



ATTACHMENT 2

Data Summary

Summary

Staff reviewed all applications on *Avenues* and all mid-rise applications not on *Avenues* submitted from July 2010 to December 2014.

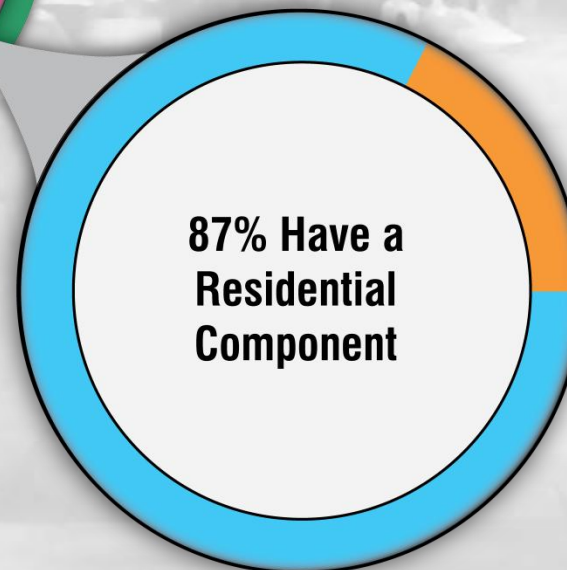
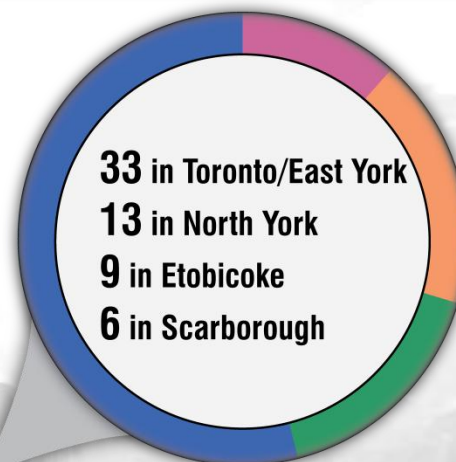
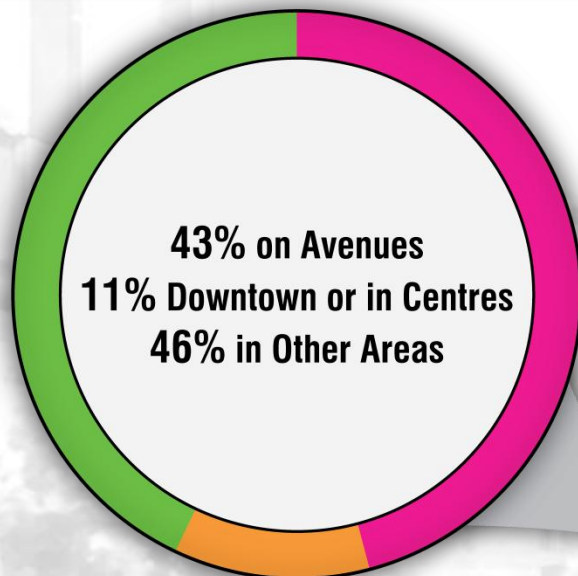
Of the 217 applications reviewed:

- 4% are built
- 24% are approved but not yet built
- 44% are in the 'pipeline' (approval pending)
- 28% are not relevant (townhouse, conversion, withdrawn application, etc.)

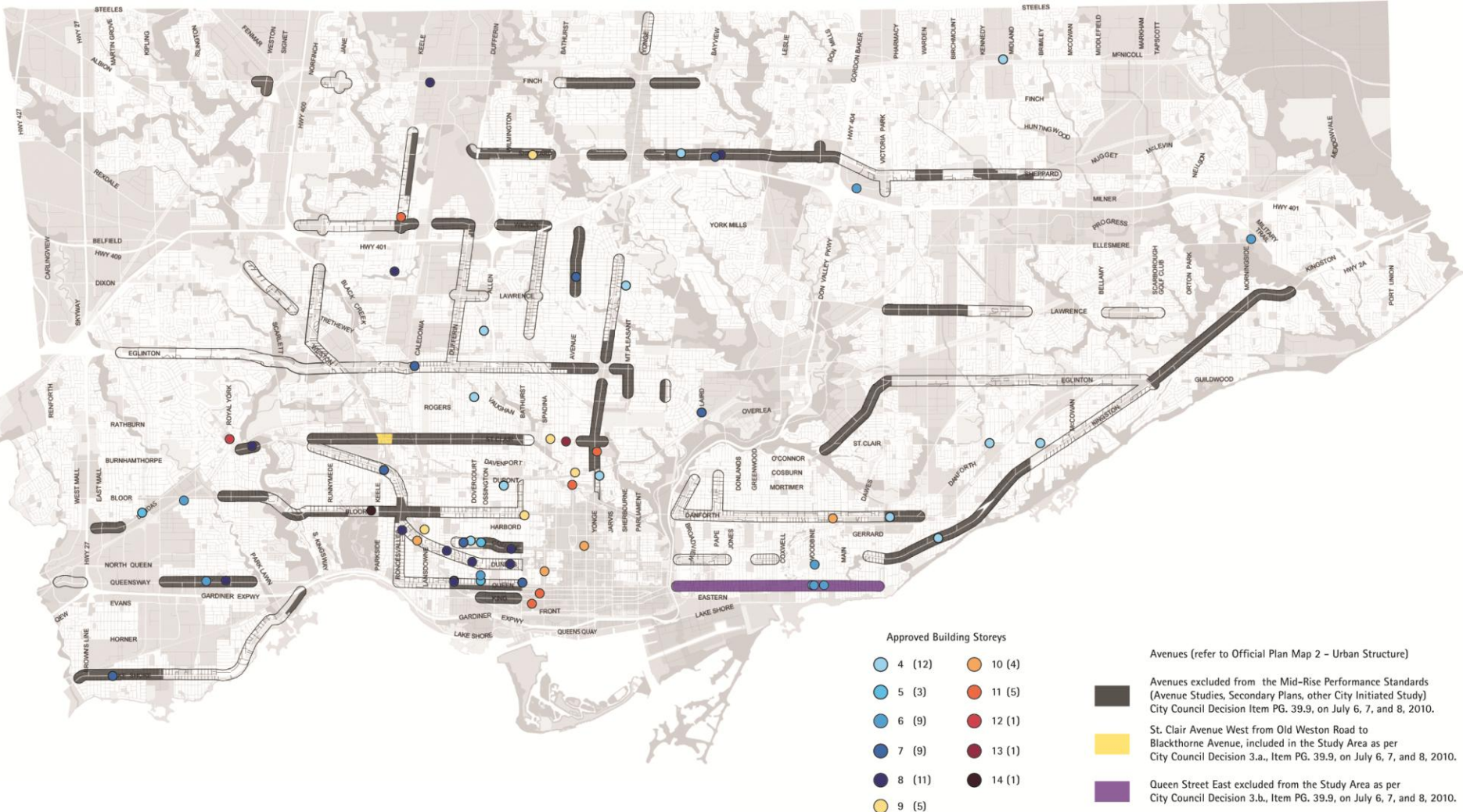
Data has been collected from built and approved applications which totalled 61.

* In some instances, the summaries do not add up to 61 due to incomplete data.

Summary



Approved Mid-Rise Buildings by Number of Storeys



Total Applications = 61

Maximum Allowable Height

Average Height of Approvals

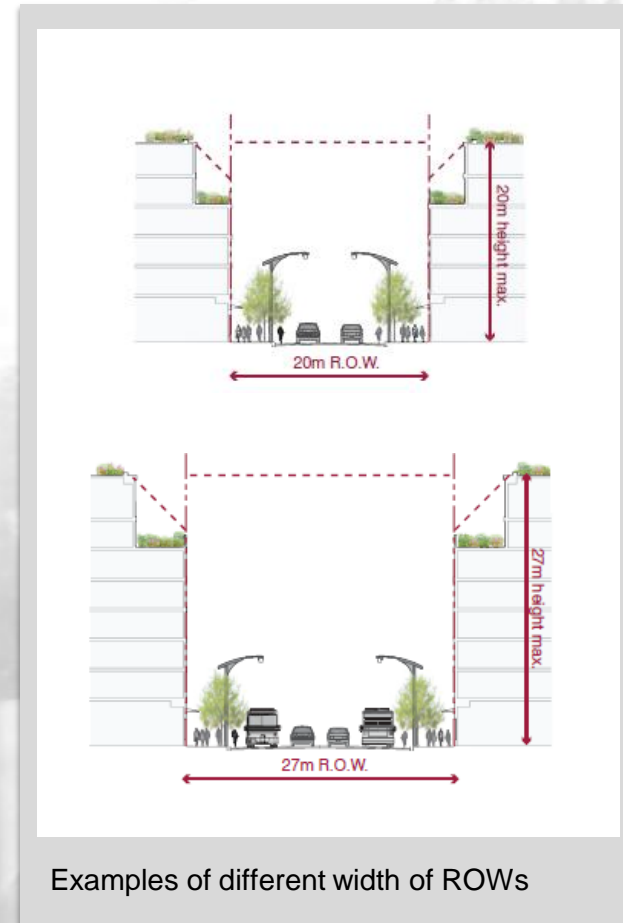
ROW Width (m)	Approved Height (m)	Ratio of Approved Height to ROW	Total	% of Total
20	23.72	1.19 : 1	25	46%
23	22.00	0.96 : 1	2	4%
27	28.04	1.04 : 1	10	19%
30	25.27	0.84 : 1	8	15%
36	25.91	0.72 : 1	9	17%
Total	24.99	0.95 : 1	54	100%

Number of Applications

ROW Width (m)	# of Applications	# of Apps Exceeding 1:1 Ratio	% of Total
20	25	17	68%
23	2	1	50%
27	10	5	50%
30	8	2	25%
36	9	0	0%
Total	54*	25	

54% of all applications have generally met the 1:1 height ratio

46% of all applications are on 20m ROW; of these 68% exceed 1:1 ratio



Lesson:

- It is easier to achieve the 1:1 Maximum Allowable Height on the wider Right-of-Ways (27m, 30m, 36m)

Front Angular Plane

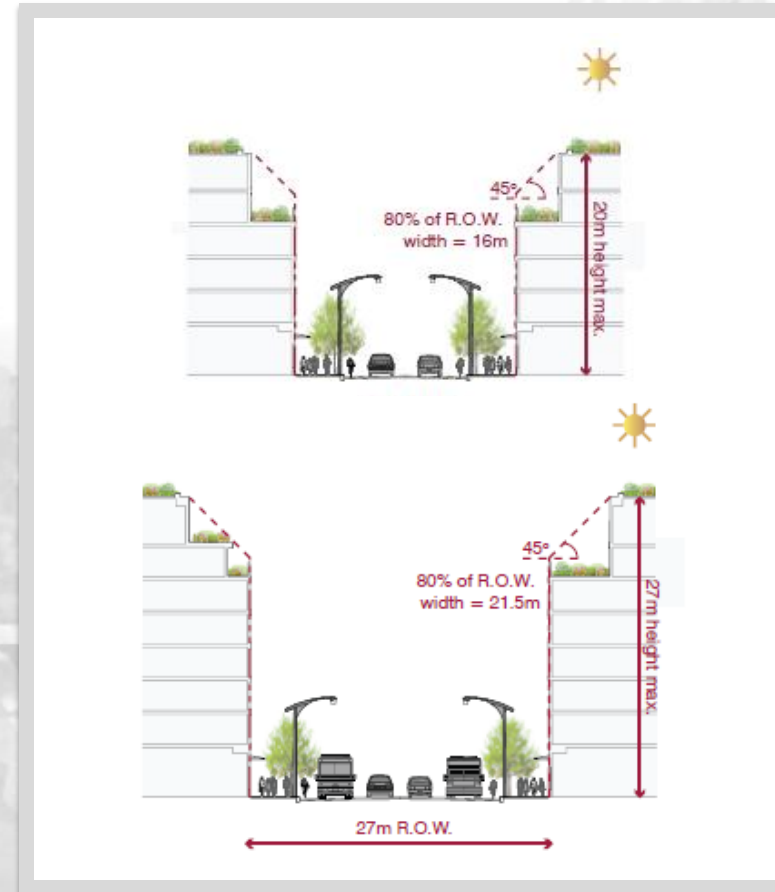
Compliance to Front Angular Planes

Angular Plane Achieved?	Total	% of Total	5hr Sunlight Achieved?	Total	% of Total
Yes	35	66%	Yes	27	73%
			No	2	5%
			No Reference	6	16%
No	15	28%	Yes	7	47%
			No	3	20%
			No Reference	5	33%
Substantially	3	6%	Yes	2	67%
			No Reference	1	33%
Total	53*	100%			

66% of all applications Meeting Front Angular Plane

28% of all applications Not Meeting Front Angular Plane

6% of all applications Substantially Meeting Front Angular Plane



Lesson:

- Most approvals are complying with the front angular plane
- Most approvals that comply with front angular plane achieve at least 5 hours of sunlight on sidewalks

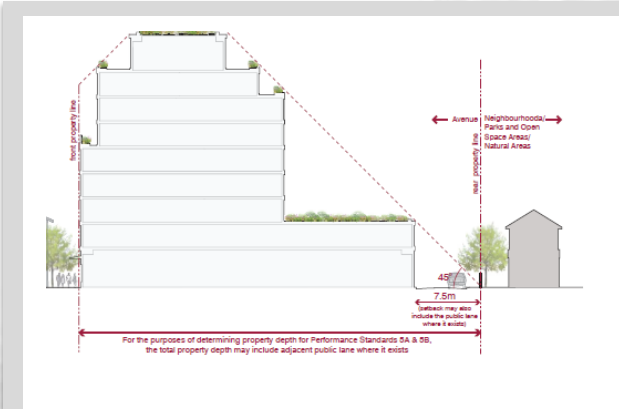
Rear Transitions to Neighbourhoods: Deep & Shallow Properties

Compliance to Rear Angular Planes

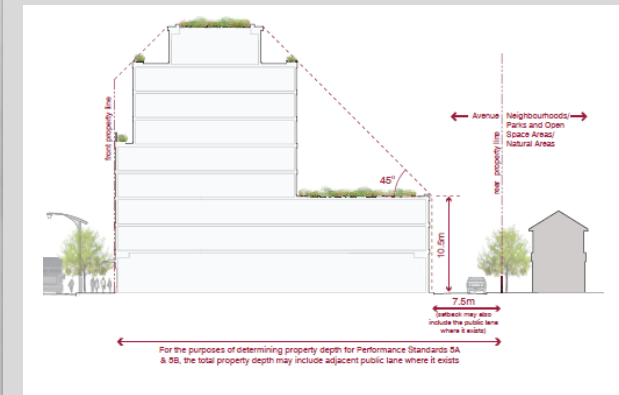
Lot Depth	Total	% of Total	Angular Plane		
			Achieved?	Total	% of Total
Deep	38	69%	Yes	8	26%
			No	10	32%
			Substantially	7	23%
			N/A	4	13%
Shallow	17	31%	Yes	9	53%
			No	5	29%
			Substantially	3	18%
Total	55*	100%			

69% of all Applications are on Deep Lots

31% of all Applications are on Shallow Lots



Deep Properties



Shallow Properties

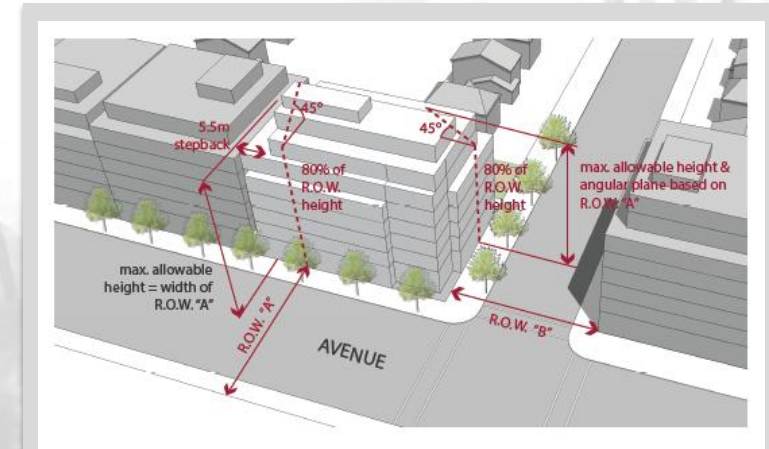
Lessons:

- Most approvals used the 'Shallow Lot' Performance Standard
- Many Are Not Meeting 'Shallow Lot' Performance Standard (+/- 50%)

Corner Sites: Heights & Angular Planes

Location of Approvals

Is Application a Corner Lot	Total	% of Total
Yes	35	57%
No	26	43%
Total	61	100%



Corner Properties

57% of all Approved Applications on Corner Lots

43% of all Approved Applications NOT on Corner Sites

Lesson:

- Corner lots are more attractive for redevelopment, as they generally offer wider frontages and better access

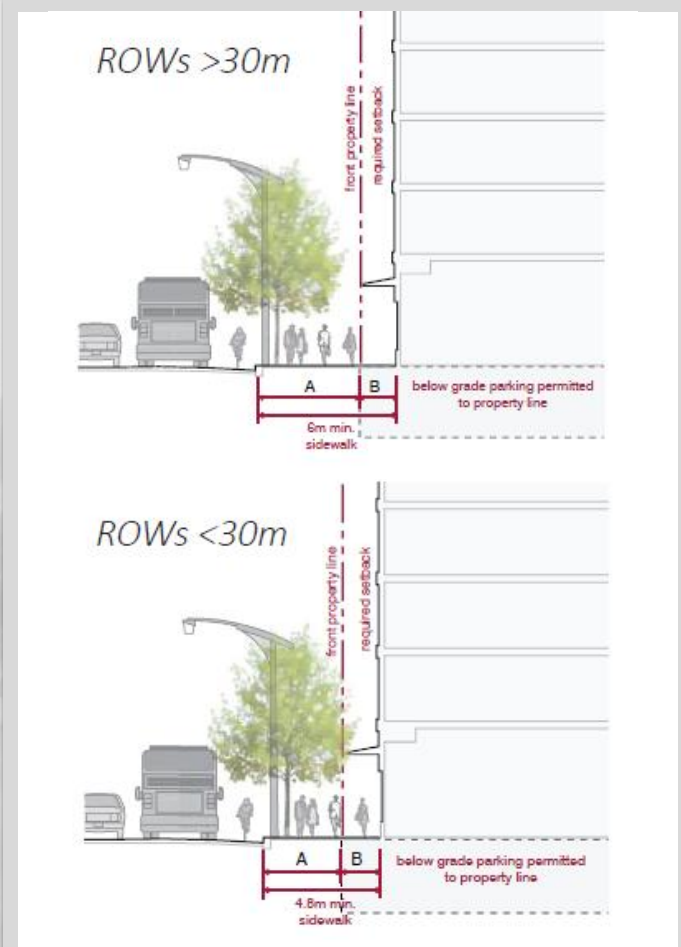
Minimum Sidewalk Zones

Optimal Sidewalk Widths (4.8m & 6m)

Is Optimal Sidewalk Zone Achieved?	Total	% of Total	Was Agreement on Setback Put in Place?	Total	% of Total
Yes	33	63%	Yes	6	21%
			No	23	79%
No	19	37%	Yes	1	6%
			No	17	94%
Total	52*	100%			

63% achieved 4.8 m or 6m side walk zones

37% did NOT achieve 4.8m or 6m sidewalks zones



Examples at different width of ROWs

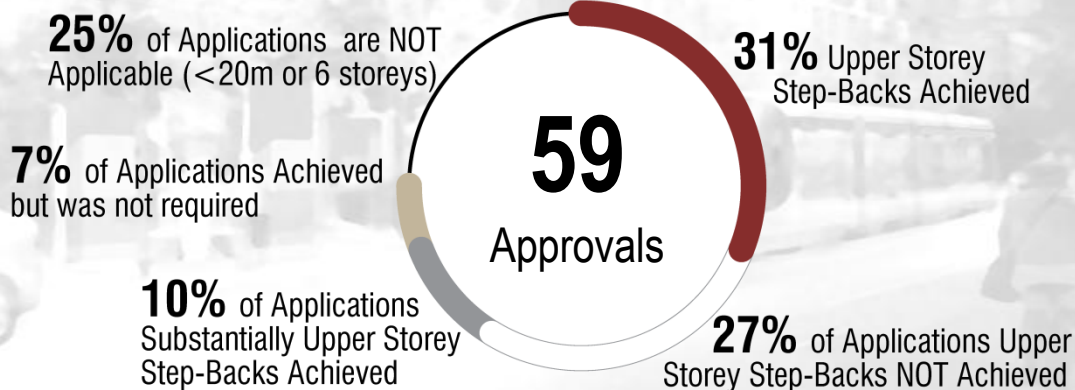
Lessons:

- Setbacks on private lands require agreements which add complexity
- Inadequate sidewalk widths will not allow for future increases in pedestrian volumes

Side Property Upper Storey Step-Backs

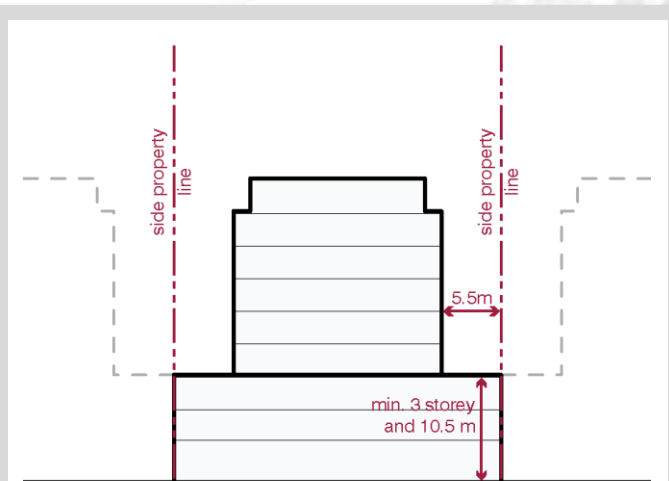
Compliance with Upper Storey Step-Backs

Upper Storey Step-back Achieved?	Total	% of Total
Yes	18	31%
No	16	27%
Substantially	6	10%
Yes (but was not required)	4	7%
Not Applicable (< 20m or 6 storeys)	15	25%
Total	59*	100%

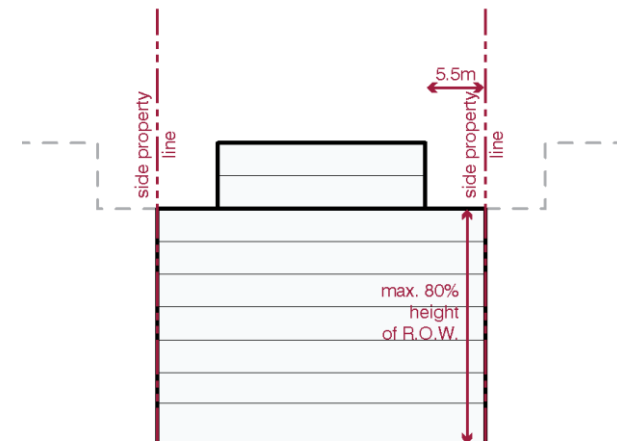


Lesson:

- Most approved application achieved side property upper storey step-backs



Examples where a more porous street wall is desirable, side step-backs are encouraged.



Example where a tall street wall is desirable.

At-Grade Uses

At-Grade Uses

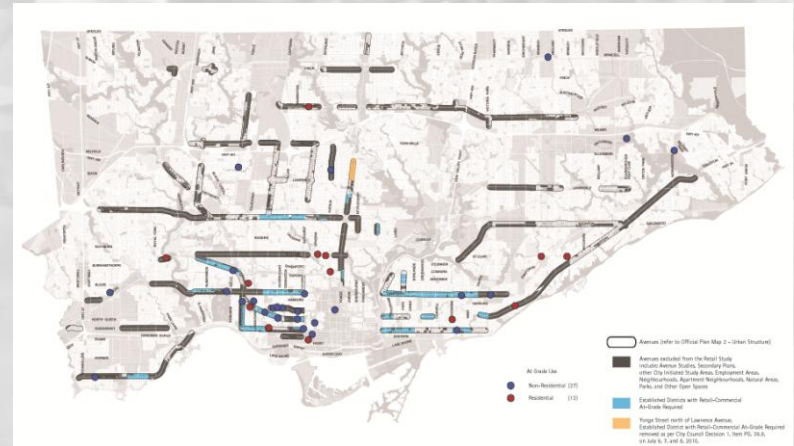
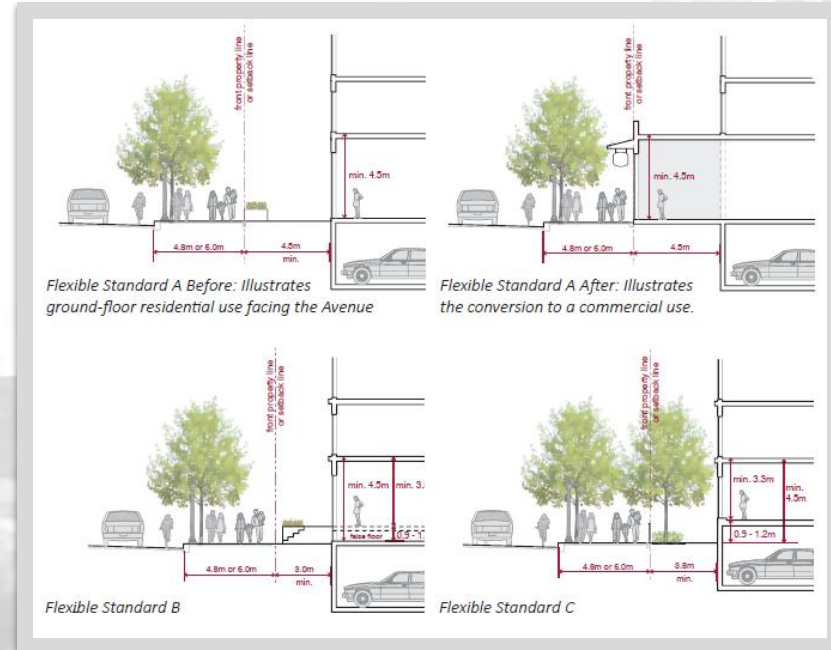
	Total	% of Total	
Residential	33	56%	
Non-Residential	26	44%	
Total	59*	100%	

56% Of All Approved Applications Provided Residential Uses At Grade

44% of All Approved Applications Provided Non-Residential Uses at Grade

Lesson:

- 100% of approved applications in Retail Priority area have retail uses at-grade



Roofs & Roofscapes

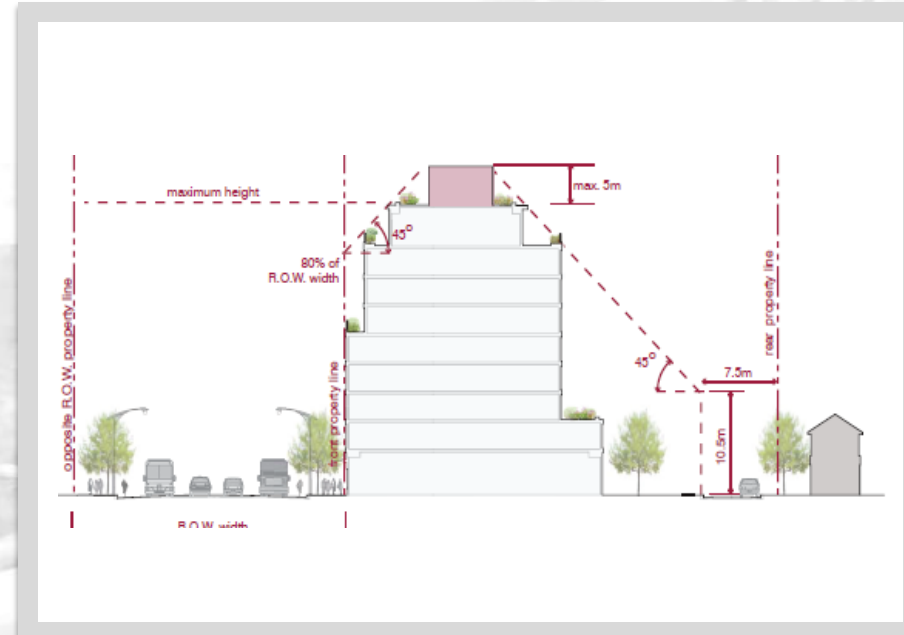
Uses That Exceed Maximum Allowable Height (1:1)

What Uses Exceed 1:1

Ratio?	Total	% of Total
Commercial	1	2%
Mechanical	14	24%
Institutional & Mechanical	2	3%
None	21	36%
Residential	6	10%
Residential & Mechanical	13	22%
Residential, Amenity & Mechanical	2	3%
Total	59*	100%

50% of Mechanical penthouses did not penetrate Angular Planes

50% of Mechanical penthouses did penetrate Angular Planes



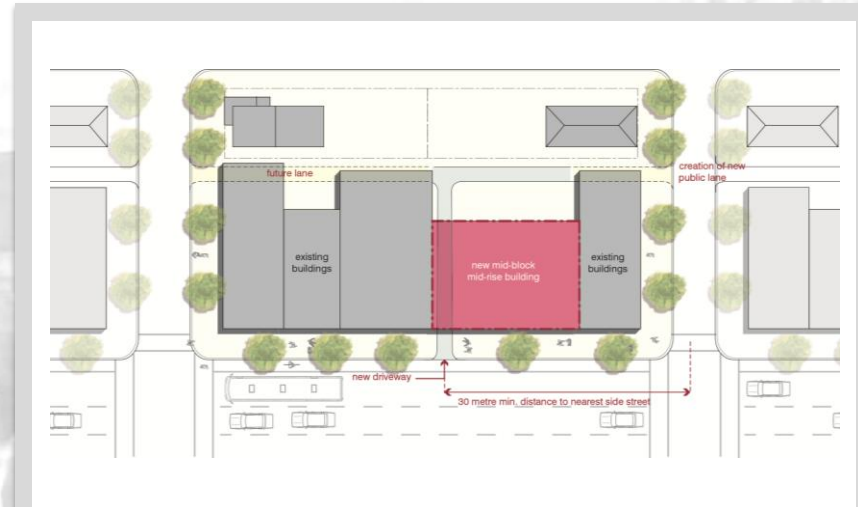
Lesson:

- Mechanical penthouses generally fit within the angular planes, except on the narrower (20m) ROWs

Vehicular Access

Location of Vehicular Access

	Total	% of Total
Fronting Street	8	14%
Rear	25	43%
Side Street	22	38%
None	3	5%
Total	58*	100%



Vehicular Access at Constrained Site

43% Provided access from rear lane

38% Provided access from side street

14% Provided access from the Fronting Street

Lessons:

- Access has generally been taken from the rear or side streets
- Conflicts arise where access disrupts the sidewalk and street wall

New Units and Parking Since 2010 in Mid-Rise Buildings

7,129 Parking spaces approved or built
8,447 Parking spaces in the pipeline
A total of **15,576** parking spaces since 2010

5,323 Units approved or built
8,418 Units in the pipeline
A total of **13,741** units since 2010
Average Units per building = 111

