.</p> <p>16B: Mid-block sites without rear lane access, a front driveway may be permitted, provided established criteria are met.</p> <p>17: Loading, servicing and other vehicular related functions should not detract from the uses or attractiveness of the pedestrian realm.</p>	<ul style="list-style-type: none"> <li>• Provide diagrams for loading and servicing on small sites, underground servicing courts, integration of ramps within the building envelope, and double sided lobby</li> <li>• Consider more flexible arrangements for loading and waste handling in particular the need for Type G spaces. Perhaps considering vehicle loading within (or partially within) the municipal lane, and other innovative designs and operations.</li> </ul>	<ul style="list-style-type: none"> <li>• No additional actions recommended at this time, however reference will be made to the extension of new public laneways in 'Feeling Congested' and the Eglinton Connects study.</li> <li>• Recommend Staff continue to compile compliance alternatives to access and loading, in particular on large sites and on sites which are not linear mixed use lots like <i>Avenues</i>.</li> </ul>



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<p><b>#18: Design Quality</b> Mid-rise buildings will reflect design excellence and green building innovation utilizing high-quality materials that acknowledge the public role of the Avenues.</p>	<ul style="list-style-type: none"> <li>Should reference other panels, not just the City's Design Review Panel.</li> </ul>	<ul style="list-style-type: none"> <li>Recommend that this Performance Standard is no longer necessary and should be removed.</li> </ul>
<p><b>#19A-G: Heritage &amp; Character Areas</b> 19A: All mid-rise buildings on Avenues should respect and be sensitively integrated with heritage buildings and in the context of HCDs 19B: The character and values of HCDs must be respected to ensure that the district is not diminished by incremental or sweeping change. 19C: Development adjacent to heritage properties should be sensitive to, and not negatively impact, heritage properties. 19D: New mid-rise buildings in Character Areas that have a fine grain, main street fabric should be designed to reflect a similar rhythm of entrances and multiple retail units. 19E: Buildings in a Character Area should maintain a consistent cornice line for the first setback by establishing a 'datum line' or an average of the existing cornice line.</p>	<ul style="list-style-type: none"> <li>Fine grain fabric should be extended to more mid-rise developments, not just Character Areas.</li> <li>Bloor West Village and Bedford Park should be added to Character Area map.</li> <li>This Standard needs more 'teeth', especially at the OMB.</li> <li>There have been multiple interpretations applied to the Character Areas. Further direction is needed.</li> <li>19G should not be unique to Character Area, but should be applicable where appropriate.</li> <li>Consider adjacency to Natural Areas/Parks (perhaps by increasing setbacks).</li> <li>Smaller retail units in some character retail areas.</li> <li>Implement bigger setbacks from parks, ravines and natural areas</li> <li>More guidance for older parts of the City that have predominantly 20m right-of-way widths.</li> <li>Require greater clarity about the intention for these Performance Standards, and the criteria used to identify the areas.</li> <li>Need more clarity regarding vertical additions (i.e. encourage vertical additions rather than demolition in Character Areas).</li> <li><u>Request that the building height to right-of-way width ratio in Character Areas not exceed 0.8:1, and that the</u></li> </ul>	<ul style="list-style-type: none"> <li>Clarify that Performance Standard 19D-G should apply everywhere, not just in Character Areas.</li> <li><u>Refer to the recommended clarifications on mid-rise building height in #1: Maximum Allowable Height and #13 Roofs &amp; Roofscapes</u></li> </ul> <p><b>Correction:</b> Bloor West Village, defined as the stretch of Bloor St. between Jane St. and Clendenan Ave., should be included in the Character Area map.</p> <p><b>Correction:</b> The Ledburn/Bedford Park Character Area should be extended east to run along Yonge St. between Lawrence Ave. E and Snowden Ave. in order to capture the full extent of the Bedford Park neighbourhood.</p>

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<p>19F: Additions to existing buildings is an alternative to redevelopment projects on the Avenues, and should be encouraged in areas with an existing urban fabric.</p> <p>19G: Additional 'context sensitive' design and massing guidelines should be considered for development in Character Areas.</p>	<p><u>Performance Standards specifically flag that a lower number may be more appropriate given the local context</u></p>	