

Housing Action Plan: Mid-Rise Buildings Rear Transition Performance Standards Review & Update – Status Report

Date: November 16, 2023

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning Division

Wards: All

SUMMARY

The purpose of this report is to report back to the Planning and Housing Committee on the stakeholder and public consultation for the draft updated Rear Transition performance standards for mid-rise buildings, as well as the other existing Mid-Rise Buildings Performance Standards, and a timeline for implementation through Zoning By-law Amendment. This Performance Standards review is part of the Housing Action Plan to achieve or exceed the provincial housing target of 285,000 new homes of the next 10 years, adding to the 166,739 new homes completed in the past 10 years.

Mid-rise buildings are the 'in between' scale of building, and have heights generally no greater than the width of the right-of-way that it fronts onto, up to 11 storeys. Mid-rise buildings are encouraged along Avenues and in other Mixed Use Areas, with their physical form and how they relate to their context informed by the Mid-rise Building Performance Standards urban design guidelines.

City Planning has conducted a review of the Mid-Rise Building Performance Standards, focussing on the existing Performance Standards for Rear Transitions (5A through 5D). This focussed review of these four Performance Standards identified that providing flexibility in the rear transition of these building types to adjoining areas creates additional opportunities to further facilitate development of mid-rise buildings. Further facilitating development in a mid-rise building form will support increased housing supply in walkable, complete communities, while providing a wider range of housing options to address current housing challenges without compromising the needs of future generations.

This report summarizes the feedback received through this public and stakeholder consultation, and recommends that staff advance finalized updated Rear Transition performance standards for the Mid-rise Building Urban Design Guidelines, and a Zoning By-law Amendment with as-of-right zoning for mid-rise buildings along Avenues that implement the updated performance standards including rear transition, height and density permissions, for City Council's consideration in early Q2 of 2024.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning, recommends that:

1. The Planning and Housing Committee request the Chief Planner and Executive Director, City Planning undertake further stakeholder consultation respecting a. and b. below and report back in Q2 2024 with:
 - a. the final updated Rear Transition performance standards for the Mid-Rise Building Urban Design Guidelines; and
 - b. Zoning By-law Amendments implementing the updated Rear Transition performance standards and as-of-right permissions for height and density implementing the Mid-rise Building Urban Design Guidelines.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

EQUITY IMPACT STATEMENT

The City of Toronto recognizes that housing is essential to the inherent dignity and well-being of a person and to building healthy, equitable, sustainable, and livable communities. Residents' quality of life, the city's economic competitiveness, social cohesion and diversity also depend on current and future residents being able to access and maintain adequate, suitable, and affordable homes.

The City of Toronto's existing housing strategies and plans seek to improve housing outcomes for a range of residents and to support equity and climate resilience. Specifically:

- The HousingTO Plan envisions a city in which all residents have equal opportunity to develop to their full potential and is centred on a human rights-based approach to housing. It is also focused on increasing the supply of new affordable homes, protecting the existing housing stock, and helping renters to achieve and maintain housing stability; and
- The City's Official Plan contains policies relating to the provision of a full range of housing and maintaining and replenishing the affordable and mid-range housing stock within the city.

The Mid-Rise Buildings Performance Standards encourage well-designed housing in a mid-rise form across the city. The adequate provision of a full range of housing is a matter of Provincial interest and a key tenet of the City's Official Plan policies. Access to

high-quality and affordable housing is also an important determinant of physical and mental health and well-being. To this end, the Performance Standards have been effective in positively influencing the design of mid-rise development applications to achieve the Public Realm and Built Form policies of the Official Plan, and updates are intended to further facilitate this building type.

CLIMATE IMPACT

In 2019, City Council declared a Climate Emergency for the purpose of "naming, framing and deepening our commitment to protecting our economy, our ecosystems and our community from climate change" ([Item MM10.3](#)). This was followed up more with the adoption of TransformTO Net Zero Strategy, which includes targets to achieve net-zero emissions in Toronto by 2040 ([Item IE26.16](#)).

The Provincial Growth Plan supports intensification and building "compact and complete communities" as a strategy to help reduce greenhouse gas emissions and plan more adaptive communities that are resilient to the impacts of climate change. Facilitating the construction of mid-rise buildings is an important intensification strategy that promotes a more efficient use of land and resources. Density within built up areas supports low carbon transportation choices, such as walking, cycling, and public transit.

Intensification in Toronto also reduces the need for sprawl to accommodate our housing need in the region, helping to protect agricultural lands, water resources and natural areas. Increasing density in built up areas maximizes the use of existing infrastructure, which avoids carbon-intensive infrastructure built elsewhere.

Updates to the Mid-Rise Buildings Performance Standards with a reduction of step-backs simplify the mid-rise structures and forms, provide more options for sustainable structural systems and construction methods, and reduce total areas of soffit, roof, and terrace. The updates will help the mid-rise building to be designed to achieve net zero operational emissions and use low carbon materials for construction.

DECISION HISTORY

At its meeting of July 6, 2010, City Council approved a Staff Report regarding the Avenues and Mid-Rise Buildings Study and Action Plan, which included the Mid-Rise Buildings Performance Standards. Council directed staff to monitor the Performance Standards over a 2-year period. Council's decisions are at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2010.PG39.9>

At its meetings on November 13, 2013, May 29, 2014, and November 3, 2015, City Council received reports monitoring the implementation and effectiveness of the Performance Standards. The Council items can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2013.PG27.4>

<https://secure.toronto.ca/council/agenda-item.do?item=2014.PG33.13>

<https://secure.toronto.ca/council/agenda-item.do?item=2015.PG7.1>

In June 2016, City Council adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Performance Standards. Council's decisions are at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7>

On December 14, 2022, City Council adopted Item CC2.1 - 2023 Housing Action Plan, which directed the City Manager to develop a Housing Action Plan for the 2022-2026 term of Council that will support the City in achieving or exceeding the provincial housing target of 285,000 new homes over the next 10 years. The Housing Action Plan is to include targeted timelines for the approval and implementation of a range of policy, program, zoning, and regulatory actions to increase the supply of affordable housing in support of complete communities. Council's decisions are at:

<https://secure.toronto.ca/council/agenda-item.do?item=2023.CC2.1>

On March 21, 2023, Executive Committee endorsed Item EX3.1 - "Housing Action Plan 2022-2026- Priorities and Work Plan" including direction to City Planning to review and update the Rear Transition Performance Standards from the Avenues & Mid-Rise Buildings Study (Standards 5A through 5D) as an initial project, and bring subsequent reports with recommended zoning by-law amendments establishing City-wide zoning performance standards to implement as-of-right mid-rise development on Avenues;

<https://secure.toronto.ca/council/agenda-item.do?item=2023.EX3.1>

On June 1, 2023, Planning and Housing Committee received Item PH4.7 a preliminary report on the Mid-Rise Buildings Rear Transition Performance Standards Review & Draft Update, and directed the Chief Planner and Executive Director, City Planning to undertake public and stakeholder consultation on the Draft Performance Standards, as well as other existing Mid-Rise Buildings Performance Standards, in the third and fourth quarter of 2023 and report back with final recommendations on the Rear Transition Performance Standards, as well as any additional feedback from the consultation by November 30, 2023.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.PH4.7>

PROPOSAL BACKGROUND

Housing Action Plan

The Housing Action Plan (HAP) priorities for the 2022-2026 term of Council includes targeted timelines for the approval and implementation of a wide range of actions, policies and programs to increase the supply of housing within complete, inclusive and sustainable communities with the critical infrastructure to support growth. The HAP actions focus on: removing policy and zoning barriers to building housing; leveraging public lands to increase housing supply; preserving existing rental homes; supporting the development of a range of purpose-built rental homes (including market and non-market) through new and strengthened housing policies and programs; and supporting the community sector (including non-profit and co-op housing providers) to modernize and grow their stock.

Updates to the Mid-Rise Buildings Rear Transition Performance Standards at PHC on June 1, 2023 comprise one of the 54 actions that form the Housing Action Plan for the 2022-2026 term of Council, which was approved by Council in December 2022. It is identified in the Housing Action Plan work plan and will support the City's goal of accelerating the supply of housing within complete, inclusive and sustainable communities, by removing policy and zoning barriers to building housing. The new homes enabled by this strategy will contribute to the provincial housing target of 285,000 new homes in Toronto by 2031, and increase opportunities for ground-related homes across the city.

Summary of Initial Report (June 1, 2023)

The report of Mid-Rise Building Rear Transition Performance Standards Review & Draft Update was adopted with amendments by Planning and Housing Committee on June 1, 2023.

The report indicated that while the approaches included in the Mid-Rise Performance Standards have resulted in many successful mid-rise buildings and proposals containing more than 56,000 new homes, certain challenges have emerged, including the need to increase housing supply that meets the need of more people across the city. The review of the Mid-Rise Performance Standards focused on the Performance Standards that have been identified as barriers to implementing the vision of mid-rise buildings along the city's Avenues and in other Mixed Use Areas, notably those for rear transition.

The application of the rear angular plane has often resulted in continuous floor-by-floor terracing at the rear. While this terracing does provide transition as required by the Built Form and other transition policies of the Official Plan, strict adherence to this rear angular plane may result in buildings that are more costly and difficult to construct and produce more carbon emissions, during both construction and operations. Further, application of the angular plane precludes mid-rise development on some shallow sites that are otherwise appropriate for mid-rise. The strict application of an angular plane assumes there are no other methods of achieving built form transition between areas of different scale. Experience has shown there are many other ways to achieve the same result with more balanced, positive outcomes.

Updates to the Rear Transition Performance Standards 5A through 5D provide opportunities for buildings up to 6 storeys to apply rear transition through a setback. As the mid-rise building gets taller, additional setbacks, step-backs and/or separation distances can be applied as an alternative to the rear angular plane to achieve transition to low-rise, mid-rise, tall and non-residential buildings, as well as parks, open spaces or natural areas. In addition, the draft updates provide new Performance Standards 5E and 5F for deep and shallow sites:

- The term deep is considered to apply to those very deep sites, which include new streets or blocks, multiple buildings, and/or buildings with elements oriented perpendicular to the main street frontage. Other considerations, such as increased setbacks, step-backs or building orientation should be considered on a site-by-site basis.
- The term "shallow" is used to describe sites that cannot accommodate a typical double-loaded corridor building oriented parallel to the main street frontage. Staff will

consider land use options that could enable a sufficient building depth, including consolidating additional properties within Neighbourhoods.

The draft updates to the rear transition Performance Standards reduce barriers to expanding housing supply by:

- Providing flexibility in achieving rear transition by including alternative rear transition approaches, and not solely relying on the application of a 45-degree angular plane from the rear property line;
- Simplifying the Performance Standards to optimize the usable floorplate, particularly at upper storeys;
- Simplifying building massing to promote economies in building construction;
- Encouraging more sustainable and efficient building envelopes;
- Allowing for alternative building technologies and materials that have limitations with respect to dimensions and composition, such as mass timber, modular and prefabricated construction; and
- Prioritizing how mid-rise buildings frame streets, particularly providing for good sunlight conditions on sidewalks and within the public realm.

The Mid-Rise Building Rear Transition Performance Standards Review & Draft Update report was adopted with amendments by Planning and Housing Committee on June 1, 2023. The Planning and Housing Committee directed the Chief Planner and Executive Director, City Planning to undertake public and stakeholder consultation on both the Draft Performance Standards contained in Attachment 1 to the report (May 17, 2023) from the Chief Planner and Executive Director, City Planning, as well as other Performance Standards in the existing Mid-Rise Buildings Performance Standards, in the third and fourth quarter of 2023 and report back with final recommendations on the Rear Transition Performance Standards, as well as any additional feedback from the consultation by November 30, 2023. The Planning and Housing Committee also directed the Chief Planner and Executive Director, City Planning, as part of stakeholder consultation on the Mid-Rise Buildings Performance Standards, engage with CreateTO to incorporate any lessons learned from the Mass Timber Pilot Program into the updated Mid-Rise Design Guidelines.

CONSULTATION

Staff have undertaken internal workshops, public and other stakeholder engagement seeking comments on the draft Rear Transition Performance Standards released at the June 1, 2023 Planning and Housing Committee meeting, as well as existing Mid-Rise Buildings Performance Standards more broadly. This includes three virtual stakeholder consultation meetings with CreateTO, experts in mass timber construction and the BILD development industry association, and two virtual city-wide public consultation meetings, in addition to email correspondence and e-updates. This consultation strategy included a diverse range of parties and stakeholders to ensure as many voices as possible were represented in this process.

Industry Stakeholders & Experts

CreateTO Mass Timber Pilot

Based on the Planning and Housing Committee's direction, City Planning staff met with CreateTO staff on July 18, 2023 to incorporate lessons learned from the Mass Timber Pilot Program at 1113-1117 Dundas Street West and discuss a draft of the Rear Transition Performance standards.

Overall, CreateTO staff acknowledged that removing the mid-rise rear angular plane was a positive step for mass timber mid-rise buildings. They emphasized the importance of the simplified form for the mass timber structure. The simplified forms could be easily replicated, reducing the building's construction time and cost while improving the buildings energy efficiency. CreateTO staff suggested further simplifying the draft Rear Transition Performance Standards by eliminating the rear upper step-back at the 10th floor to further improve construction efficiency for mass timber buildings. CreateTO staff indicated that a 10-storey mid-rise development with approximately 100 units is an appropriate size for non-profit affordable housing, and this type of development is well-suited for mass timber construction.

In addition to commenting on the Rear Transition Performance Standards, CreateTO staff expressed concerns about inadequate amenity spaces with the mass timber pilot project, given that the project has no below-grade space. The utilities, including the geothermal mechanical room and bike parking room, had to be located on the ground floor. These constrain the ground floor's ability to provide for sufficient amenity space.

A briefing note from CreateTO summarizing the findings of their Mass Timber Pilot Program is included as Attachment 2.

Mass Timber Industry Builder – Intelligent City

City Planning staff met with Intelligent City, a Vancouver-based firm specialized in using off-site prefabricated mass-timber to construct mid- to high-rise mixed-use urban housing, on September 5, 2023.

A draft of the Rear Transition Performance standards Update was presented to Intelligent City consultants. Intelligent City consultants also gave a presentation to City staff about what Intelligent City does, followed by a discussion about both successes and challenges in designing and constructing mass timber mid-rise buildings.

Intelligent City consultants indicated that mass timber structures follow rigorous grid lines, and that the stepbacks increase the construction costs and timeline. In their opinion, a small stepback of 1.5 metres is easier to cantilever rather than providing additional structural columns to the floors below.

Furthermore, Intelligent City consultants shared their data on mass timber structure buildings. For the first six storeys, the combined structure and mechanical depth is 12 inches (approximately 30 cm) per floor. The combined structure and mechanical depth is increased to 18 inches (approximately 45 cm) above the 6th storey. The required structural and mechanical depth for a mass timber structure is useful in determining the overall mid-rise building height. They also indicate their mass timber product is able to support higher floor to ceiling heights at the ground floor for mixed use development, as well as a mechanical penthouse and green roof on the roof of mass timber buildings.

Building Industry and Land Development Association (BILD)

City Planning staff held a stakeholder meeting with BILD's Toronto Chapter members on September 15, 2023, with approximately 30-40 BILD members.

A draft of the Rear Transition Performance Standards Update and draft rear transition zoning review were presented to BILD members, followed by a discussion about the draft rear transition update, as well as additional feedback on the mid-rise performance standards.

BILD members were in favor of removing the rear angular plane. In their view, Toronto "has too many rules". Further simplifying the rules and implementing as-of-right zoning will help the industry to build more mid-rise buildings. A 6-storey box shape building is closer to being buildable and affordable.

BILD members also commented on other Mid-Rise Buildings Performance Standards. They suggest increasing the mid-rise building heights to address the economic challenges associated with mid-rise development. A member recommended that 11-12 storey buildings are possible, but 13-14 storey buildings are feasible. They also raised concerns of limiting balcony projections within the angular plane requirement and loading and parking requirements. Generally, members believed that the Mid-Rise Building Performance Standards should be implemented by the Zoning by-law to streamline the planning process and allow for more mid-rise developments as-of-right.

Public Consultation Meetings

City staff hosted two virtual public consultation meetings on September 20, 2023, with sessions held during the daytime and in the evening to facilitate attendance.

Approximately 115 people attended the daytime session, and 86 people attended the evening session. At the meetings City staff gave a presentation providing an overview of mid-rise buildings and the City's planning framework, the proposed modifications to the Mid-rise Performance Standards and potential zoning implementation approaches. Following the presentation, City staff led question and answer periods with written and verbal questions and comments. Additional comments were received by email following the sessions.

A broad diversity of opinions and feedback were expressed with many attendees supportive of the proposed changes to the rear transition performance standards, some advocating for extensive overhauls of the City's planning frameworks, and others opposing the proposed changes or voicing concerns that potential impacts required additional analysis. Several comments or concerns involved matters that fall outside the scope of the review of the Mid-rise Buildings Performance Standards but are being studied or addressed by other City initiatives.

Feedback from those opposed to the proposed updated Rear Transition Performance Standards included opinions that:

- The current approach for rear transition via angular plane is appropriate and was arrived at through extensive consideration by Council and other stakeholders;
- The removal of angular plane requirements would have significant shadow and sunlight impacts on adjacent properties and parks, with implications for individuals' mental health and enjoyment of their properties;

- The replacement of angular plane should be accompanied by a reduction in permitted heights to limit additional shadowing and provide transition;
- The proposed changes would result in the loss of green space and trees and reduce the area available for green roofs;
- Implementing as-of-right zoning permissions would result in the loss of ability to negotiate for community benefits in relation to new development;
- Existing infrastructure capacity such as water, sewage and community facilities may not be adequate to accommodate intensification;
- The proposed changes will not improve housing affordability as any cost savings will be kept by developers as profits;
- The proposed changes will not reduce developer requests for additional height or density, and resulting appeals, and the City should instead more strongly apply and defend the current framework;
- The permissions and performance standards for mid-rise buildings should be tailored to the character of specific areas rather than applying city-wide;
- Additional data and evaluation of the effectiveness of current guidelines and policies should be provided to justify the proposed changes;
- Additional analysis of the proposed changes are needed, including shadow impact studies are needed to better quantify their impacts and ensure they are feasible;
- The public consultation process should include a wider variety of consultation approaches, additional sessions and outreach to residents.

Feedback from those supportive of the proposed updates to the Rear Transition Performance Standards, or advocating for more extensive changes, included opinions that:

- The proposed removal of angular plane requirements would make mid-rise development easier, faster and more affordable;
- The proposed removal of angular plane requirements would lead to more energy-efficient buildings, and provide more usable floor space for dwelling units;
- The proposed rear stepbacks for upper storeys should be removed to further simplify the built form;
- The proposed rear setbacks should be reduced where properties abut a park;
- Requirements for stepbacks and setbacks along the street-facing faces of mid-rise buildings should also be removed to further simplify the built form;
- Requirements relating the height of mid-rise buildings to street right-of-way width should be revisited to permit taller mid-rise buildings on narrow streets, allowing more people to live on less car-centric streets;
- Mid-rise building heights should generally be increased to allow taller buildings;
- All built form and massing requirements should be removed to allow for design flexibility;
- Actions to facilitate the development of additional housing supply should be the highest priority and prevail over sunlight, shadow, wind and privacy concerns;
- Shadow and wind impacts should not be considered in formulating policies or reviewing development applications, and shadowing of public and private spaces by buildings should be encouraged to provide shade in summer months.

Additional feedback relating to other aspects of the Mid-rise Performance Standards and implementation of the proposed changes included that:

- Smaller unit sizes should be encouraged at grade to support small retail businesses and facilitate more affordable commercial rents;
- Buildings should contribute to accessible urban public spaces and walkable communities, including through wider sidewalks and additional plantings;
- Updates to the Mid-Rise Performance Standards should be closely coordinated with other City projects relating to Avenues and Major Streets;
- Avenues with existing Site and Area Specific policies or zoning regulations should be reviewed and updated as needed to apply the proposed Rear Transition Performance Standards;
- Zoning by-law amendments to implement the updated Mid-rise Performance Standards should be carefully drafted to be clear and to facilitate development that is consistent with the guidelines.

Several comments or concerns involved matters that fall outside the scope of the Mid-rise Buildings Performance Standards review, but relate to other projects under the Housing Action Plan, Expanding Housing Options in Neighbourhoods (EHON) and reviews of various policies and permissions, City initiatives to secure or build new public affordable housing units, or fall outside the City's authority under Provincial legislation.

- Several attendees suggested reconsidering the relationship between Avenues and adjacent Neighbourhoods by permitting mid-rise buildings to extend, or height transitions to occur, within the Neighbourhoods areas. This policy change is being considered through the Housing Action Plan Transition Zones project set out in the HAP Work Plan.
- Affordable Housing was a substantial concern for those commenting both in support and opposition to the proposed changes, with several people advocating requirements that new development include a substantial affordable housing component. Provincial legislation, including the *Planning Act* and City of Toronto Act, provide limited opportunity to require new affordable housing units through the development process, as described in a recent report to the April 27, 2023 Planning and Housing Committee regarding Planning Tools to Secure Affordable Housing and Deliver Community Infrastructure (Item 2023.PH3.10).

Sun & Shadow Impacts

Staff received substantial feedback relating to sunlight and shadow impacts during and after the public consultation meetings, generally from two opposing perspectives.

One viewpoint emphasized that in the current housing crisis, prioritizing the construction of housing should be the key consideration for the City, and should include disregarding sun-shadow impacts to the Neighbourhoods. The other viewpoint believe that the additional shadows that would be allowed under the draft updates would negatively impact the residential properties in the close surrounding area of the mid-rise development in harmful ways.

Development in Mixed Use Areas is required "to locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes" by Policy 4.5 - Mixed Use Areas of the Official Plan.

As a result of the consultation, staff have undertaken additional analysis with respect to impact on adjacent neighbourhood areas. The June report provided other comments on built form impact and relationships to other adjacent areas including parks and adjacent public sidewalks and spaces.

Staff analysed the effects of the proposed changes to the rear transition performance standards on adjacent Neighbourhoods by conducting sun shadow comparisons between permitted building massing under the current Mid-Rise Buildings Rear Transition Performance Standards and building massing that would be permitted under the draft Mid-Rise Buildings Rear Transition Performance Standards, which were presented at the public consultations.

These sun shadow studies incorporated two common mid-rise building scenarios of a 6 storey building on a 20 metre east-west street and an 11 storey building on a 36 metre north-south street, to demonstrate how shadow impact is affected by building height, the proposed setbacks, building locations and the alignments of streets.

The sun shadow analysis included hourly studies from 9:18 a.m. to 5:18 p.m. on June 21 (summer solstice) and September 21 (fall equinox). Shadow impacts on the March and September equinoxes are very similar and represent the shoulder seasons when most people will be actively outside in the yards and walk on the streets.

Several attendees to the public consultation meetings raised concerns that the sun shadow analysis presented was too limited, and suggested staff conduct additional studies including completing comprehensive 6 storey and 11 storey scenarios for both east-west and north-south street alignments, extending the analysis to include 6:18 p.m. studies, and analysing December 21 sun shadow impacts.

Based on this public feedback, staff added sun shadow studies of conditions at 6:18 p.m. on June 21 and September 21 to the analysis, and as well as studies for a 6 storey building on a north-south street, and an 11 storey building on an east west street. A set of December 21 sun shadow studies was not added, as this is the day of the year with the shortest daylight and the long shadows cast make shadow analysis less useful than in other periods. The City's terms of reference for sun shadow studies do not require analysis of December 21 (winter solstice) shadow conditions on private properties.

The updated comprehensive set of shadow studies are included as Attachment 1.

Analysis of 6 storey buildings located on an east-west 20 metre street

Comparing the June 21 sun-shadow study between the current performance standards and the draft updates on an east-west street, the building located on the north side of the Neighbourhoods has no shadow impact to the Neighbourhoods. The building located on the south side of the Neighbourhoods has some shadow impact to the Neighbourhoods to the north.

For the building located on the south side of the Neighbourhoods, there is a slight shadow increase to the north of the lane way between 9:18 a.m. and 2:18 p.m. with the draft update. At 3:18 p.m., the shadow has shifted to the east side and moved away from the Neighbourhoods.

Comparing the September 21 sun-shadow study, the building located on the north side of the Neighbourhoods has no shadow impact to the Neighbourhoods. For the building

located on the south side of the Neighbourhoods, there are slightly increased shadows with between 9:18 a.m. and 2:18 p.m. based on the draft update. The shadow has shifted to the east side after 3:18 p.m. and moved away from the Neighbourhoods. There is no significant additional shadow comparing the current angular plane envelope with the draft updates.

Analysis of 11 storey buildings located on a north-south 36 metre street

Comparing the June 21 sun shadow study between the current performance standards and the draft updates, there are slightly increased shadows between 9:18 a.m. and 11:18 a.m. on the west side of the Neighbourhoods. As the sun moves, there is no shadow impact to the Neighbourhoods through noon to 2:18 p.m. on June 21. The shadow has a slight increase to the east side of the Neighbourhoods after 3:18 p.m. as the sun moves to the west.

Similar to the June 21 sun-shadow pattern, the September 21 sun-shadow study also shows that there are slightly increased shadows on the west side of the Neighbourhoods in the morning, which then move through the day to the east side of the Neighbourhoods in the afternoon. There is no significant additional shadow comparing the current angular plane envelope with the draft updates.

Sun & shadow impact findings

Overall, the sun shadow study indicates the Neighbourhoods have good access to sunlight throughout the day on June 21 and September 21. Since September 21 sun shadow is very similar to the March 21 sun shadow, the Neighbourhoods have good access to sunlight in both Spring and Fall equinoxes. Staff believe that the recommended building envelope adequately limits shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes.

CONCLUSION

In general, the feedback received suggests that the approach proposed in the draft updated Rear Transition performance standards would effectively remove certain barriers to the development of mid-rise buildings posed by the current Mid-Rise Building Performance Standards Urban Design Guidelines and Zoning By-law regulations, and contribute to achieving the City's Housing Action Plan priorities. Staff note that feedback indicates that the effects of intensification on outdoor comfort in all seasons, appropriate transitions between different building scales, and requiring development to positively contribute to its surroundings continue to be matters of great concern for the public, although with conflicting viewpoints on what is desirable.

In response to public feedback, staff are investigating additional revisions to the Rear Transition Performance Standards relating to setbacks as well as minor consequential adjustments to other Performance Standards for consistency.

Additionally, in drafting the implementing Zoning By-law Amendment staff will conduct a review of existing height and density permissions along the Avenues to ensure that the zoning permissions facilitate development consistent with the updated Mid-rise

Performance Standards. This will include updating as-of-right height and density permissions where needed, in addition to implementing the updated rear transition performance standards. Planning staff are currently reviewing existing Site and Area Specific Policies governing Avenues to identify areas with potential policy conflicts, and will undertake additional public engagement around height and density permissions.

Next Steps

The stakeholder and public consultation completed to date has focused on the updates to the Rear Transition performance standards. Staff will organize additional public engagement about updating the as-of-right height and density permissions in the Zoning By-law to reflect the Mid-rise Building Performance Standards.

Staff will advance finalized updated Rear Transition performance standards for the Mid-Rise Building Urban Design Guidelines and a Zoning By-law Amendment with as-of-right zoning for mid-rise development on Avenues that implement the updated Performance Standards, including rear transition, height and density permissions, for City Council's consideration in Q2 of 2024.

During the intervening months, City Planning staff will continue to apply flexibility in the review of the rear transition for mid-rise buildings, and consider the alternative methods in the draft Mid-Rise Buildings Rear Transition Performance Standards in the review of the rezoning applications.

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SIGNATURE

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ATTACHMENTS

Attachment 1a: Shadow Analysis of 6 Storey Buildings along E-W Street Alignment
Attachment 1b: Shadow Analysis of 11 Storey Buildings along E-W Street Alignment
Attachment 1c: Shadow Analysis of 6 Storey Buildings along N-S Street Alignment
Attachment 1d: Shadow Analysis of 11 Storey Buildings along N-S Street Alignment
Attachment 2: CreateTO - Lessons Learned from the Mass Timber Pilot Program