

## Attachment 2: Addendum to June 2023 Draft Rear Transition Performance Standards

June 2023 Draft Update of Rear Transition Performance Standard	Feedback from Public/Stakeholders from September 2023-April 2024	Recommended Actions
<p><b>#5A: Rear Transition to Low-Rise Buildings</b> The transition between a mid-rise building and low-rise building areas to the rear should be created through a combination of building heights, setbacks and/or step-backs, as well as façade articulation.</p> <p><b>#5C: Rear Transition to Mid-Rise and Tall Buildings</b> The transition between a mid-rise building and other mid-rise or tall building areas to the rear should be created through a combination of setbacks and/or step-backs, ensuring transition to other mid-rise and tall buildings and their supporting open spaces.</p> <p><b>#5D: Rear Transition to Non-Residential Buildings</b> The transition between a mid-rise building and non-residential building areas to the rear should be created through a combination of setbacks and step-backs, ensuring liveability of the mid-rise building.</p>	<ul style="list-style-type: none"> <li>The proposed rear stepbacks for upper storeys should be removed to further simplify the built form. Suggest further simplifying by eliminating the rear upper step-back at the 10th floor.</li> <li>The proposed removal of angular plane requirements would make mid-rise development easier, faster and more affordable.</li> <li>The proposed removal of angular plane requirements would lead to more energy efficient buildings, provide more usable floor space for dwelling units and would be a positive step for mass timber.</li> <li>Setbacks and stepbacks are a barrier to development, dwelling units, and to use of alternative materials and methods; and additional height would be needed to compensate.</li> <li>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.</li> <li>The replacement of angular plane should be accompanied by a reduction in permitted heights to limit additional shadowing and provide transition.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>The mid-rise built form is further simplified by eliminating the upper 2.5m step-back at the 10th floor which was in the draft update. In this regard, mid-rise buildings between 6 and 11 storeys in height will have only one step-back at rear as demonstrated in the diagram below: <div data-bbox="1260 535 1890 1071" data-label="Image"> </div> </li> <li>With the reduced number of step-backs, the mid-rise building rear transition to low-rise, mid-rise, tall building and non-residential buildings is consistent. This change will still allow for good access to sunlight in the neighbourhood during the spring and fall equinoxes. Therefore, it is recommended to consolidate Performance Standards #5A, #5C, and #5D into a single standard, Performance Standard #5A: Rear Transition to Buildings.</li> </ul>

<p><b>#5B: Rear Transition to Parks and Open Spaces</b></p> <p>The transition between a mid-rise building and parks, open spaces or natural areas to the rear should maximize access to sunlight and minimize shadow on the park, open space, or natural area through a combination of setbacks, step-backs and/or angular planes.</p>	<ul style="list-style-type: none"> <li>• The mid-rise building with an active frontage facing onto a park should be designed like the street boulevard with trees and pedestrian walkways. 6m is a typical boulevard width to provide street trees and public sidewalks.</li> <li>• Public realm is important for both front and back. Landscaping is important, particularly given the new residents need outdoor space.</li> <li>• Unsure of usefulness of the setback to edge of parks, which may be less used by people.</li> <li>• Actions to facilitate the development of additional housing supply should be the highest priority and prevail over sunlight, shadow, wind and privacy concerns.</li> <li>• 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.</li> <li>• 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.</li> <li>• Greater building sculpting is required to allow parkland vegetation to receive adequate sunlight.</li> </ul>	<ul style="list-style-type: none"> <li>• The setback of a mid-rise building with an active frontage facing onto a park has been increased from 5 metres to 6 metres to ensure a comfortable pedestrian environment with large growing trees and pedestrian walkways and outdoor amenity spaces for residents.</li> <li>• The recommended built form control for mitigating shadow impacts is a combination of setbacks and step-backs. Since there were no actual guidelines that specified when and how to use the angular plane in the 2023 draft update, the reference to angular planes has been removed. The shadow impacts to the parks can be mitigated through setbacks and step-backs.</li> </ul>
<p><b>#5E: Rear Transition for Deep Sites</b></p> <p>Where a mid-rise building is on a site that is deep enough to 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.</p>	<ul style="list-style-type: none"> <li>• Refer to comments for #5A, #5C and #5D above.</li> </ul>	<ul style="list-style-type: none"> <li>• The final Performance Standard #5E for deep sites is not being advanced at this time due to its dependency on aspects of the Avenues Policy Review project and internal review and analysis of the Mid-Rise Building Urban Design Guidelines. Urban Design staff continue to develop this Performance Standard, which will be included in the Q4 2024 report-back with comprehensive consolidated Mid-Rise Buildings Urban Design Guidelines document.</li> </ul>

<p><b>#5F: Rear Transition for Shallow Sites</b></p> <p>Where a site is too shallow to accommodate an efficient and feasible mid-rise building, land use options that could enable a sufficient building depth will be considered, together with the application of all front, rear and side setbacks and step-backs.</p>	<ul style="list-style-type: none"> <li>• Refer to comments for #5A, #5C and #5D above.</li> </ul>	<ul style="list-style-type: none"> <li>• The final Performance Standard #5F for shallow sites is not being advanced at this time due to its dependency on aspects of the Avenues Policy Review project and internal review and analysis of the Mid-Rise Building Urban Design Guidelines. Urban Design staff continue to develop this Performance Standard, which will be included in the Q4 2024 report-back with comprehensive consolidated Mid-Rise Buildings Urban Design Guidelines document.</li> </ul>
---	---	---