

Swansea Area Ratepayers' Association

Reflecting the interests of the Swansea Community



Mailing Address: Swansea Area Ratepayer's Association  
c/o Swansea Town Hall, Box 103, 95 Lavinia Avenue, Toronto ON M6S 3H9

Swansea Area Ratepayers' Group

Written on behalf of the Swansea Area Ratepayers Association and Group  
(SARA/SARG) March 6, 2024

Delivered by e-mail to the Toronto-East York Community Council

[teycc@toronto.ca](mailto:teycc@toronto.ca)

(Submitted to the Planning Dept. on March 10, 2024)



OP Street Maps Pg. 3



Proposed Building



Developer's Block Context

Attn:

Councillor Gord Perks,

[Councillor\\_Perks@toronto.ca](mailto:Councillor_Perks@toronto.ca)

Councillor Alejandra Bravo

[Councillor\\_Bravo@toronto.ca](mailto:Councillor_Bravo@toronto.ca)

Councillor Ausma Malik

[Councillor\\_Malik@toronto.ca](mailto:Councillor_Malik@toronto.ca)

Councillor Chris Moise

[Councillor\\_Moise@toronto.ca](mailto:Councillor_Moise@toronto.ca)

Councillor Brad Bradford

[Councillor\\_Bradford@toronto.ca](mailto:Councillor_Bradford@toronto.ca)

Councillor Paula Fletcher

[Councillor\\_Fletcher@toronto.ca](mailto:Councillor_Fletcher@toronto.ca)

Councillor Josh Matlow

[Councillor\\_Matlow@toronto.ca](mailto:Councillor_Matlow@toronto.ca)

Councillor Dianne Saxe

[Councillor\\_Saxe@toronto.ca](mailto:Councillor_Saxe@toronto.ca)

Ms. Melanie Schneider, Senior Planner, Community Planning, Toronto East York (South)

[Melanie.Schneider@toronto.ca](mailto:Melanie.Schneider@toronto.ca)

Community Council Clerk, [teycc@toronto.ca](mailto:teycc@toronto.ca)

**Ref: Toronto East York Community Council Hearing April 3, 2024 of the Conversion Application 2461 Bloor Street W Jane Bloor LP (properties 2453-2469 Bloor Street West) Application Number: 23181154STE04OZ**

SARA/SARG is an incorporated not-for-profit community advocacy association which promotes good planning and development on behalf of the Swansea community in the greater Swansea area. Further to the Consultation Meeting of January 30, I am following up on the invitation to question the excesses and confusion of this Conversion Application in the Bloor West Village and provide suggestions for an alternate plan to provide a complementary development in harmony with the Bloor West Village and the adjacent neighbourhood.

A 5-★ thank-you goes out to Melanie, senior planner, for her hard work on this file so far, bringing speedy and transparent answers to my questions. It has been a long time since I have had someone from City Staff pick up the phone immediately in answer to my phone calls!!

## The Application Details as Outlined in the Public Notice and Supporting Documents

The most significant features of the Proposed Zoning By-law Amendment application are a 12-storey mixed use building; total height of 47m; 91 new residential units; 260sqm of at grade retail uses; a total gross floor area of 8249.1 m<sup>2</sup>; an overall density of 6.8 FSI; a 45-metre lot frontage; a shallow 31-metre depth measurement; 186.2m<sup>2</sup> Indoor and 183.6m<sup>2</sup> Outdoor amenity space with 111 bike parking spaces and 40 vehicle parking spaces.

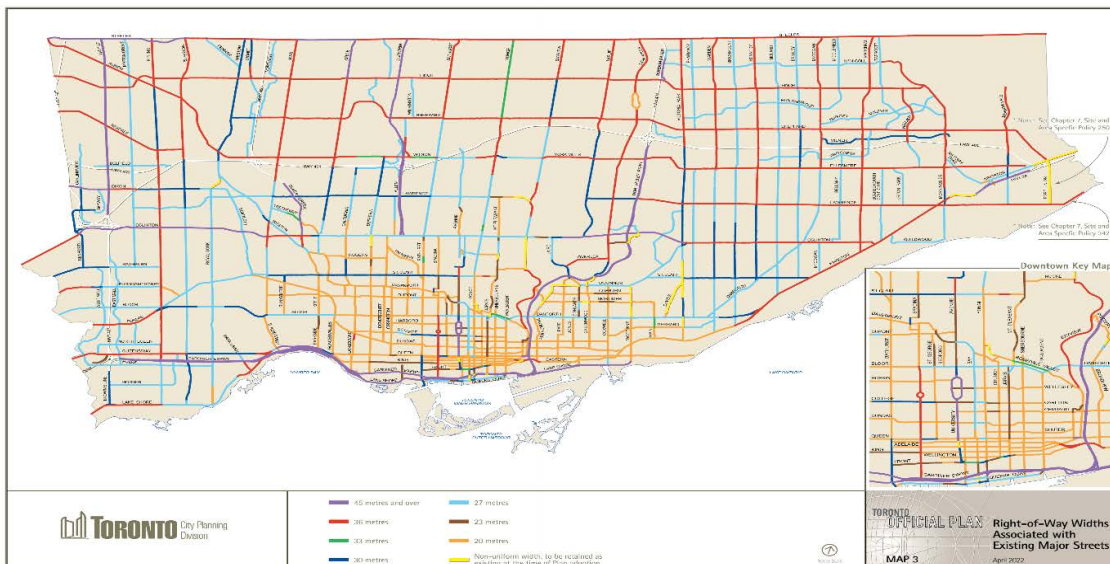
### A Case of Incorrect Notice

The maximum height of this mid-rise building should equal the width of the avenue. If greater than the 30 metres in height which relates to the 30m width of the avenue at the point of location for 2461 Bloor Street, it becomes a tall slab tower. On the architectural drawings, it rises to a height of 47m including the mechanical room and amenity space which is about 52% beyond the maximum height of 30m and could therefore be designed as point towers following the rules of Tall Buildings!!



The Developer has bulked up the 12<sup>th</sup> floor roof with outdoor amenity space while maintaining the required outdoor amenity (e.g. the dog care area) and potential green space on the 2<sup>nd</sup> floor outdoor deck. There is also the perception that this roof top amenity space would become residential units. As this space is counted as part of the FSI calculation, I questioned the existence of a 13<sup>th</sup> Floor with the Developer's Project Manager. She avoided the question by saying that this is what they liked to do on their buildings downtown!!

Melanie, City Senior Planner and Project Manager, immediately disclosed that the Applicants were now applying for a 13-storey build and asked if SARA/SARG would consider measurement instead of storeys to bring the building's height into compliance with the Mid-Rise zoning for this site. Consulting with the SARA/SARG team, we came back with this plan and rationale for the 2461 Bloor Street W Build making it work for both developers and adjacent neighbourhoods.



The OP Street Map Pg 3 Toronto Avenues Widths

## A New Plan Suggested for the 2461 Bloor West New Mid-Rise Conversion Build

The intention of SARA/SARG's new plan for this Application is to maximise the space and mid-rise performance standards in order to provide homes, accommodation that will be accessible to those who are in need of such housing which is a 5-minute walk to the TTC transit system and buses. This intention also includes the protection and enjoyment of the existing adjacent neighbourhoods and its tree canopy, gardens and open spaces.

1. **Set** the height at 30m which is equal to the 30m width of the Avenue at the point of the new build west of Jane Street on the south side of Bloor Street West.  
**(See OP Street Map Pg 3 dated April 2022 above)**
2. **Reduce** each **Storey Height to 2.7m** while maintaining the 4,5m height for the ground floor retail keeping the number of storeys & mechanical rooftop room within the 30m height limit. The chart from the **Table 5 Section 3 Mid-Rise Performance Standards 2017 Document** (see chart below) indicates **that a 30-metre-wide avenue generates a 9-storey 30m high building including the 4.5m storey for the retail component and the penthouse mechanical room.**
3. **Replace** outdoor amenity space with **private exclusive use balconies** which are inset into each unit.
4. **Increase the 260m<sup>2</sup> (2,790 ft<sup>2</sup>) Retail component** to adequately **replace the employment lost by the conversion of 9 retail outlets into a single address of the new condominium corporation.**
5. **Remove the underground parking facility and replace visitor parking with a Smart Car Rental like option.** Work out a visitor parking arrangement with Toronto Parking Authority (TPA) in adjacent Public Parking lots. (Ref: Suggestions from Mid-Rise Performance Standards Addendum 2016)
6. **Use** the basement area as an indoor amenity space for party room, small gym area activities etc. freeing up the amenity space on the second floor for residential units
1. **Lessen** the outdoor amenity space requirements or remove them completely as a site specific exemption due to the close proximity and access to the heritage trails of the Carrying Place and the Humber River trails to the west, the walkways and attractions of High Park to the East and the Lakeside Promenade of Lake Ontario to the south with smaller open spaces in between such as Lollipop Park about two blocks away.
2. **As this is a shallow lot of 31m depth, it is a must that the measurement of the angular plane be used to support appropriate step backs and setbacks both at the front and back of the building.** Separated only by a 6.059m wide public laneway, the adjacent neighbourhood trees, gardens and open spaces need to be protected against the proximity, shade, slab effect of the new building to the south and the Commercial, Restaurant and Patio businesses on the northside of the Bloor West Village. The Bloor West Village is entitled to 5 hours of shadow free, sunshine and daylight a day.

**Table 5 Section 3 Mid-Rise Performance Standards 2017 Document (see attachment below)**

R.O.W. Width	storeys	height (m) <sup>2</sup>
20m	6	19.5
27m	8	25.5
30m	9	28.5
36m	11	34.5

### Assumptions:

1 - R.O.W. widths as identified in Official Plan Map page 3 dated April 2022 indicating that the Royal Blue line along Bloor Street West to Jane Street indicates a 30m wide Avenue with this application positioned west of Jane within this 30m width designation. A personal on-site visit to the intersection in question verified the details of the Map and the chart data below!!

2 – Mixed Use heights assume 4.5m for the ground floor and 3.0m for all floors above

### Why this application needed revisions:

- a) As the City planner has confirmed that the **Developer is now asking for 13 storeys, this is a case of Incorrect Notice**, lack of Transparency and deceptive in everyone's communication with the Swansea Neighbourhood impacted by the excess.
- b) The height of the Mid-Rise should not be higher than the width of the avenue. The avenue according to the City's OP Street Map Pg.3 above is 30m. This Application is asking for 47m and is almost 52% in height above the 30m maximum
- c) The outdoor amenity space is part of the FSI calculated and is located on the roof along with the Mechanical Room and projecting Elevator shaft. This is why it counts as the 13<sup>th</sup> Floor.
- d) If greater than 30 metres as a slab tower, it would have to be designed as a point tower following the rules of Tall Buildings!!
- e) The Shadow Study is missing the time slots of June and December. When applied and included correctly in the Shadow Study, it casts long shadows many blocks deep into the Swansea Neighbourhoods.
- f) This project is not in context with the rest of the buildings of the Developer's Block Context conclusions. (See image above). The image highlights the fact that all other current and future projects have large open spaces separating them from their neighbourhoods. This project is described as **a shallow site** coming in at only 31 metres in depth and separated from the adjacent neighbourhood by a public laneway which is 6.059m wide.
- g) The Transportation/Traffic Study has been upended with the arrival of bicycle lanes and reduced car lanes all along Bloor Street West to Islington with the intention of reducing cars, traffic and/or calming the traffic which remains. The City's Transportation Dept. has spent decades sorting out the nightmare intersection between the South Kingsway and Jane Street. Now this project throws 40 cars into an intersection where none were anticipated or needed because of the proximity to the TTC and other transit systems.
- h) In addition to those cars being lift-loaded into the laneway, there are the issues of the garbage (1 type G Waste Collection only), supply and construction trucks and the potential school buses having to enter and turn around in the laneway and enter and exit left or right onto the South Kingsway. **These are larger trucks needed to service a 52% increase in density and which will need wider turn space to make their left and right hand turns in and out of the narrow, two-way, 6-metre-wide public laneway into the busy intersection of the South Kingsway.** This is a similar problem, with the need for trucks to move into reduced oncoming lanes to make a right-hand turn, which has been experienced at the intersection of the development site at 1978 Lakeshore Blvd. West and Windermere. **(See attachment)**
- i) Consideration has not been given to those adjacent neighbourhood homeowners on Larkin Avenue whose back yard car garages open onto the public laneway or the fact that it is also used for visitor parking.

## **In Conclusion**

The new SARA Plan has been written with suggestions taken from the City of Toronto resource documents as approved by City Council June 7, 2016 [backgroundfile-92537.pdf \(toronto.ca\)](#) **Mid- Rise Performance Standards Addendum** which contains the direction for City Staff to use it as a complimentary support document to **Section 3 – Performances Standards for Mid-Rise Buildings. (See attached)**. These are the latest official documents which have been **approved by City Council**. Any other changes are still subject to consultation and further review.

The Swansea Area Ratepayers Association supports the needed gentle housing intensification in the Bloor West Village Avenue corridor accompanied by good planning and design, infrastructure needs, respect for the area's deep and special historical and environmental Heritage and the continued quality of life for the existing, surrounding neighbourhoods.

SARA was recognised for its support in the production of the Mid-Rise Performance Standards Addendum and we were a major contributor to the development of the Bloor West Village Avenue Study. As we have demonstrated such willingness and expertise in the past, we are more than willing to work with City Planners and the Developer's Staff to make this application a Win-Win for all involved. We look forward to receiving a positive response to our submission and would be willing to work with you to implement these changes.

Yours truly

*V Wynne*

Veronica Wynne

SARA/SARG, President.

[swansearatepayers@bell.net](mailto:swansearatepayers@bell.net)

## 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="1241 245 2039 529"> <thead> <tr> <th data-bbox="1241 245 1635 334"><u>ROW Width</u></th> <th data-bbox="1635 245 2039 334"><u>Recommended Stepback Height</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="1241 334 1635 386"><u>20m or less</u></td> <td data-bbox="1635 334 2039 386"><u>10.5m</u></td> </tr> <tr> <td data-bbox="1241 386 1635 475"><u>Greater than 20m, but less than 36m</u></td> <td data-bbox="1635 386 2039 475"><u>13.5m</u></td> </tr> <tr> <td data-bbox="1241 475 1635 529"><u>36m or greater</u></td> <td data-bbox="1635 475 2039 529"><u>16.5m</u></td> </tr> </tbody> </table> <p data-bbox="1304 565 2039 662"><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>									
<u>Greater than 20m, but less than 36m</u>	<u>13.5m</u>									
<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>								

2010 Performance Standard	Feedback from Public/Stakeholders/Staff/Council	Recommended Actions										
<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="1236 951 2041 1218"> <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>



2010 Performance Standard	Feedback from Public/Stakeholders/Staff/Council	Recommended Actions
<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>

2010 Performance Standard	Feedback from Public/Stakeholders/Staff/Council	Recommended Actions
<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>

2010 Performance Standard	Feedback from Public/Stakeholders/Staff/Council	Recommended Actions
<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 Mid-Rise Buildings Study 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>

2010 Performance Standard	Feedback from Public/Stakeholders/Staff/Council	Recommended Actions
	<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 <i>total building height</i> 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>

2010 Performance Standard	Feedback from Public/Stakeholders/Staff/Council	Recommended Actions
<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>

2010 Performance Standard	Feedback from Public/Stakeholders/Staff/Council	Recommended Actions
<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>

2010 Performance Standard	Feedback from Public/Stakeholders/Staff/Council	Recommended Actions
<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>	

# Section 3: Performance Standards for Mid-Rise Buildings



## 3.1

# Introduction

**This section proposes a series of Performance Standards that will guide the design of mid-rise buildings in a manner appropriate to the Avenues.**

The Performance Standards are guided by the objective to create healthy, livable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods. To this end, built form controls embedded in these standards will ensure that the Avenues develop in an appropriate and context-sensitive manner. The Performance Standards are intended to provide simple, straight-forward guidance for those seeking to develop mid-rise projects on the Avenues. Key provisions are as follows:

- Buildings are moderate in height - no taller than the R.O.W. is wide;
- Buildings provide an appropriate transition in scale to adjacent neighbourhoods;
- Sidewalks are wide enough to include and support trees, generate a lively pedestrian culture and ensure accessibility for all;
- Sidewalks on the Avenues enjoy at least five hours of sunlight from the spring through to the fall;
- The ground floor of buildings provide uses that enliven sidewalks and create safe pedestrian conditions;
- The public realm should be protected and enhanced by limiting vehicle access from the Avenue, encouraging shared access, and creating a public laneway system that is accessed from side streets;
- Streetscape and building design reflects excellence in sustainability, urban design and architecture, recognizing the important public role of the Avenues in defining the quality of life for the city and its neighbourhoods; and,
- Mid-rise development sites located within Existing HCDs, HCDs Under Study, areas that warrant further heritage analysis, and Character Areas (see Section 2.3.1), should reflect local conditions and reference additional design guidelines that promote “context sensitive” intensification.

Key recommendations contained in this section are intended to form the basis for a new as-of-right zoning for mid-rise buildings on the Avenues. This new zoning will apply mainly to those Avenue segments designated as Mixed-Use Areas and Employment Areas (see Section 2.1: Where the Recommendations Apply). It is anticipated that this new zoning may reduce the need to prepare area specific studies for all segments. However, certain areas of the Avenues with unique characteristics may continue to require area specific study.

Through an as-of-right zoning strategy and other changes to City processes (see Section 4: Recommendations), the City will provide a level of certainty to the development process that is absent today. Land owners and developers working within this new regulatory framework will know how much they can build and the general timeframes they can expect for the application process. In return, they will be expected to build to a high standard of design excellence. The community will be offered a greater degree of assurance that the standards controlling building heights and massing will be adhered to.

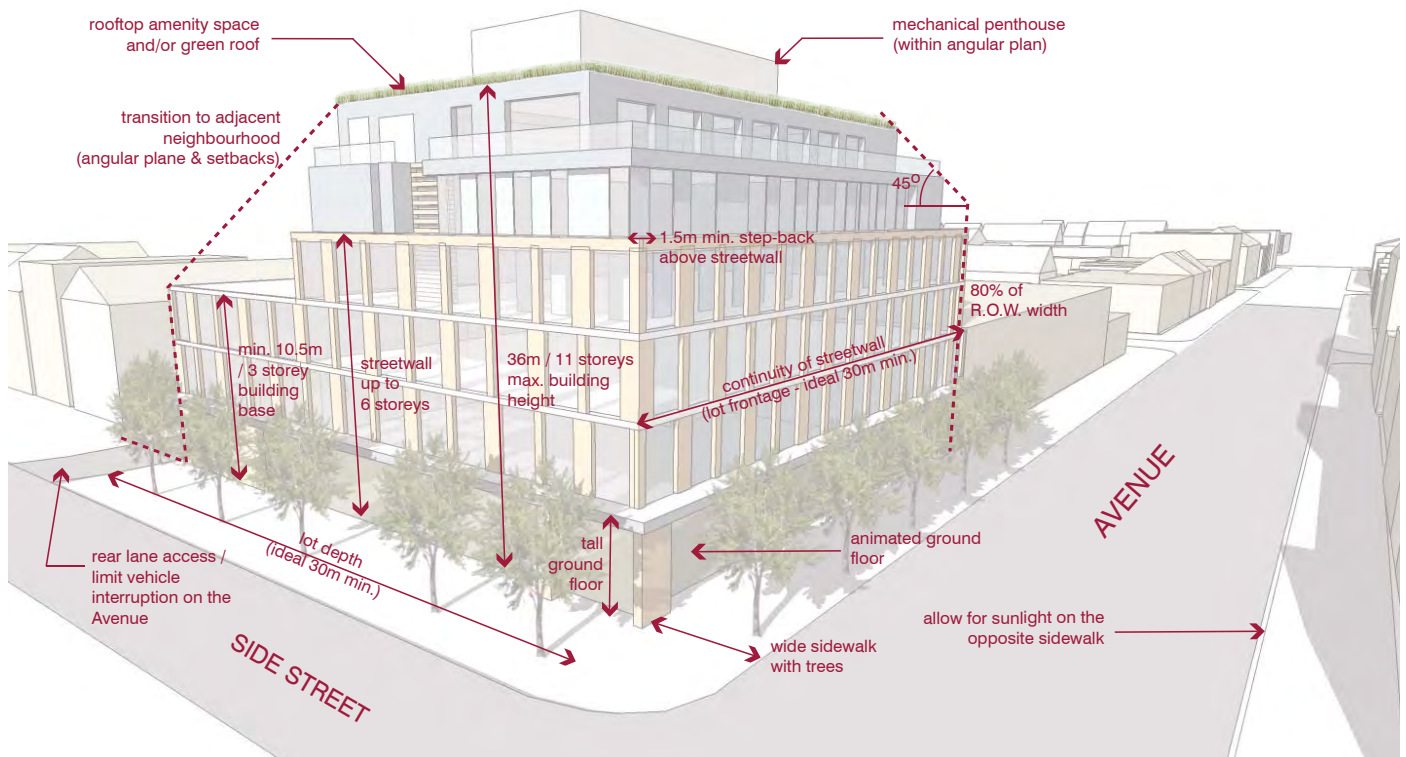


Diagram illustrating key components of the Performance Standards.

# How can Performance Standards help create great Mid-Rise buildings on the Avenues?

Performance Standards are based on best principles (Official Plan policies) and best practices (urban design criteria and guidelines) and will guide the design of mid-rise buildings and ensure they are responsive to both their existing and planned context.

The creation and implementation of Performance Standards for mid-rise buildings will help to ensure high quality, appropriately-scaled mid-rise urban form along the Avenues. The creation of well-designed, pedestrian-scaled streets will result in mid-rise buildings that are of the highest design character and respond to their district and city-wide context.

Successful mid-rise buildings employ design strategies such as street-oriented character, massing that responds to all frontages, a variety of architectural detail and context-sensitive massing. The design of Avenues-oriented buildings must be mindful of limiting shadows on sidewalks and neighbouring properties, and should stimulate pedestrian environments through the careful use of scale, setbacks and step-backs.

## Implementation of the Performance Standards

Section 3.2 outlines Performance Standards recommended by this study.

The Performance Standards refer to an integrated set of measurable criteria used to establish how existing and planned buildings behave towards each other or “perform” in relation to a set of criteria or principles, within an area specific setting or context. Some Performance Standards include criteria (e.g. Design Quality) that are not as easily measurable and provide guidance on urban design quality and character within the context of this study.

Some of the following Performance Standards define requirements that could be integrated into new zoning by-laws, while others will be used as design guidelines to complement the zoning regulations.

## Exceptions to the Performance Standards

When implementing the urban design recommendations of this section, whether through zoning or design guidelines, it is important to recognize that exceptions may sometimes be warranted and that at times a project that strives for excellence in design can demonstrate that a specific guideline is not appropriate in that instance. It is the responsibility of the designer / developer / builder to demonstrate to the City where this exception exists and it is at the discretion of the City to support or not support a justification. In cases where the City requires further review of applications, the City's Design Review Panel may assist the process.

### 3.1.1 Using the Performance Standards

The application of the Performance Standards will vary according to location on the Avenues (i.e. width of the R.O.W., Character Area, Retail Priority Area) as well as physical site characteristics (i.e. lot depth and width, topography), and site location (i.e. corner or mid-block sites). The following Key Considerations are provided to give users of this document a step-by-step guide to determining which Performance Standards to use, and how they will apply in a site-specific manner. These steps are provided as a guide only, and it is recommended that the Performance Standards be read in their entirety.

#### Key Considerations

1. What is the maximum allowable height?  
*Refer to Performance Standard 1 for R.O.W. widths and provisions for maximum allowable heights*
2. What angular planes will apply to the rear?  
*The property dimensions and land use to the rear will influence applicability of the rear transition. Refer to Performance Standards 5A - 5D*
3. What provisions will apply to the side property?  
*Is the property on a corner or mid-block location? Refer to Performance Standards 6, 8A - 8E, and 13*
4. Will front setbacks be required?  
*What is the width of the existing sidewalks? In combination with the width of the R.O.W., this will determine if front setbacks are applicable. Refer to Performance Standard 7 (setbacks will vary by use i.e. commercial-retail or residential at-grade).*
5. Is there an existing public lane at the rear of the property?  
*Refer to Performance Standards 5A - 5D, 16A and 16B*
6. Is the property in a Character Area?  
*Refer to Performance Standards 19 A - G, and Appendix A: Character Area Study*
7. Is the property in an area where retail at grade is required?  
*Refer to Performance Standard 3, and Appendix B: Retail Study*
8. Is the use at grade (fronting the Avenue) residential?  
*Refer first to Section 2.4.2: Recommendations for Retail At Grade, and refer to Performance Standards 3 and 16*

### 3.1.2 Optimal Site Conditions

A thorough review of the Avenues existing context reveals that no two Avenues are identical, nor are there sites with identical characteristics or conditions. This section outlines some of the ideal site conditions for the optimal development of a mid-rise building within the context of this study.

1. Table 3 identifies the maximum allowable heights based on R.O.W. width.

To achieve these heights, minimum lot depths are required as per Table 4. These depths assume the integration of:

- angular planes - front and rear;
- setbacks, including rear lanes;
- a depth of 11.6 metres for the uppermost floor at the maximum height (identified as a minimum dimension for a double-loaded corridor), following the application of the angular planes; and
- potential for typical below-grade parking layouts, including ramps and access.

See section diagrams on opposite page.

Mid-rise buildings may be developed on properties shallower than those identified in Table 4. Generally, a lot depth of approximately 30 metres will permit the development of a 5 to 6-storey mid-rise building and can integrate below-grade parking. For example, to achieve a top floor of 11.6 metres on a 6-storey building, a depth of 32.6 metres is required (see section diagrams on opposite page).

The optimal conditions are dependent on a combination of both lot width and depth.

Table 3

R.O.W. Width <sup>1</sup>	Mixed-Use		Commercial	
	storeys	height (m) <sup>2</sup>	storeys	height (m) <sup>3</sup>
20m	6	19.5	5	18.9
27m	8	25.5	7	26.1
30m	9	28.5	8	29.7
36m	11	34.5	9	33.3

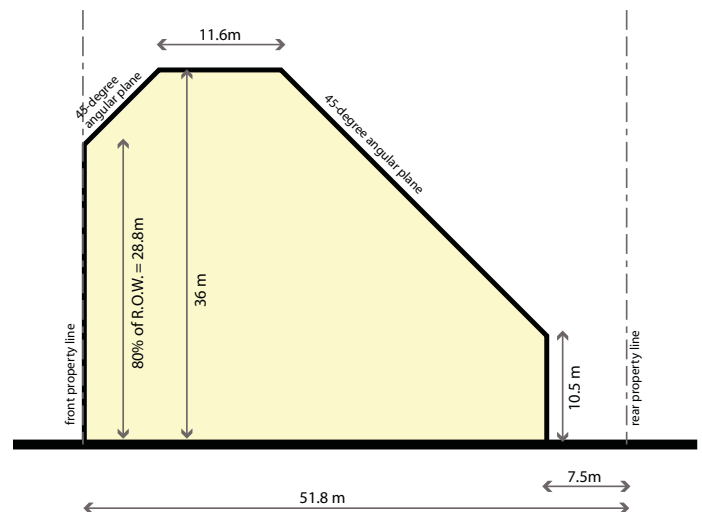
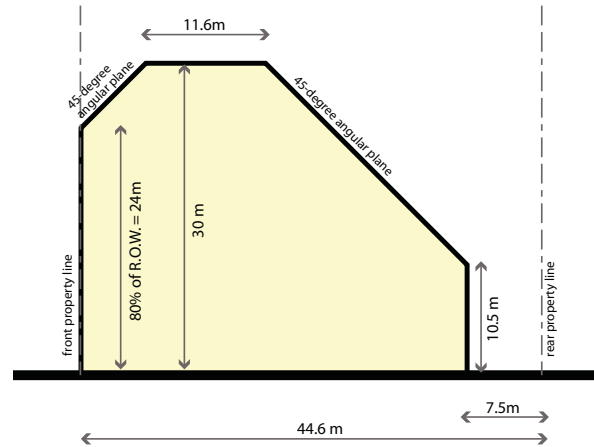
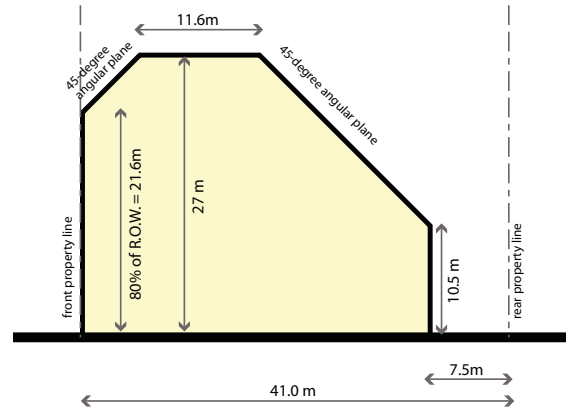
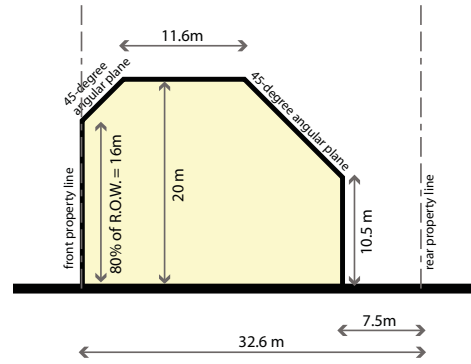
Assumptions

- 1 - R.O.W. widths as identified in Official Plan Map 3
- 2 - Mixed Use heights assume 4.5m for ground floor and 3.0m for all floors above
- 3 - Commercial heights assume 4.5m for ground floor and 3.6m for all floors above

Table 4

R.O.W. Width	Lot Depth
Ideal Minimum	
20m	32.6m
27m	41.0m
30m	44.6m
36m	51.8m

*Assumes a depth of 11.6 metres at the uppermost height per R.O.W. (using a setback of 7.5m & 45-degree angular plane from 10.5m above the setback).*



2. Minimum lot widths of 30 metres will:
  - allow for the integration of structured on-site parking;
  - be able to incorporate side step-backs at upper storeys; and
  - potentially encourage property owners to consider consolidation of narrow properties.
  
3. Other ideal lot conditions include:
  - existing rear lane or potential to extend a rear lane system; and
  - adequate sidewalk widths of 4.8 to 6.0 metres.

Illustration of ideal minimum lot depths by R.O.W. width. Rear set back can include public lane where they exist.

## 3.2

# Performance Standards

### 1. Maximum Allowable Height

The maximum allowable height of buildings on the Avenues will be no taller than the width of the Avenue right-of-way, up to a maximum mid-rise height of 11 storeys (36 metres).

### 2. Minimum Building Height

All new buildings on the Avenues must achieve a minimum height of 10.5 metres (up to 3 storeys) at the street frontage.

### 3. Minimum Ground Floor Height

The minimum floor to floor height of the ground floor should be 4.5 metres to facilitate retail uses at grade.

### 4A. Front Façade: Angular Plane

The building envelope should allow for a minimum of 5-hours of sunlight onto the Avenue sidewalks from March 21st - September 21st.

### 4B. Front Façade: Pedestrian Perception Step-back

“Pedestrian Perception” step-backs may be required to mitigate the perception of height and create comfortable pedestrian conditions.

### 4C. Front Façade: Alignment

The front street wall of mid-rise buildings should be built to the front property lines or applicable setback lines.

### 5A. Rear Transition to Neighbourhoods: Deep

The transition between a deep Avenue property and areas designated Neighbourhoods, Parks and Open Space Areas, and Natural Areas to the rear should be created through setback and angular plane provisions.

### 5B. Rear Transition to Neighbourhoods: Shallow

The transition between a shallow Avenue property and areas designated Neighbourhoods, Parks and Open Space Areas, and Natural Areas to the rear should be created through alternative setback and angular plane provisions.

### 5C. Rear Transition to Employment Areas

The transition between an Avenue property and areas designated Employment Areas to the rear should be created through setback and step-back provisions.

### 5D. Rear Transition to Apartment Neighbourhoods

The transition between an Avenue property and areas designated Apartment Neighbourhoods to the rear should be created through setbacks and other provisions.

### 6. Corner Sites: Heights & Angular Planes

On corner sites, the front angular plane and heights that apply to the Avenue frontage will also apply to the secondary street frontage.

### 7A. Minimum Sidewalk Zones

Mid-rise buildings may be required to be set back at grade to provide a minimum sidewalk zone.

### 7B. Streetscapes

Avenue streetscapes should provide the highest level of urban design treatment to create beautiful pedestrian environments and great places to shop, work and live.

### 8A. Side Property Line: Continuous Street Walls

Mid-rise buildings should be built to the side property lines.

### 8B. Side Property Line: Limiting Blank Side Walls

Blank sidewalls should be designed as an architecturally finished surface and large expanses of blank sidewalls should be avoided.

### 8C. Side Property Line: Step-backs at Upper Storeys

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 step-backs at the upper storeys.

### 8D. Side Property Line: Existing Side Windows

Existing buildings with side wall windows should not be negatively impacted by new developments.

### 8E. Side Property Line: Side Street Setbacks

Buildings should be setback along the side streets to provide transition to adjacent residential properties with front yard setbacks.

**9. Building Width: Maximum Width**

Where mid-rise building frontages are more than 60 metres in width, building façades should be articulated or “broken up” to ensure that façades are not overly long.

**10. At-Grade Uses: Residential**

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.

**11. Setbacks for Civic Spaces**

In special circumstances where civic or public spaces are desired, additional setbacks may be encouraged.

**12. Balconies & Projections**

Balconies and other projecting building elements should not negatively impact the public realm or prevent adherence to other Performance Standards.

**13. Roofs & Roofscapes**

Mechanical penthouses may exceed the maximum height limit by up to 5 metres but may not penetrate any angular planes.

**14. Exterior Building Materials**

Buildings should utilize high-quality materials selected for their permanence, durability and energy efficiency.

**15. Façade Design & Articulation**

Mid-rise buildings will be designed to support the public and commercial function of the Avenue through well articulated and appropriately scaled façades.

**16A. Vehicular Access**

Whenever possible, vehicular access should be provided via local streets and rear lanes, not the Avenue.

**16B. Mid-Block Vehicular Access**

For mid-block sites without rear lane access, a front driveway may be permitted, provided established criteria are met.

**17. Loading & Servicing**

Loading, servicing, and other vehicular related functions should not detract from the use or attractiveness of the pedestrian realm.

**18. Design Quality**

Mid-rise buildings will reflect design excellence and green building innovation, utilizing high-quality materials that acknowledge the public role of the Avenues.

**19A. Heritage & Character Areas**

All mid-rise buildings on the Avenues should respect and be sensitively integrated with heritage buildings in the context of Heritage Conservation Districts.

**19B. Development in a HCD**

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 a Heritage Property**

Development adjacent to heritage properties should be sensitive to, and not negatively impact, heritage properties.

**19D. Character Area: Fine Grain Fabric**

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. Character Area: Consistent Cornice Line**

Buildings in a Character Area should maintain a consistent cornice line for the first step-back by establishing a “datum line” or an average of the existing cornice line.

**19F. Character Area: Vertical Additions**

Additions to existing buildings is an alternative to redevelopment projects on the Avenues, and should be encouraged in areas with an existing urban fabric.

**19G. Character Area: Other Considerations**

Additional “context sensitive” design and massing guidelines should be considered for development in Character Areas.



# Performance Standard #1: Maximum Allowable Height

The maximum allowable height of buildings on the Avenues will be no taller than the width of the Avenue right-of-way, up to a maximum mid-rise height of 11 storeys (36 metres).

- Using the four prevailing right-of-way widths: 20, 27, 30, & 36 metres.
- The maximum height may only be achieved if the built form demonstrates compliance with all applicable Performance Standards.
- Not all sites on the Avenues will be able to achieve the maximum height. The dimensions of the development lot – particularly lot depth – impact the ability of a given site to be built to its maximum height.

Achieving the maximum building heights will be dictated by the required angular planes set out in subsequent Performance Standards.

## Rationale

The City has generally defined mid-rise buildings as being “taller than a typical house or townhouse but no taller than the width of the street’s public right-of-way”. For example, on a street with a 20 metre right-of-way, a mid-rise building consisting of commercial uses at grade and residential uses above, can be up to 20 metres in height, or 6 storeys.

Official Plan Map 3 - Right-of-Way Widths Associated with Existing Major Streets, identifies Avenues with seven different right-of-ways (R.O.W.) widths: 20, 23, 27, 30, 33, 36, and 45 metres. There are four widths - 20, 27, 30 and 36 metres that prevail. In instances where the right-of-way width is 23 and 33 metres, Performance Standards for mid-rise buildings will apply, permitting maximum building heights are the same as the R.O.W.

Eglinton Avenue West is the only Avenue that has a 45 metre wide R.O.W. As the maximum mid-rise height is defined as 11 storeys, or approximately, 36 metres, the City should undertake further study of this area to determine appropriate building heights.

The *Design Criteria for Review of Tall Building Proposals* defines tall buildings as those which are taller than the right-of-way they are located on. For the purposes of this study, it is assumed a mid-rise building is never taller than 11 storeys or 36 metres high (equal to the width of the widest prevailing right-of-way found on the Avenues).

Table 5

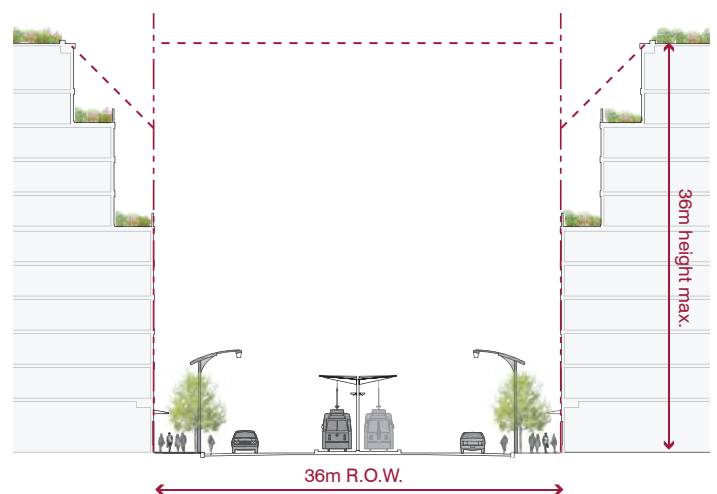
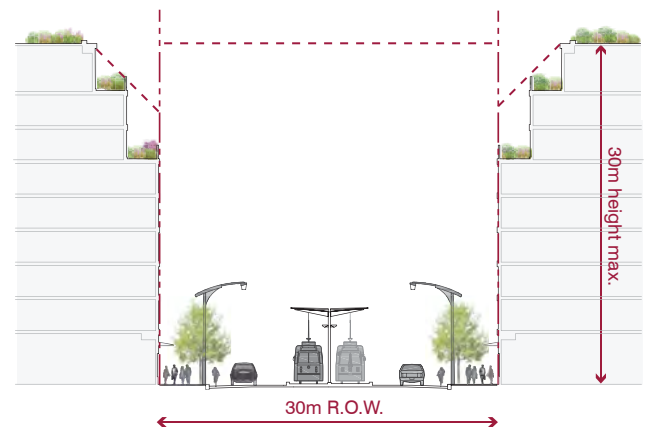
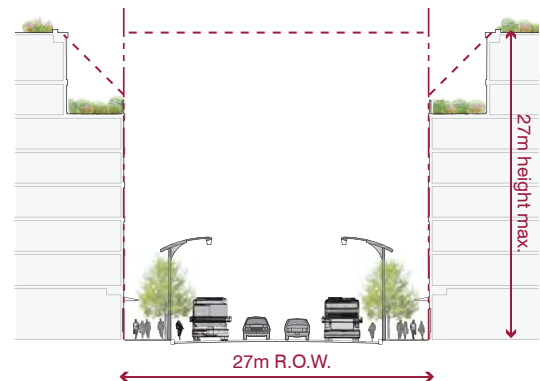
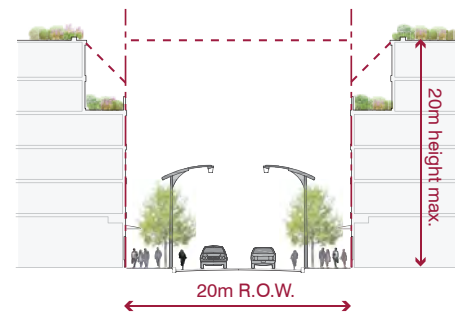
R.O.W. Width <sup>1</sup>	Mixed-Use		Commercial	
	storeys	height (m) <sup>2</sup>	storeys	height (m) <sup>3</sup>
20m	6	19.5	5	18.9
27m	8	25.5	7	26.1
30m	9	28.5	8	29.7
36m	11	34.5	9	33.3

### Assumptions

1 - R.O.W. widths as identified in Official Plan Map 3

2 - Mixed Use heights assume 4.5m for ground floor and 3.0m for all floors above

3 - Commercial heights assume 4.5m for ground floor and 3.6m for all floors above



The former City of Toronto’s Main Streets By-law (By-law 1994-0178) was created after a study of existing context along Toronto’s main streets as well as extensive public consultation. The resulting By-law created a building envelope within the 4 to 6 storey range. However, the City has seen very little “uptake” based on this zoning and today there are still very few buildings in this height range along the former City’s main streets.

The creation of a context-appropriate height regime might encourage land owners to consider the mid-rise building as a feasible typology for development.

Sites that are constrained by size or context and cannot meet the Performance Standards for front, side and rear transitions (Performance Standards 4, 5, and the 7) **will generally not be permitted to develop at the maximum height.** The maximum allowable height defined in this Performance Standard is the determining factor for height maximums and supersedes other angular plane restrictions which could potentially be more permissive.

This study recognizes that building height is only one aspect of regulating building design. Imperative to the success of the Avenues is the ability of mid-rise buildings to fit into a variety of existing contexts and contribute positively to the overall character of the Avenues. Subsequent Performance Standards outline additional methods to shape and design mid-rise buildings.

### Official Plan Reference

#### 3.1.2 Built Form

Policies: 1, 3 a), and 4

*Maximum allowable height is determined by the width of the right-of-way (Note, in some cases, where sidewalk width is not sufficient, front setbacks from the property line will be necessary. This will not affect the overall height or angular plane provisions applied to the building).*

# Map 6: Avenues & R.O.W. Widths



Not to Scale

Map should be referred to in colour



According to Official Plan Map 3 - Right-of-Way Widths Associated with Existing Major Streets, the Avenue right-of-ways fall into one of seven widths: 20, 23, 27, 30, 33, 36, and 45 metres. There are four widths - 20, 27, 30 and 36 metres that prevail. In instances where the right-of-way width is 23 and 33 metres, maximum building heights should not exceed the R.O.W. width. The 45 metre wide R.O.W. along Eglinton Avenue West should be considered for area-specific study.

# Performance Standard #2: Minimum Building Height

All new buildings on the Avenues must achieve a minimum height of 10.5 metres (3 storeys) at the street frontage.

## Rationale

The City's strategy to reurbanize the Avenues will strengthen community focal points as well as intensify mixed-uses in appropriate locations. By identifying the Avenues as locations for new residents and jobs, the City can make better use of existing infrastructure and create a more vibrant street life on the Avenues. In order to do this, the

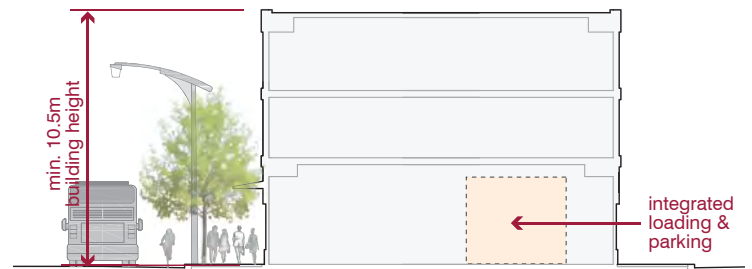
inefficient development of sites on the Avenues needs to be prevented through the requirement of a minimum building height on the Avenues. One-storey retail buildings and townhomes are examples of inefficient building typologies.

A minimum height of 10.5 metres will allow for up to three storeys, but different uses may result in one or two storey buildings.

The minimum building height also supports the objective to create a pedestrian environment through street walls that are generally consistent along the Avenues, as well as achieving a minimum density along the Avenues to support improved public transit.



Example of a 3 storey building.



Examples of minimum total building height of 3 storeys.

## Official Plan Reference

### 2.2 Structuring Growth in the City: Integrating Land Use and Transportation

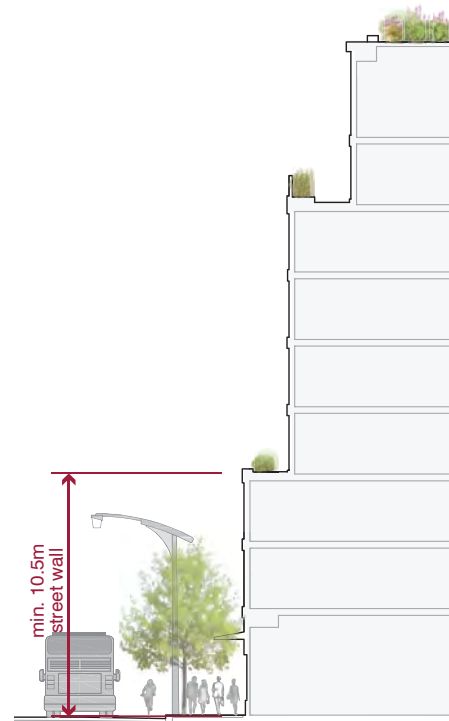
Policies: 2 a), 2 b), and 2 d)

### 2.2.3 Avenues: Reurbanizing Arterial Corridors

Policies: 2 b) i), and 2 b) v) (1)



Example of a 3 storey street wall.



Examples of minimum street wall height of 3 storeys.

# Performance Standard #3: Minimum Ground Floor Height

**The minimum floor-to-floor height of the ground floor should be 4.5 metres to facilitate retail uses at grade.**

- **Ground floor heights should be a minimum of 4.5 metres (floor to floor, measured from average grade) to accommodate retail uses and provide sufficient clearance for loading areas. Where residential uses front onto Avenues at grade level, the vertical distance from grade to the top of the second storey floor level should also measure 4.5 metres.**

## Rationale

Floor heights for commercial uses are generally higher than a typical residential floor. A taller floor-to-floor height at grade will provide for flexibility of grade level uses and increase the marketability of retail spaces. A floor-to-floor height of 4.5 metres has been cited as the desirable height to achieve this. A taller floor-to-floor height at the street level also emphasizes this portion of the building and thereby increases the visibility of any developed retail.

A floor-to-floor height of 4.5 metres provides clearance for loading spaces and trucks into internal spaces of a building (i.e. would not require double height garage door openings), which should be met at the rear of the site.

A 4.5 metre floor-to-floor height is also required for at-grade residential uses fronting onto an Avenue. For residential uses, the 4.5 metres height would be taken from exterior grade to the top of the second storey floor level. See Performance Standard 10 for a description of design measures for residential at grade.

As the Avenues mature, residential uses at grade may be converted to retail uses. The 4.5 metre height considered with a horizontal setback required for residential uses (see Performance Standard 10), provides an infill zone that can accommodate this transition.

## Official Plan Reference

### *2.2 Structuring Growth in the City: Integrating Land Use and Transportation*

Policies: 2 c)

### *3.5.2 The Future of Retailing*



*Example of minimum ground floor height for commercial-retail uses.*



*Example of tall ground floors for flexible commercial space.*



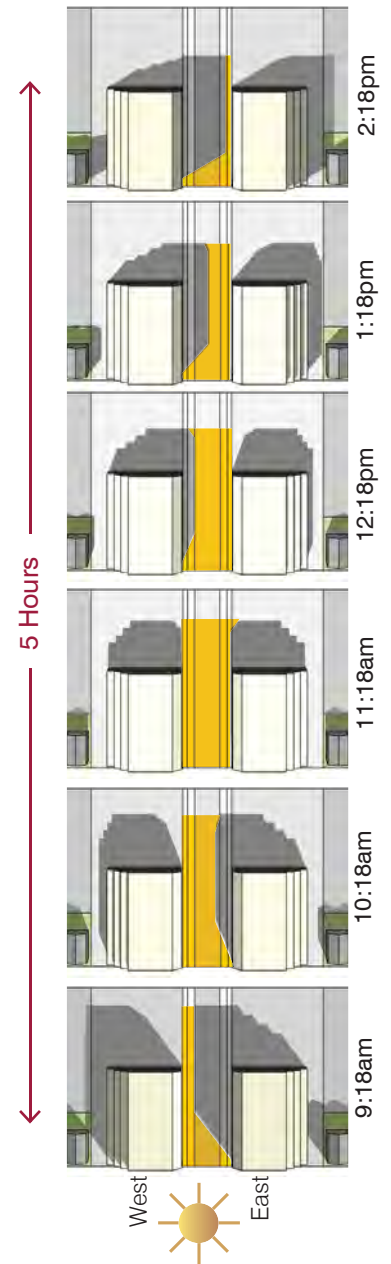
# Performance Standard #4A: Front Façade: Angular Plane

The building envelope should allow for a minimum of 5-hours of sunlight onto the Avenue sidewalks from March 21st - September 21st.

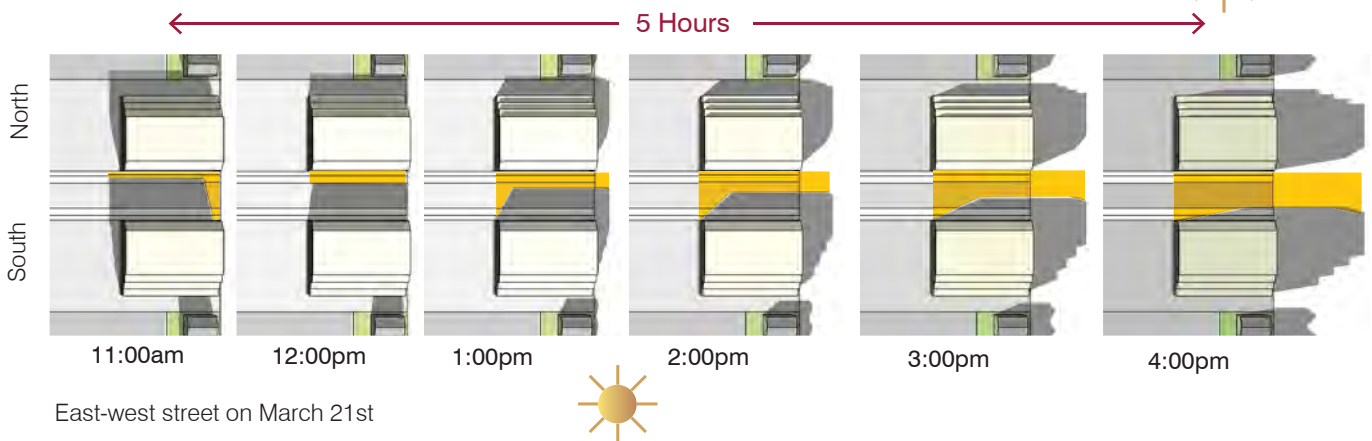
## Rationale

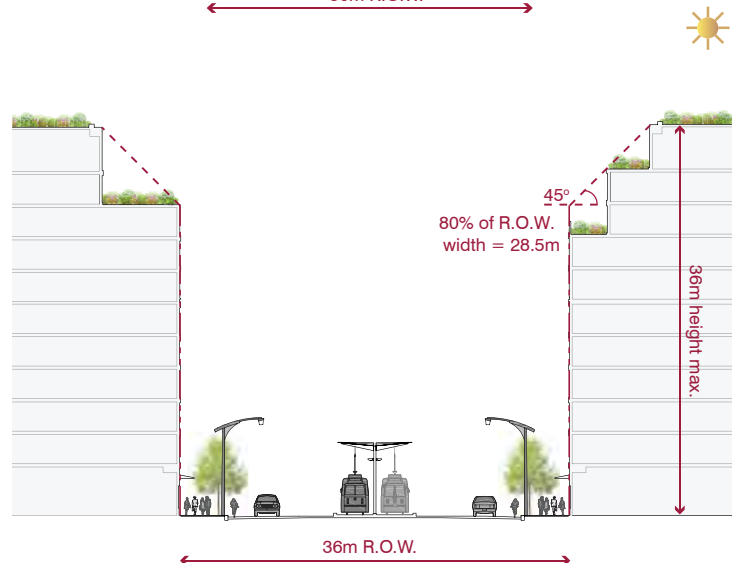
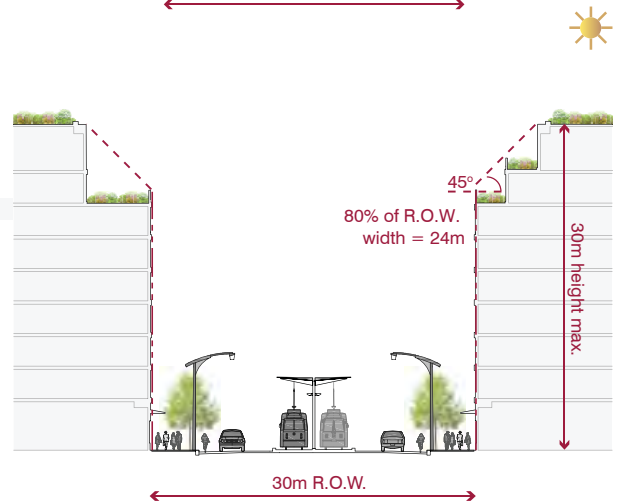
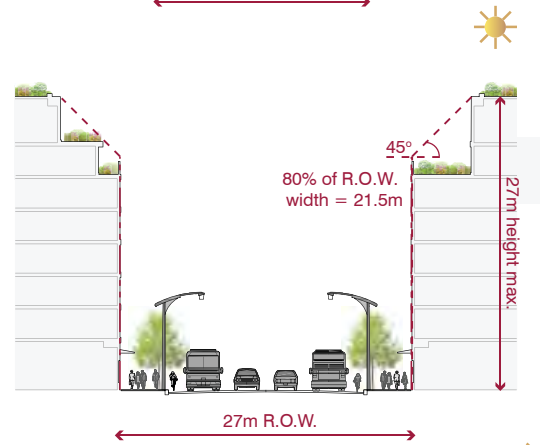
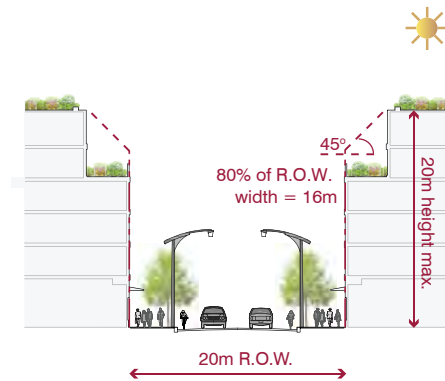
The success of the Avenues is contingent on the ability to create great main streets with comfortable, attractive public spaces, especially sidewalks. The Official Plan reiterates this notion, stating that “Great cities are judged by the look and quality of their squares, parks, streets and public spaces and the buildings which frame and define them.”

Extensive research about the effects of sunlight on Toronto’s sidewalks was compiled in the “Sun, Wind, and Pedestrian Comfort: A Study of Toronto’s Central Area” by Bosselman et al., 1990. Key recommendations of this study support the objective to maintain a minimum of 5-hours of sunlight on Toronto’s commercial streets or Avenues between the spring equinox and fall equinox.



North-south street on September 21st





This Performance Standard results in a building envelope that allows for 5-hours of sunlight access on the opposite sidewalk as well as ensuring that the street wall height is in proportion with the R.O.W. An angular plane will be taken from a height equivalent to 80% of the R.O.W. width and subsequent storeys must fit within a 45-degree angular plane from this point. The minimum street wall height is 10.5 metres as per Performance Standard 2.

Given that there may be buildings as high as the right-of-way width, the upper storeys of buildings will need to be massed to provide sunlight on the opposite sidewalk. Buildings built to the front property line and to the maximum allowable height will need to step-back to fit within this angular plane.

The recommendations of this Performance Standard should also apply to diagonal streets, buildings that are set back from the property line, and streets that have a grade difference from one side of the R.O.W. to the other, in order to achieve consistency of built form along the Avenues, even though the five hours of sunlight may be achieved through different tools.

## Official Plan Reference

### 3.1.2 Built Form

Policies: 3 c), 3 d), and 3 e)

### 4.5 Mixed Use Areas

Policies: 2 e)

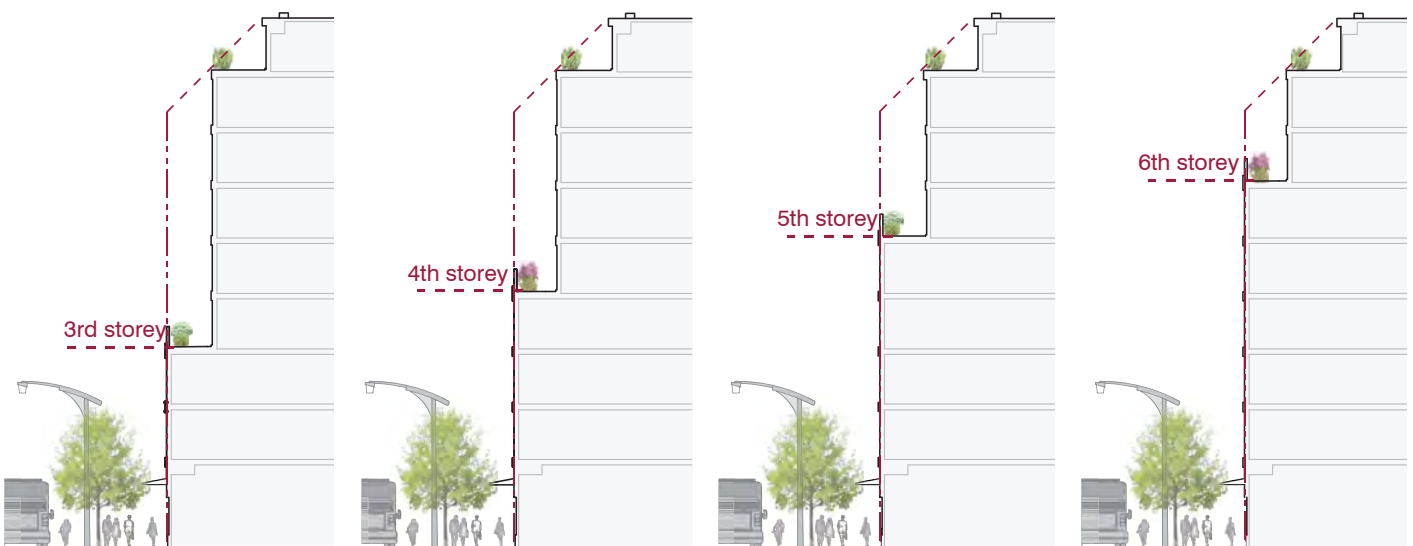
# Performance Standard #4B: Front Façade: Pedestrian Perception Step-back

**“Pedestrian Perception” step-backs on buildings taller than 23 metres should be required to mitigate the perception of height and create buildings at the street that are of a comfortable scale for pedestrians.**

## Rationale

The provisions of Performance Standard 4A will generally result in a step-back of the upper floors of mid-rise buildings. An additional step-back may be appropriate for buildings taller than 7 storeys in height as a means of mitigating the perception of height on the Avenue. The ideal location of this additional “Pedestrian Perception” step-back is not prescribed and should be determined as part of the design process.

Front step-backs articulate building massing, reduce shadow impacts within the public realm, and help to mitigate the pedestrian’s perception of height. The minimum step-back dimension is 1.5 metres.



*For buildings taller than 23 metres, an additional step-back may be required. The location of this step-back is flexible. The above example illustrates a 9 storey building on a 30 metre R.O.W. which integrates step-backs in accordance with Performance Standard 4A: Front Façade: Angular Plan and an additional Pedestrian Perception step-back.*

Buildings on a 20 and 23 metre right-of-way are not required to meet this Guideline. For R.O.W.s, larger than 23 metres, an additional Pedestrian Perception step-back should be considered between the third floor and the 80% height of the façade.

## Official Plan Reference

### 3.1.2 Built Form

Policies: 4



Visualization of front step-backs on a 30 metre wide R.O.W.

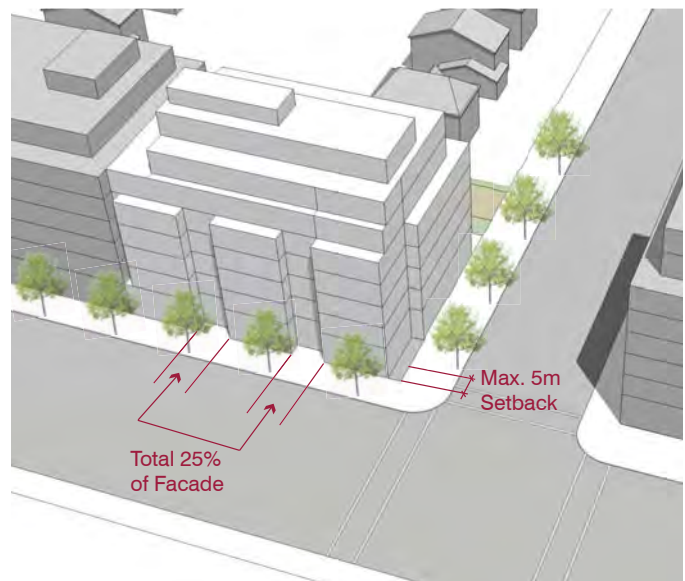
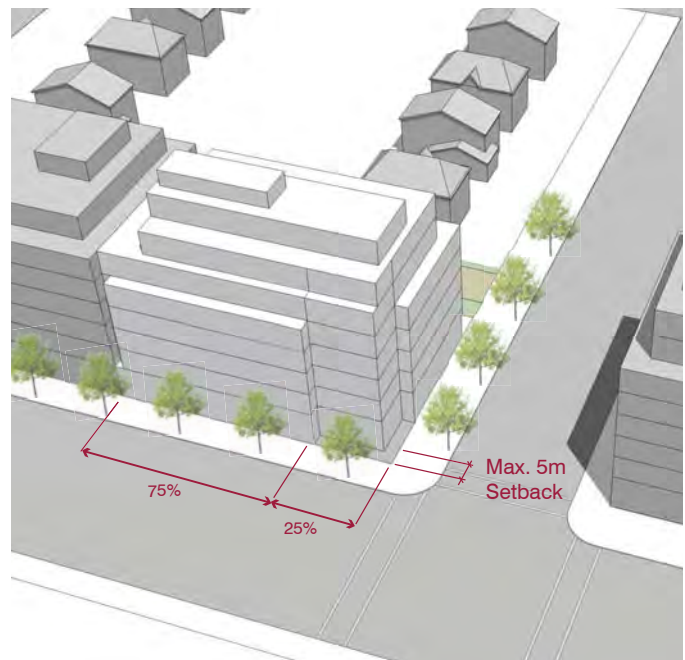
# Performance Standard #4C: Front Façade: Alignment

The front street wall of mid-rise buildings should be built to the front property lines or applicable setback lines.

- The street wall is defined as the portion of a building's façade comprised of the building base (minimum of 10.5 metres or 3 storeys in height and up to the 80% of the permitted maximum building height).
- A building should have a minimum of 75% of its frontage built to the setback line (see Performance Standard 7A) for the first 3 storeys at a minimum.
- The remaining 25% may setback an additional distance up to a maximum of 5 metres to provide a deeper area for lobby entrances, bike parking or outdoor marketing areas such as café seating (for residential uses at-grade see Performance Standard 10).

## Rationale

The ground floors of buildings are generally required to provide retail fronting onto the Avenue. Mid-rise buildings should be built to the setback line (as identified in Performance Standard 7A) so that they create a continuous street wall with direct connections between grade-related commercial and community uses and the public realm. This relationship of sidewalk to grade-related uses “encourages diverse economic stimulation and social interaction at a pedestrian scale.” (City’s Vibrant Streets Manual, p. 26).



*The front façade build-to requirement may allow for some flexibility in design.*

Additional setbacks may be desirable for a portion of the building frontage to accommodate an outdoor marketing zone, building entrances, and café and restaurant terraces - for a maximum of 25% of the façade width.

Balconies and below-grade parking structures may not protrude into the public realm, but may extend as far as the front property line, or the front setback line.

Where ground floor residential uses are permitted, special setback provisions apply (see Performance Standard 10).

## Official Plan Reference

### 3.1.2 Built Form

Policies: 1 a) and 3 a)

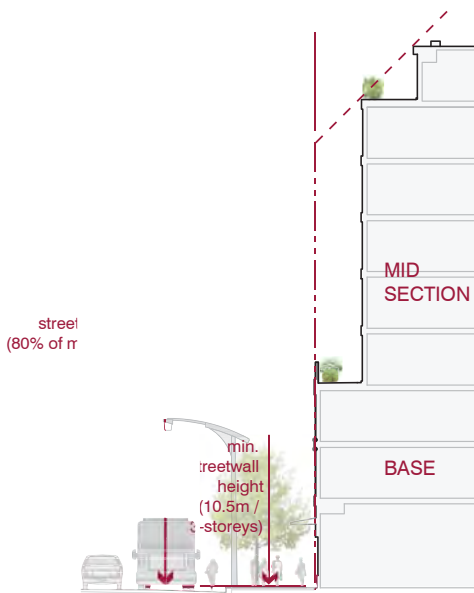
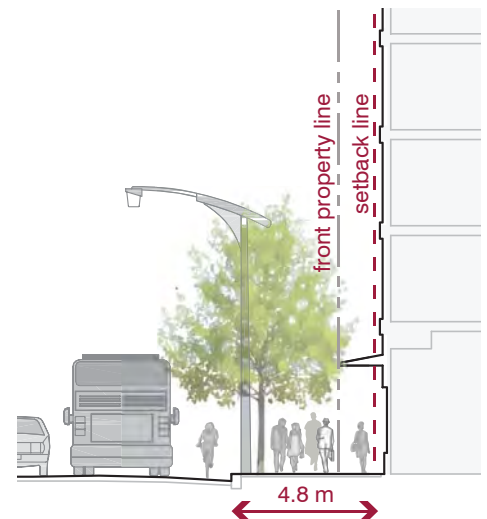


Diagram identifying the street wall



Example of property 'build-to' line.



Example of setback 'build-to' line.

# Performance Standard #5A:

## Rear Transition to Neighbourhoods: Deep Properties

The transition between a deep Avenue property and areas designated Neighbourhoods, Parks and Open Space Areas, and Natural Areas to the rear should be created through setback & angular plane provisions.

- The transition for deep properties abutting Neighbourhoods and all properties abutting Parks and Open Space Areas, and Natural Areas will include a minimum setback of 7.5 metres to the building face and a 45-degree angular plane from the property line to a maximum height of 1:1. This provides a lower building at the rear and a gradual transition from the rear property line.
- Where a public laneway abuts a site, the laneway may be included for the purposes of establishing the setback and angular plane.
- In order to minimize overlook, principal windows should not be located closer than 10 metres from the rear property line and balconies should not be below 10.5 metres from grade from the rear property line.

### Rationale

The City's Official Plan policies are explicit in their intent to protect Toronto's Neighbourhoods, Parks and Open Space Areas, and Natural Areas. Any new guidelines or policies should continue to create an appropriate transition between the Avenues and adjacent residential communities and parks, which the rear transition Performance Standards provide for.

The Performance Standards recognize the variation in physical property dimensions across the City's Avenues. There are shallow properties on some Avenues and deep properties on others. Table 6 (on the opposite page), outlines the definition of deep lots according to maximum height and R.O.W. width for the four prevailing right-of-way widths on the Avenues. These also consider the dimensions required to efficiently provide parking in below grade structures.

The 7.5 metre setback allows for a two-way lane (6.0 metres), and a walkway (1.5 metres) or landscape buffer (1.5 metres). In the instance where a property abuts a public lane, the lane may be included within the 7.5 metre setback calculation. This setback encourages improvement to existing lanes and the creation of a continuous rear lane system where none currently exists. Setbacks in excess of 7.5 metres may be appropriate in areas where a greater landscape buffer is necessary.

In order to respond to the variety of property depths, lots equal to, or less than, the minimum depth (by right-of-way width) will be considered shallow properties, and those with a depth greater than the depth identified in Table 6 will be considered deep properties.

Very deep sites, identified as sites that are so large they require new streets and blocks, have so far been treated differently in both Avenue Studies and through approved applications. The City should consider these sites on a case-by-case basis or should identify these sites as priorities for future Avenue Studies. See Section 4.5.7 for further detail.

## Official Plan Reference

### 3.1.2 Built Form

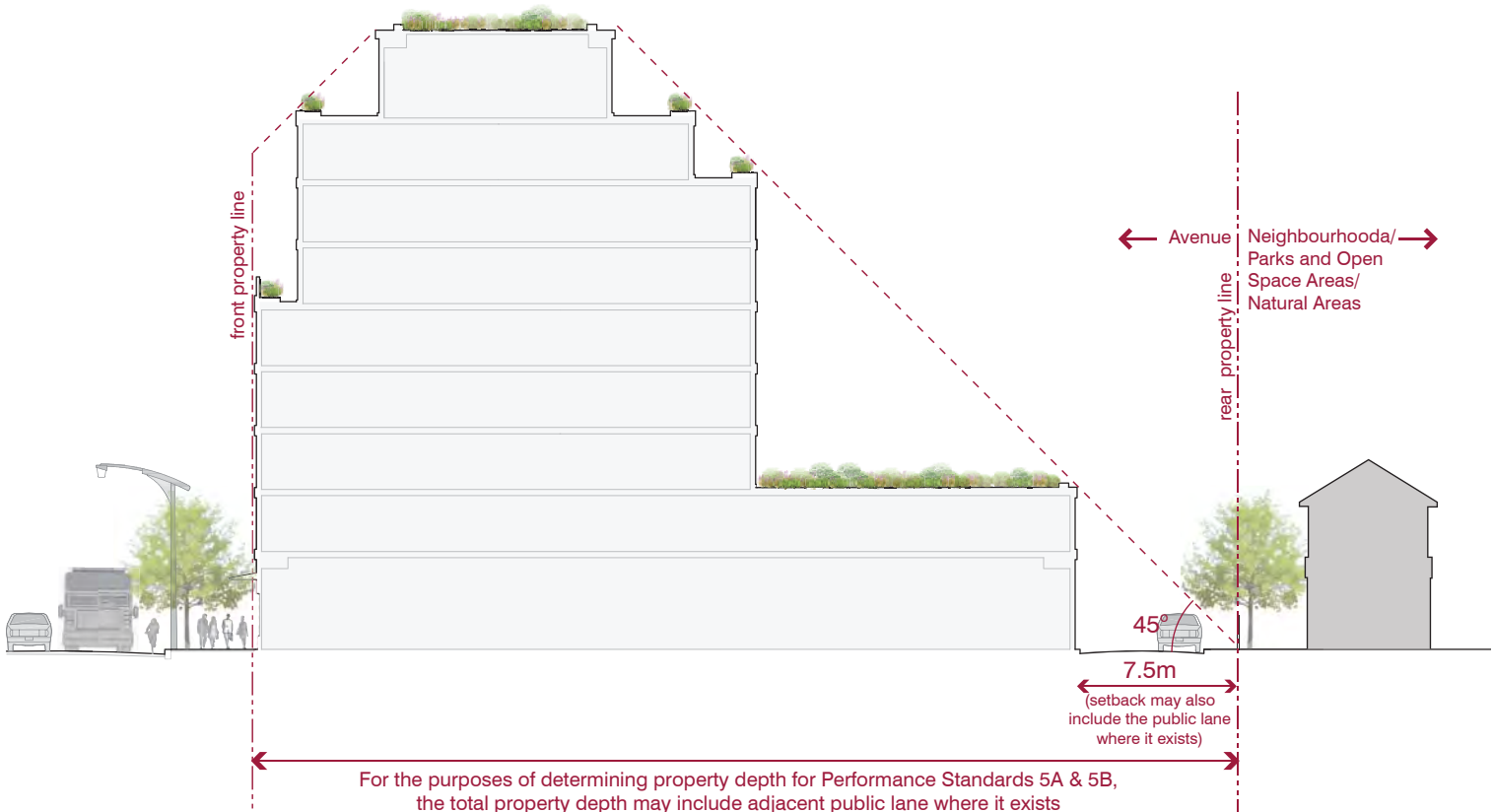
Policies: 3 a), 3 b), 3 c), and 3 d)

### 4.5 Mixed Use Areas

Policies: 2 c) and 2 d)

Table 6

R.O.W. Width	Definition of Deep Lot is greater than
20m	32.6m
27m	41.0m
30m	44.6m
36m	51.8m



Illustrating the rear transition for deep properties abutting Neighbourhoods, Parks and Open Space Areas and Natural Areas (30 metre R.O.W.).



# Performance Standard #5B: Rear Transition to Neighbourhoods: Shallow Properties

The transition between a shallow Avenue property and areas designated Neighbourhoods, Parks and Open Space Areas, and Natural Areas to the rear should be created through alternative setback & angular plane provisions.

- The transition for shallow properties abutting Neighbourhoods and Parks and Open Space Areas, and Natural Areas will include a minimum setback of 7.5 metres from the property line and a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line to a maximum height of 1:1. This provides a lower building at the rear and a gradual transition from the rear property line.
- Where a public laneway abuts a site, the laneway may be included for the purposes of establishing the setback and angular plane.
- In order to minimize overlook, principal windows should not be located closer than 10 metres from the rear property line and balconies should not be below 10.5 metres from grade from the rear property line.

## Rationale

This Study proposes that alternative regulations for rear transitions adjacent to areas designated as Neighbourhoods and Parks and Open Spaces Areas, and Natural Areas be adopted for shallow properties on the City's Avenues. This Performance Standard is similar to 5A, but in this instance the angular plane is taken from a height of 10.5 metre at the 7.5 metre setback.

This Performance Standard is proposed for shallow properties because it is slightly more permissive than other existing rear transition regulations across the City. This Performance Standard only applies to properties that are equal to, or less than those indicated on Table 7.

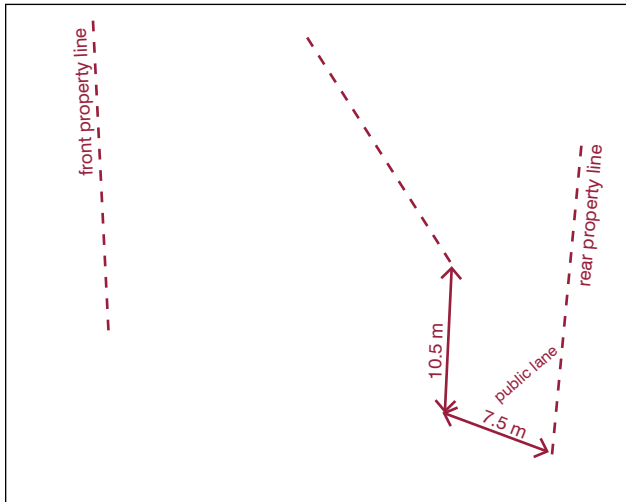
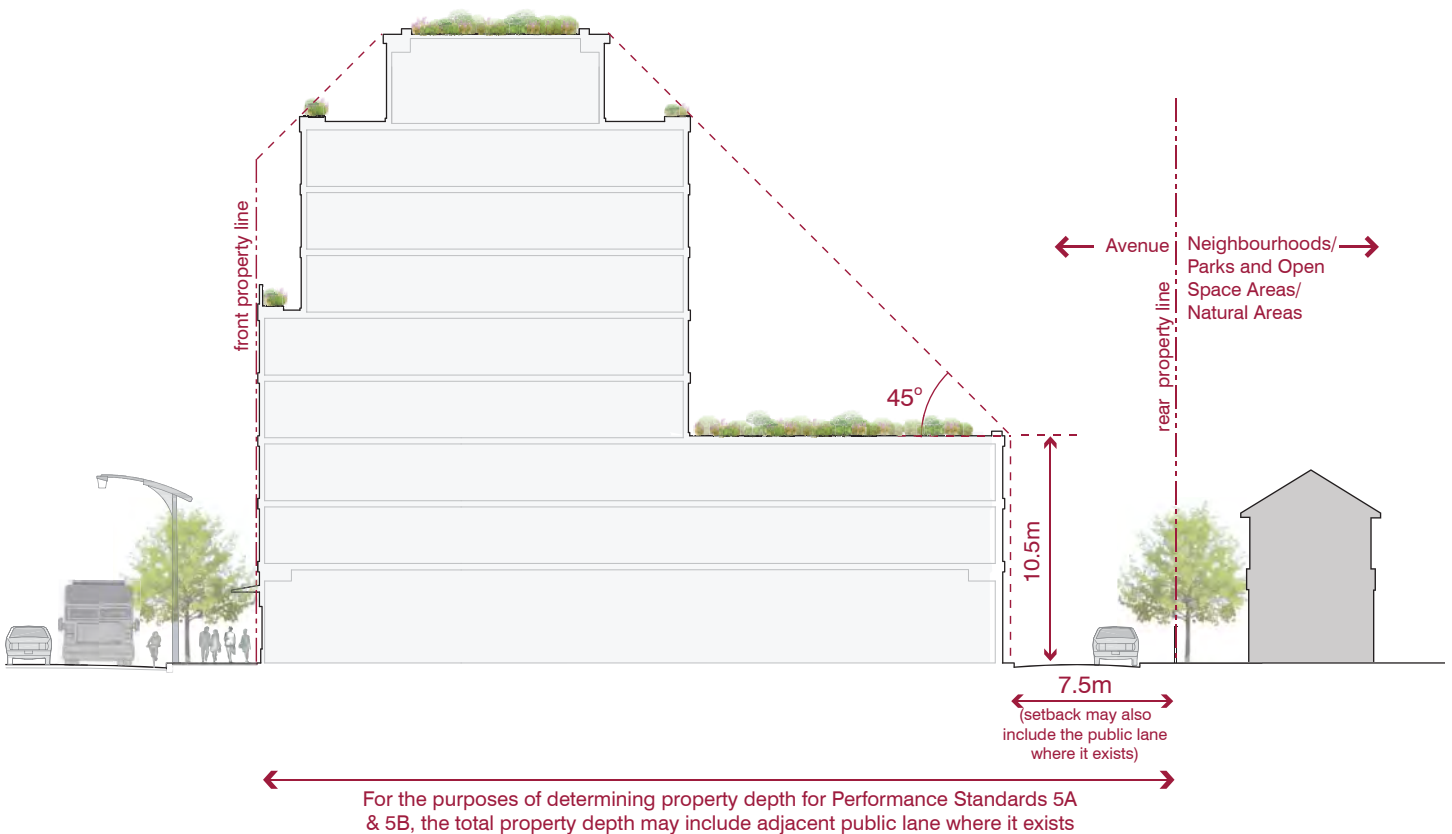


Table 7

R.O.W. Width	Definition of Shallow Lot is equal to or less than
20m	32.6m
27m	41.0m
30m	44.6m
36m	51.8m



Illustrating the alternative transition for shallow properties abutting Neighbourhoods, Parks and Open Space Areas, and Natural Areas (30 metre R.O.W.).

# ~~Performance Standard #5B (cont'd):~~ ~~Rear Transition to Neighbourhoods: Shallow Properties~~

## ~~Considerations for Enhancement Zones~~

~~An additional provision for shallow lots could include the creation of an Enhancement Zone which would allow development on shallow Avenue properties to achieve mid-rise development permissions. Enhancement Zones are identified parcels of land containing a single detached home or two adjacent parcels of land containing two adjacent and attached semi-detached dwellings (see illustration on page 57). The Enhancement Zone concept was developed as part of the St. Clair Avenue Study (Bathurst Street to Keele Street) after City staff conducted a comprehensive detailed block-by-block and lot-by-lot analysis of the area. It was implemented through a City-initiated Official Plan Amendment which set the parameters for its application. If used, the Enhancement Zones identified for St. Clair Avenue West would be free of any buildings or structures and would act as a buffer between the rear of an Avenue development and the side yard of a residential property.~~

~~From a development perspective, the Enhancement Zone would help facilitate and provide the opportunity for parcels fronting on the Avenues to reach the maximum allowable heights identified in Performance Standard 1 while meeting rear angular plane and rear setback requirements. The City has undertaken a preliminary property depth analysis on the Avenues that identifies a number of properties on the Avenues that do not have the sufficient lot depth to accommodate the maximum allowable heights determined by the right of way width. These identified properties may not meet other requirements such as a 6.0 metre laneway or driveway, sufficient space for servicing, underground parking and other technical considerations. The Enhancement Zone is only one solution to developing mid-rise buildings on shallow properties and may not be applicable in all circumstances.~~

~~The “Enhancement Zone” was a unique solution that addressed a series of issues limiting development on shallow properties on St. Clair Avenue West. Subsequent consideration of “Enhancement Zones” should only be considered after a comprehensive City-initiated Study has been conducted that addresses the following rationale and characteristics:~~

### ~~Rationale~~

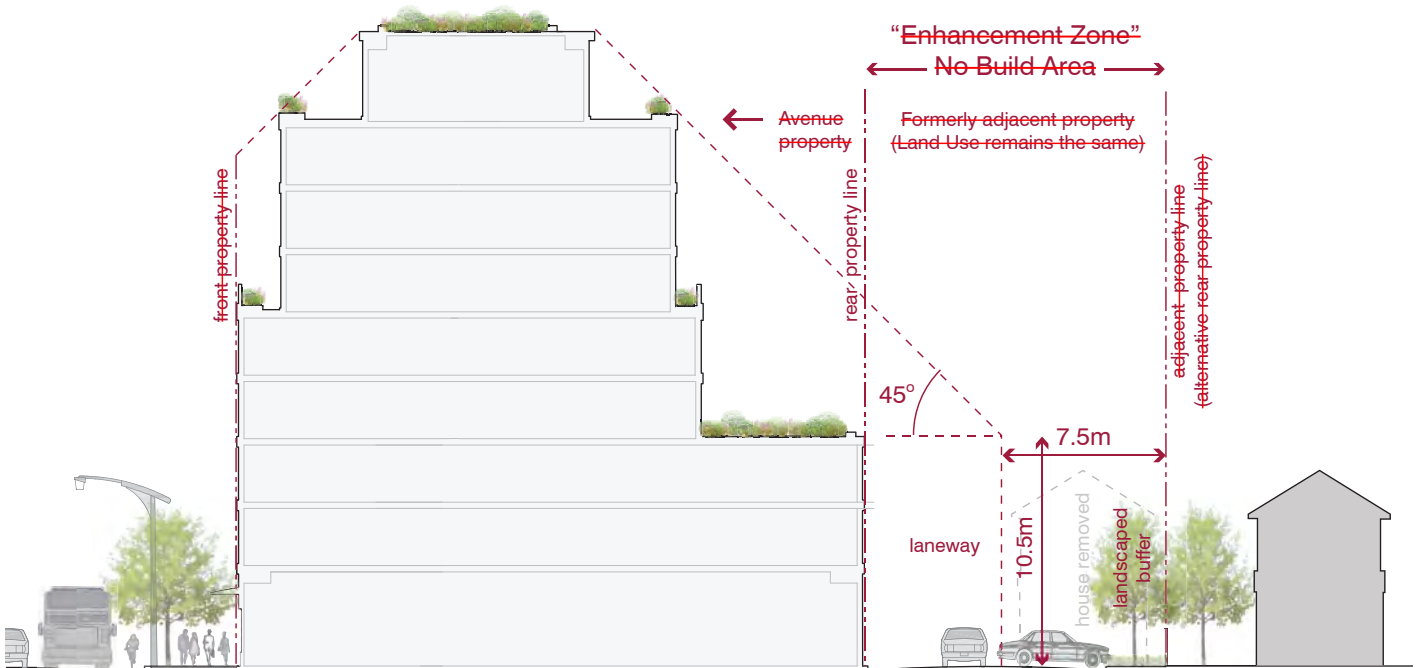
- ~~• Without the consideration of Enhancement Zones a mid-rise building could not be achieved (i.e. lot depth is generally less than 30 metres).~~
- ~~• The introduction of Enhancement Zones will result in a mid-rise building where all the Performance Standards can be successfully achieved (i.e. widened sidewalks, heights, building setbacks, etc).~~
- ~~• The Enhancement Zone would create a logical rear lane system, extend or widen an existing laneway, or provide sufficient space for a private driveway to the rear of Avenue properties.~~

### ~~Characteristics~~

- ~~• A maximum of one residential property (or one pair of semi-detached houses) may be considered to provide the depth required to achieve the Enhancement Zone.~~
- ~~• The residential building or property to be used as an Enhancement Zone must be perpendicular to the Avenue property.~~
- ~~• New buildings must be set back for sidewalk widening (see Performance Standard 7) or to accommodate Transit City routes.~~
- ~~• An laneway system currently exists and would remain in place (preventing new mid-rise buildings from encroaching into the Neighbourhood).~~

- ~~The setback and angular planes (from Performance Standard 5B) would be taken from the edge of the Enhancement Zone (adjacent property line); but would still be a “no build” zone (permitting only a lane, parking and landscaping).~~
- ~~The introduction of Enhancement Zones may be applied to the majority of the blocks along the Avenue segment.~~
- ~~The residential properties within an Enhancement Zone should be part of a uniform lot pattern within the block and would not result in erratic lot configurations.~~

~~The creation of Enhancement Zones will require an Official Plan Amendment and should only be recommended by the City once a comprehensive, City initiated area specific study that includes public consultation has been completed. An Enhancement Zone should only be considered as part of an area specific solution to the development of shallow lots along an Avenue and not as an individual site specific solution.~~



~~Illustrating the St. Clair Avenue “Enhancement Zone” transition for properties abutting Neighbourhoods or Parks and Open Space Areas (30 metre R.O.W.).~~

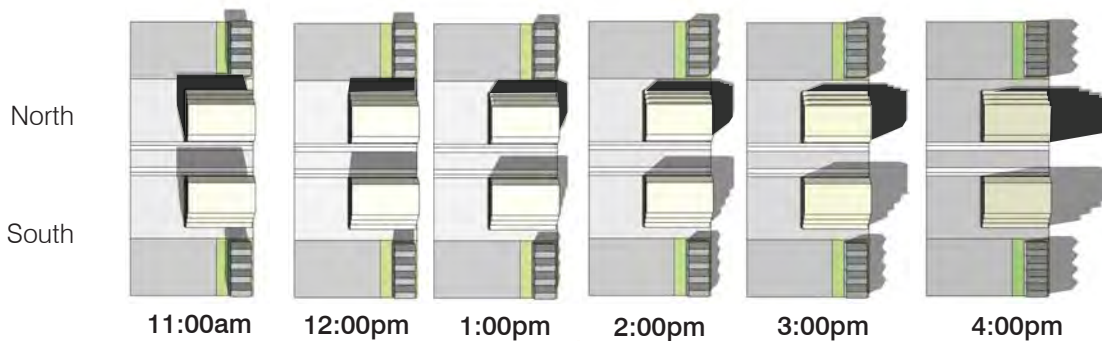
# Performance Standards #5A & 5B (cont'd): Shadow Testing

The angular plane provisions in Performance Standards 5A and 5B result in minimal shadow impacts on neighbourhood properties located behind an Avenue's mid-rise building.



North-South street on September 21st

## Shadow Testing of Performance Standard 5B (angular plane from 10.5 metres above setback)

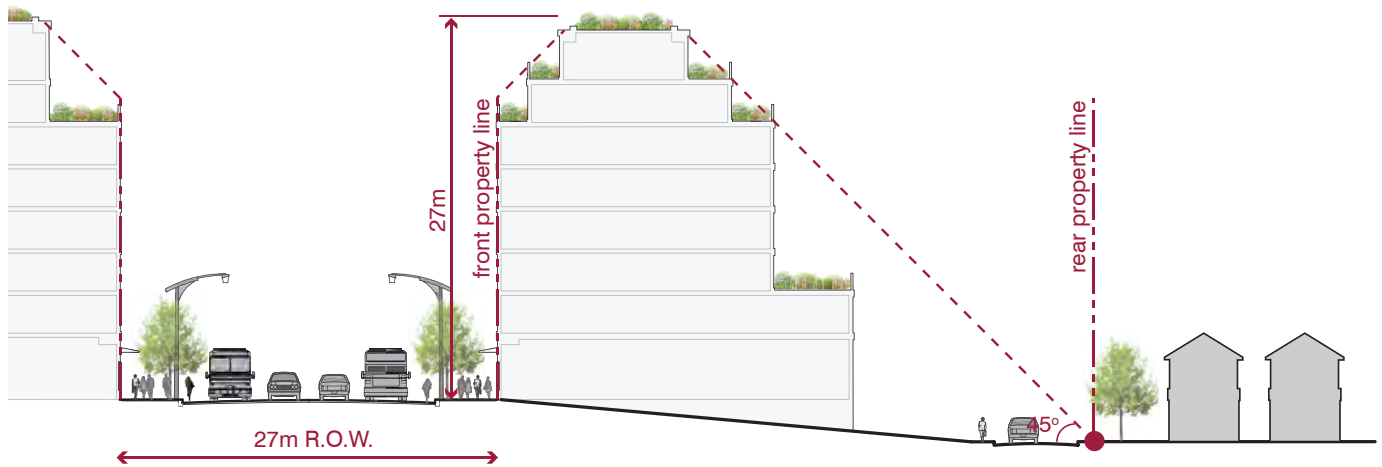


East-West street on March 21st

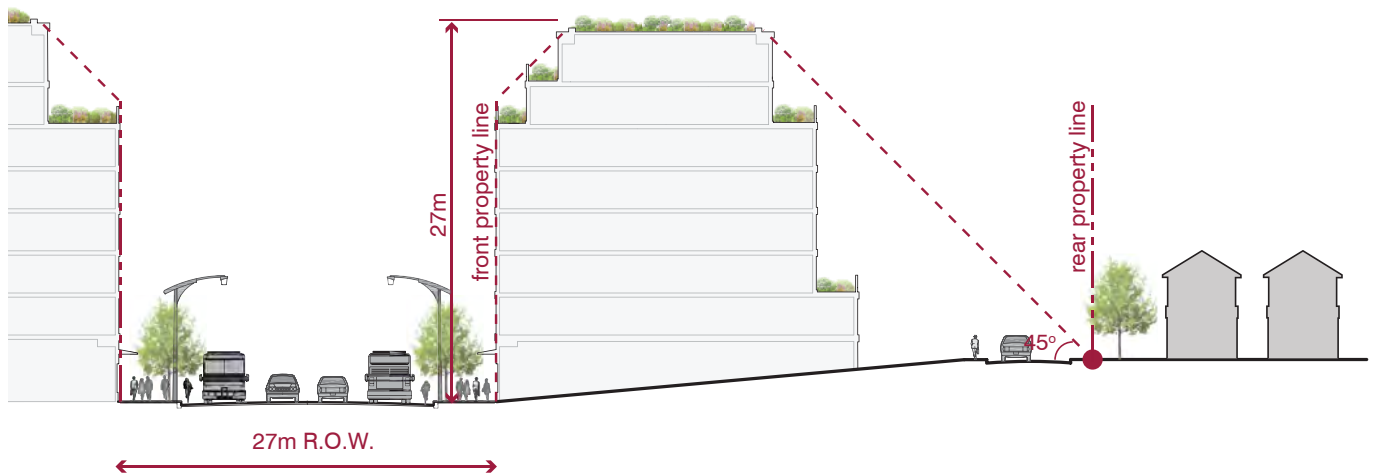
## Shadow Testing of Performance Standard 5B (angular plane from 10.5 metres above setback)

# Angular Plane Location

In situations where the rear of the property is at a different grade level than the Avenue frontages, the rear angular plane should always be taken from the lowest grade elevation of the adjacent property located along the rear of the mid-rise building's property line. This will ensure that properties to the rear are not subject to additional shadow impacts resulting from changes in grade, or creating potential for taller buildings adjacent to these shared property lines.



Where the rear property line is lower than the Avenue frontage.



Where the rear property line is higher than the Avenue frontage.

# Performance Standard #5C: Rear Transition to Employment Areas

**The transition between an Avenue property in a Mixed Use Area and areas designated Employment Areas to the rear should be created through setback & step-back provisions.**

- **Where a public laneway abuts a site, the laneway may be included for the purposes of establishing step-backs and setbacks.**

## Rationale

The setback and angular plane provisions in both Performance Standards 5A and 5B protect abutting Neighbourhoods and Parks and Open Space Areas and provide for privacy, sunlight, sky-views and space for a rear lane.

The need for privacy, sunlight and sky-view are not as stringent for abutting Employment Areas. Typically, there is no usable outdoor space associated with these types of uses, therefore angular planes are not as necessary. The transition and distance for the taller portions of buildings is not required because privacy is not an issue.

This transition includes a minimum setback of 7.5 metres from the property line to the building face to allow for a rear lane. At the setback line, the building height is permitted up to 13.5 metres (or approximately four storeys). All floors above the 13.5 metre height must step back an additional 2.5 metres. This equates to a total setback of 10 metres from the property line above a 13.5 metre height.

In addition to the Performance Standard outlined here, applicants should refer to the Ministry of the Environment *Land Use Compatibility Guidelines*, which provide recommendations to ensure that sensitive land uses are appropriately designed, buffered and/or separated from each other to prevent adverse effects. The guidelines supplement the Environmental Protection Act to meet the requirements of PPS 1.7.1 e. The guidelines outline three classes of industrial facilities, and separation distances will depend on the three potential influence areas established.

This Performance Standard only applies to properties designated for residential/mixed-use permissions that abut Employment Areas at the rear.

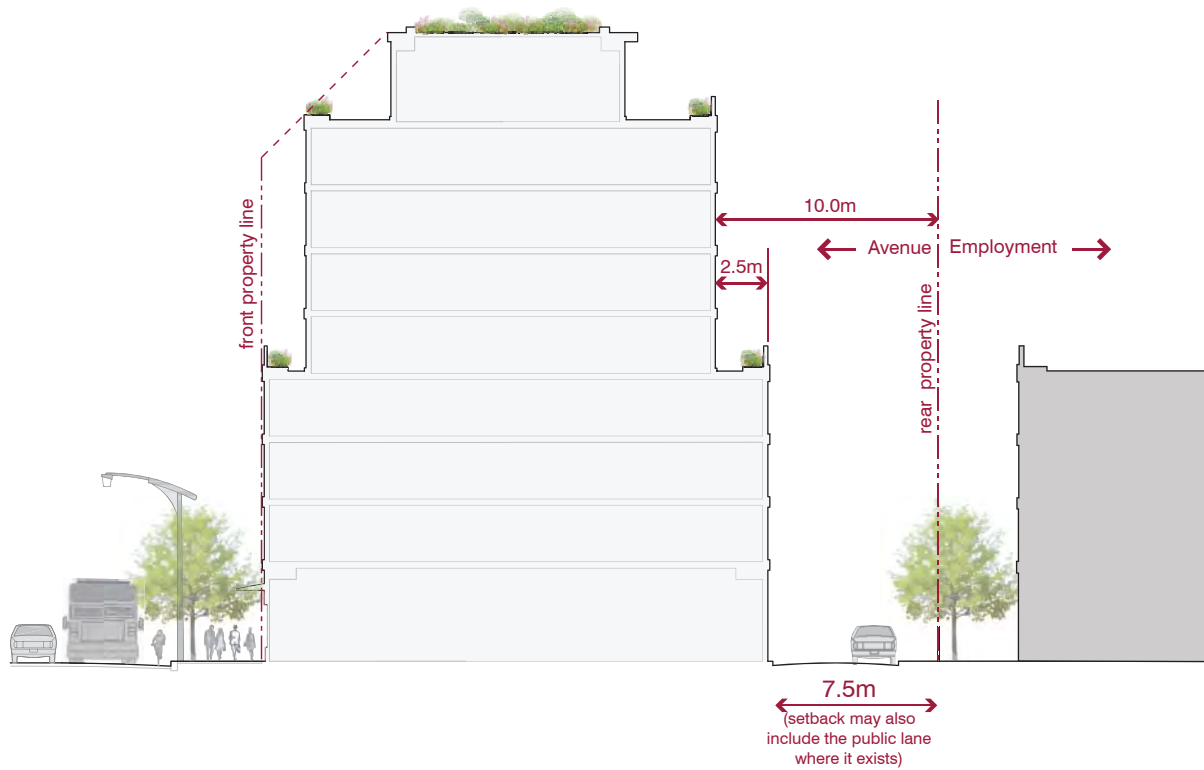
## Official Plan Reference

### 3.1.2 Built Form

Policies: 3 a), 3 b), 3 c), and 3 d)

### 4.5 Mixed Use Areas

Policies: 2 c)



Illustrating the rear transition for properties abutting Employment Areas (30 metre R.O.W.).



# Performance Standard #5D: Rear Transition to Apartment Neighbourhoods

The transition between an Avenue property and areas designated Apartment Neighbourhoods to the rear should be created through separation distances, setbacks and other provisions.

## Rationale

There are conditions along the Avenues where an Avenue-fronting property is bounded along the rear by a site or sites with an Apartment Neighbourhood land use designation. There are three general configurations of buildings on these Apartment Neighbourhood sites:

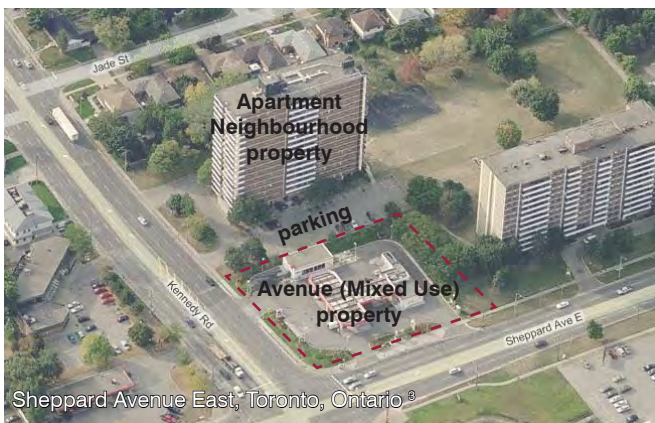
1. Existing Apartment buildings are located parallel to the Avenue's rear property line with a setback that is used as parking or vehicular movement;
2. Existing Apartment buildings are located parallel to the Avenue's rear property line with a setback that is used as open space; or
3. Existing Apartment buildings are perpendicular to the Avenue property with minimal or no windows facing the Avenue property.

In these three configurations, there are three main considerations:

- Providing separation distance between existing apartment buildings and new mid-rise buildings on the Avenue, particularly in configurations where there will be facing windows. The separation distance between buildings should be a minimum of 20 metres;
- Ensuring the rear of new mid-rise buildings on the Avenue are treated with a positive edge, particularly in the Configuration 2. In this instance a high level of landscaping should be applied to the area at the rear of the mid-rise building; and
- Ensuring that the setback is consistent with the other rear transitions (5A - C) to allow for a continuous rear lane system.

In instances where there is an open space associated with an apartment building or grouping of apartment buildings, new mid-rise buildings should follow Performance Standard 5B for the rear transition to ensure appropriate setbacks and mitigation of shadows from new buildings on open spaces.

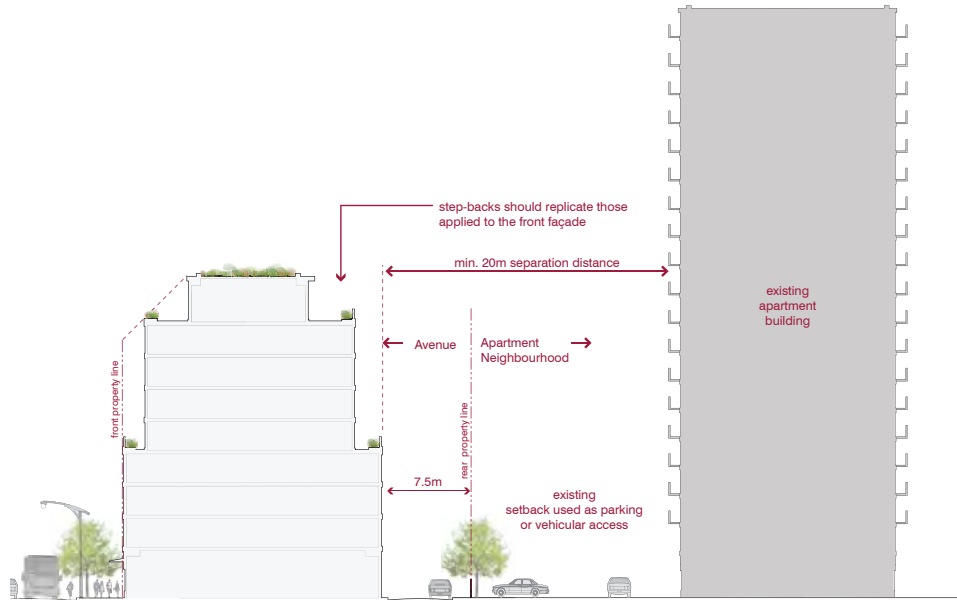
There may be conditions where an Apartment building is located perpendicular to the Avenue's rear property line (Configuration 3), but this configuration is less common. This Performance recommends a 15 metre separation distance for existing apartment buildings up to 20 storeys, and at higher adjacent heights, additional separation is likely necessary. Given the possible variations of glazing on the existing apartment buildings, these should be dealt with on a site-by-site basis.



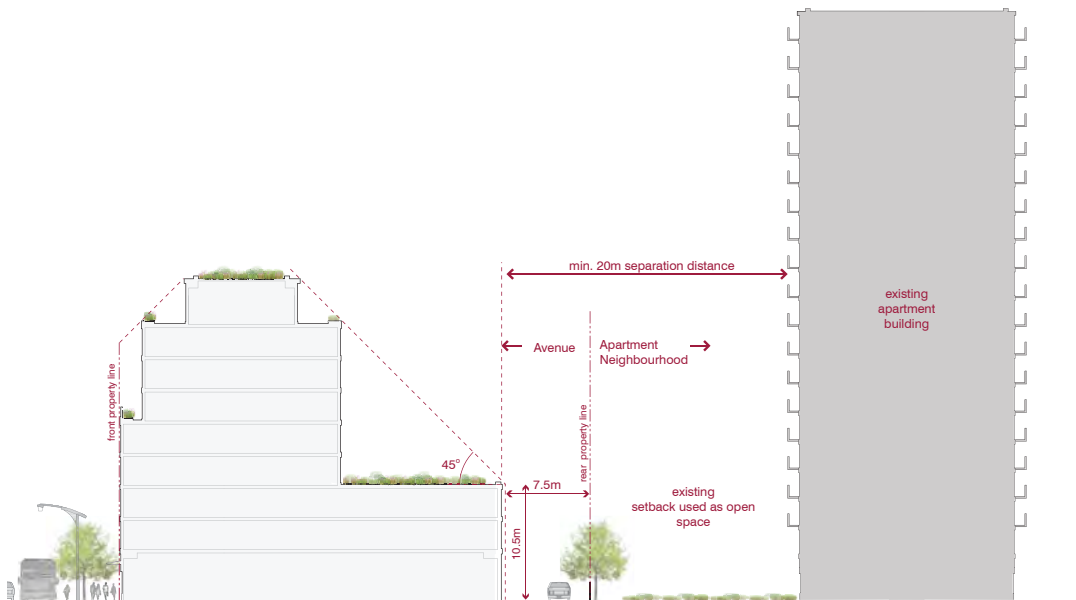
Configuration 1: Where apartment buildings are located parallel to the Avenue's rear property line with a setback that is used as parking or a laneway (example shown at Sheppard Ave. East & Kennedy Rd.).<sup>3</sup>



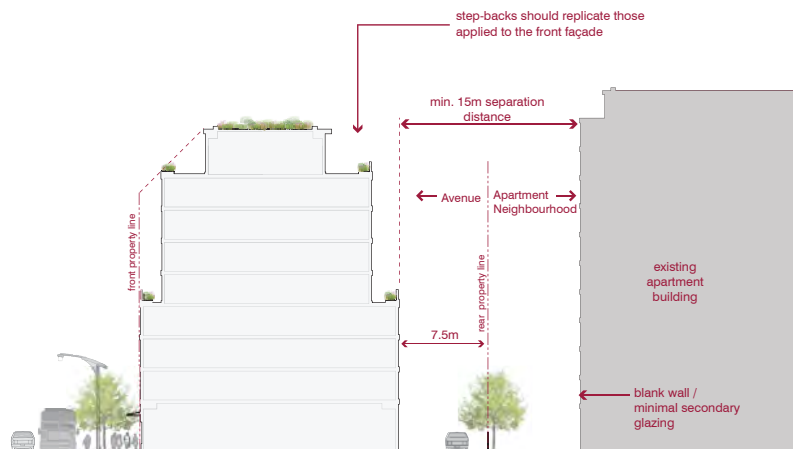
Configuration 2: Where apartment buildings are located parallel to the Avenue's rear property line with a setback that is used as open space (Example shown at Eglinton Ave. East & Midland Ave.).<sup>4</sup>



Configuration 1: Existing Apartment buildings are located parallel to the Avenue's rear property line with a setback that is used as parking or a laneway.



Configuration 2: Existing Apartment buildings are located parallel to the Avenue's rear property line with a setback that is used as open space.



Configuration 3: Existing Apartment buildings are perpendicular to the Avenue property with minimal or no windows facing the Avenue property.

# Performance Standard #6: Corner Sites: Heights & Angular Planes

On corner sites, the front angular plane and heights that apply to the Avenue frontage will also apply to the secondary street frontage.

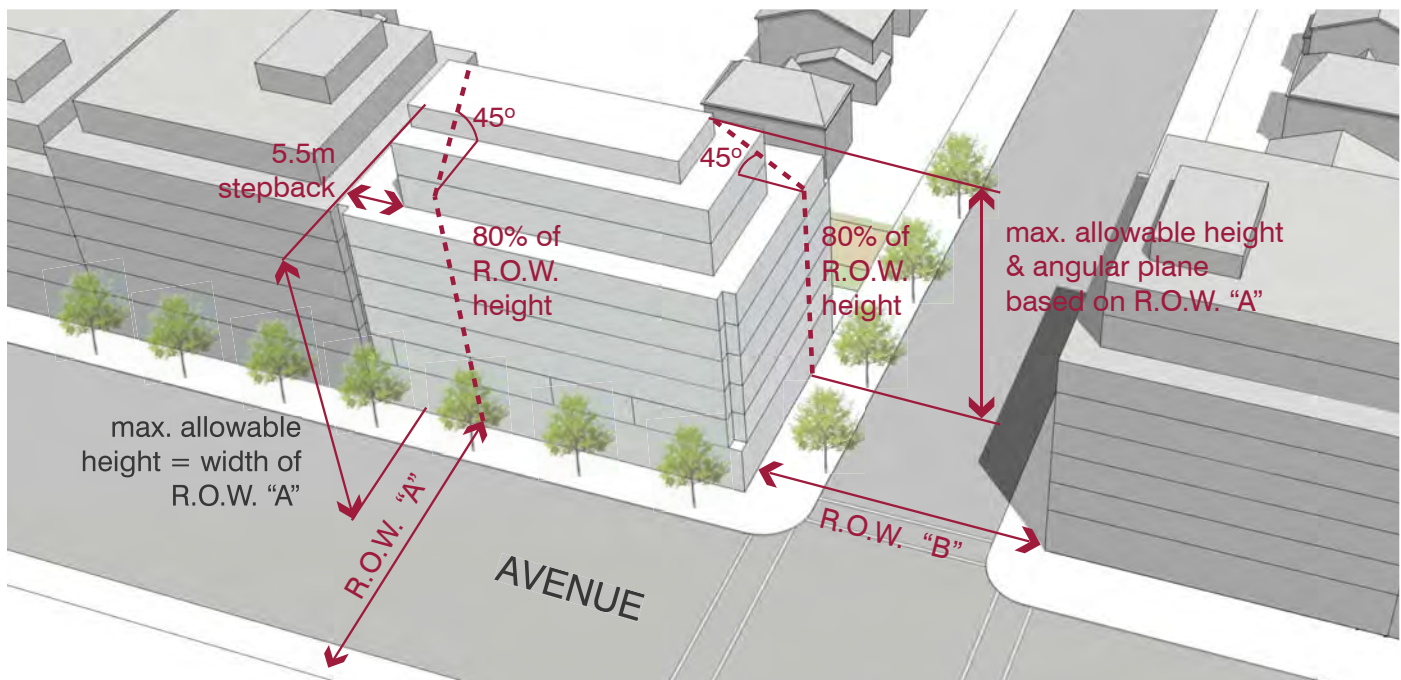
Exceptions to this condition may include key locations (e.g. where two major Avenues intersect) where design features should give prominence to the corner.

Where two Avenues intersect, the widest right-of-way will be used to determine the step-backs and heights that will apply to both frontages. Where this occurs, rear transition angular planes will continue to apply.

## Rationale

The front angular plane and heights should apply to the side street in order to:

- Prevent awkward transitions around corners where the right-of-way is a different width;
- Ensure that building height and massing has a minimal visual impact on adjacent streets; and,
- Taper buildings on their taller floors to ensure sun penetration.



Example of corner site conditions.

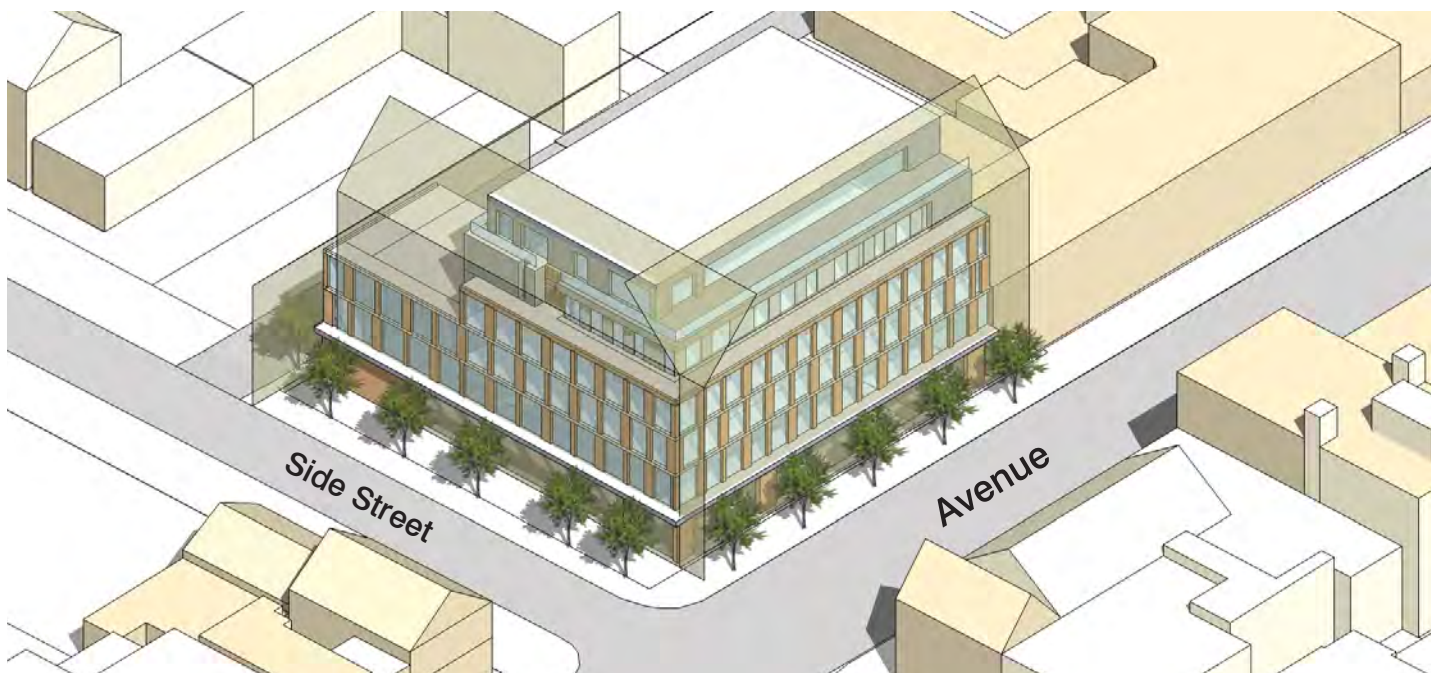
## Official Plan Reference

### 3.1.2 Built Form

Policies: 1 a)

### 4.5 Mixed Use Areas

Policies: 2 c)



Angular planes applied to a 20 metre tall building.

# Performance Standard #7A: Minimum Sidewalk Zones

**Mid-rise buildings may be required to be set back at grade to provide a minimum sidewalk zone.**

- **Right-of-ways of 20 to 30 metres inclusive should provide a minimum sidewalk dimension of 4.8 metres.**
- **Right-of-ways greater than 30 metres should provide a minimum sidewalk dimension of 6.0 metres.**
- **Sites on Avenues that are Transit City routes may be required to have additional setbacks from the property line to building face at intersections to accommodate transit infrastructure - this will be determined on a case-by-case basis.**

## Rationale

The Avenues and Mid-Rise Buildings study is as much about creating an attractive, welcoming and safe pedestrian realm as it is about creating mid-rise buildings for people to live and work in. The Official Plan identifies Avenues as “important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.” (Official Plan p. 2-15). All of the City’s sixteen completed Avenue Studies contain recommendations regarding minimum standards for the functional and aesthetic characteristics of Avenue sidewalks.

Many Avenues are facing competing demands for space to accommodate a range of uses within the public right-of-way. These include sidewalks, street trees, marketing areas, vehicular lanes, on-street and dedicated transit lanes, platforms for LRTs along Transit City routes, bike lanes, on-street parking and utilities. To accommodate all of these uses in certain instances requires a much wider right-of-way than exists.

New development provides an opportunity to achieve minimum standards for Avenue sidewalks through setbacks. A 4.8 metre minimum dimension is



Illustration from the City of Toronto’s “Vibrant Streets: Toronto’s Coordinated Street Furniture Program” showing street tree planting details. <sup>5</sup>

consistent with the standards from the City’s Vibrant Streets Manual, which outlines the requirements for Typical Main Streets and allows for an Edge Zone, Continuous Tree Trench, and the Pedestrian Clearway. The 4.8 metre width does not take into account additional space that may be desired for cafés, marketing spaces, etc. Portions of building frontages may require greater setbacks to accommodate this.

For right-of-ways up to 30 metres, the 4.8 metre minimum width is adequate for the Avenues. Right-of-ways greater than 30 metres – which may develop with taller buildings and are likely to carry higher volumes of traffic – require wider sidewalks of at least 6.0 metres to provide for pedestrian comfort.

Setbacks should be coordinated with other City initiatives, in particular Transit City, where the existing curb may be moved. The width of the sidewalk should be determined based on proposed, or future, curb locations.

Below-grade parking structures may not protrude into the public realm, but may extend as far as the front property line, or in line with the setbacks.

### Official Plan Reference

#### 2.2 Structuring Growth in the City: Integrating Land Use and Transportation

Policies: 3 b)

#### 2.3.1 Healthy Neighbourhoods

Policies: 7 b)

#### 3.1.1 The Public Realm

Policies: 6 a), 6 b) and 11 a)



Example of minimum sidewalk width on right-of-ways that are 30m or less.



Example of minimum sidewalk width on right-of-ways greater than 30m.

A = Existing sidewalk  
 B = Setback required

# Performance Standard #7B: Streetscapes

**Avenue streetscapes should provide the highest level of urban design treatment to create beautiful, safe and accessible pedestrian environments and great places to shop, work and live.**

- **The design of Avenue streetscapes should follow the classifications, placement guidelines, and design details in the Toronto Urban Design Streetscape Manual (for more information see [www.toronto.ca/planning/urbdesign/streetscape/index.htm](http://www.toronto.ca/planning/urbdesign/streetscape/index.htm) or contact [streetscapemanual@toronto.ca](mailto:streetscapemanual@toronto.ca)).**
- **Tree planting strategies should ensure sustainable conditions for the growth of mature trees on the Avenues.**

## Rationale

Streetscape design plays as important a role as the design of buildings in enhancing the Avenues and promoting strong pedestrian-oriented streets. Elements such as trees, lighting, street furniture, pavement materials and public art should all be used to animate the street, define sidewalk zones, and provide visual interest. The arrangement and location of streetscape amenities, should allow for comfortable and easy circulation and easy navigation for all persons, including persons with disabilities.

Street trees provide beauty and create improved microclimate conditions on the Avenues. The minimum sidewalk of 4.8 metres recommended in Performance Standard 7A will allow for tree planting as well as other pedestrian amenities. On some wider right-of-ways, typically on more suburban Avenues, the 6.0 metre sidewalk zone could potentially allow for a second row of trees to be planted within private properties.

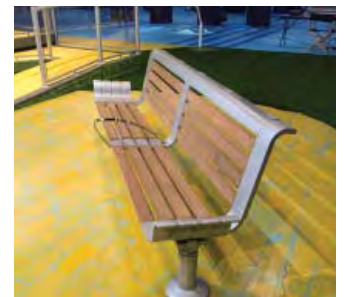


*Avenues streetscapes should be designed to include pedestrian amenities, including trees, benches, transit shelters and public art.*

## Official Plan Reference

### 3.1.1 The Public Realm

Policies: 6 a), 6 b), and 10 e)



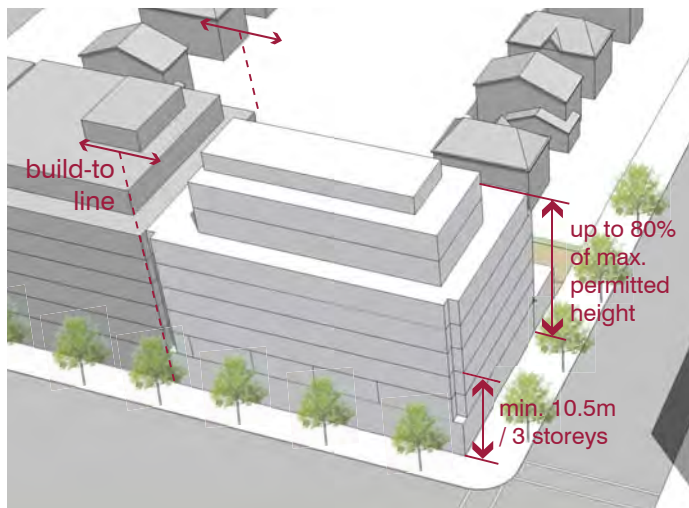
"Toronto's New Street Furniture" program will be part of the Avenues streetscapes. <sup>6</sup>



# Performance Standard #8A: Side Property Line: Continuous Street Walls

**Mid-rise buildings should be built to the side property lines, to create continuous façades along the Avenues and avoid blank side walls.**

- Mid-rise buildings should be built to the side property lines for no less than 10.5 metres of building height and up to 6 storeys (see Performance Standard 4B).
- The portion of the building above the street wall may step back from the side property lines to provide side walls incorporating windows.
- The construction process used to build a sidewall next to the sidewall of an adjacent building should result in a minimal gap to avoid unsightly areas that are unusable and collect refuse.



Example of zero side yard setbacks.

## Rationale

The vision for the Avenues is based on the evolution of a generally continuous street wall lined with shops, restaurants, cafés and other community and commercial services. A break in the continuity of the street wall and building fabric is disruptive to the success of the public function of the Avenue. For this reason, front yard parking, automotive uses and buildings with large setbacks are detrimental to the evolution of the Avenues in mixed-use and commercial areas. The “street wall” portion of a building’s front façade is defined as a minimum of 10.5 metres (3 storeys) and up to the 80% height. The streetwall should therefore generally be built to the side property line.

The post-war Avenues have large parcels (very deep and very wide lots) which lend themselves to the design of four-sided buildings, as opposed to the continuous street walls proposed in this Performance Standard. In this condition, this Performance Standard would not apply. See Performance Standard 8B for additional information.

See Performance Standards 8B - 8E for more detail.

## Official Plan Reference

### 3.1.2 Built Form

Policies: 1 a)



Continuous street wall.



A street wall of five floors with upper floors stepped back (40 Bond Street in Manhattan designed by Herzog & de Meuron).<sup>7</sup>



Three and four storey street wall.<sup>8</sup>

# Performance Standard #8B: Side Property Line: Limiting Blank Side Walls

**Blank sidewalls should be designed as an architecturally finished surface and large expanses of blank sidewalls should be avoided.**

- **Blank side wall conditions may be acceptable up to a height of 6 storeys if treated properly.**
- **Required side step-back walls should be a minimum of 5.5 metres from the property line to allow for sufficient glazing.**
- **To mitigate the impact of blank side walls they should be designed with a material finish that complements the architectural character of the main building façade(s).**

## **Rationale**

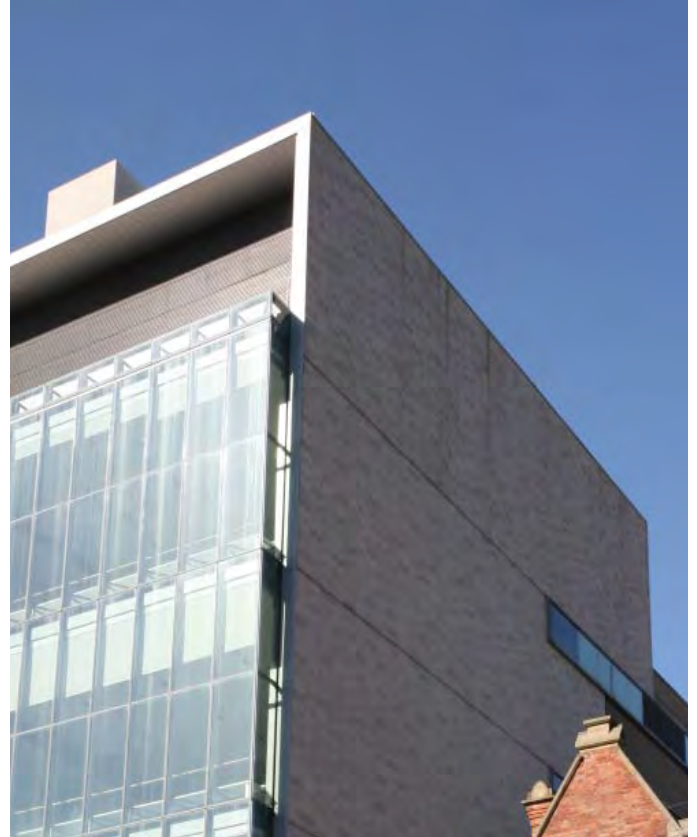
As the Avenues reurbanize with mid-rise buildings, some buildings will be taller than existing structures or new structures that are not built to the full height limit. The extent of these blank walls is a result of both the height of adjacent buildings and whether the upper storeys of the new building step back at the sides. While exposed blank sidewalls are to be expected during this period of transition, design standards are required to mitigate the appearance and height of blank walls.

Development sites on the post-war Avenues are less likely to be adjacent to existing properties with buildings built to side property lines. Many of these sites also tend to have larger lot sizes and wider frontages. The development model that has emerged to-date for these larger sites demonstrates a preference for four-sided buildings that are fully glazed and employ large side property setbacks. In some instances where lots are deep, the length of the building is positioned perpendicular to the Avenue. In these cases, blank walls are generally not an issue except on the lower levels of the building that may extend closer to the side property lines. For these Avenues a more porous street wall condition should be expected.

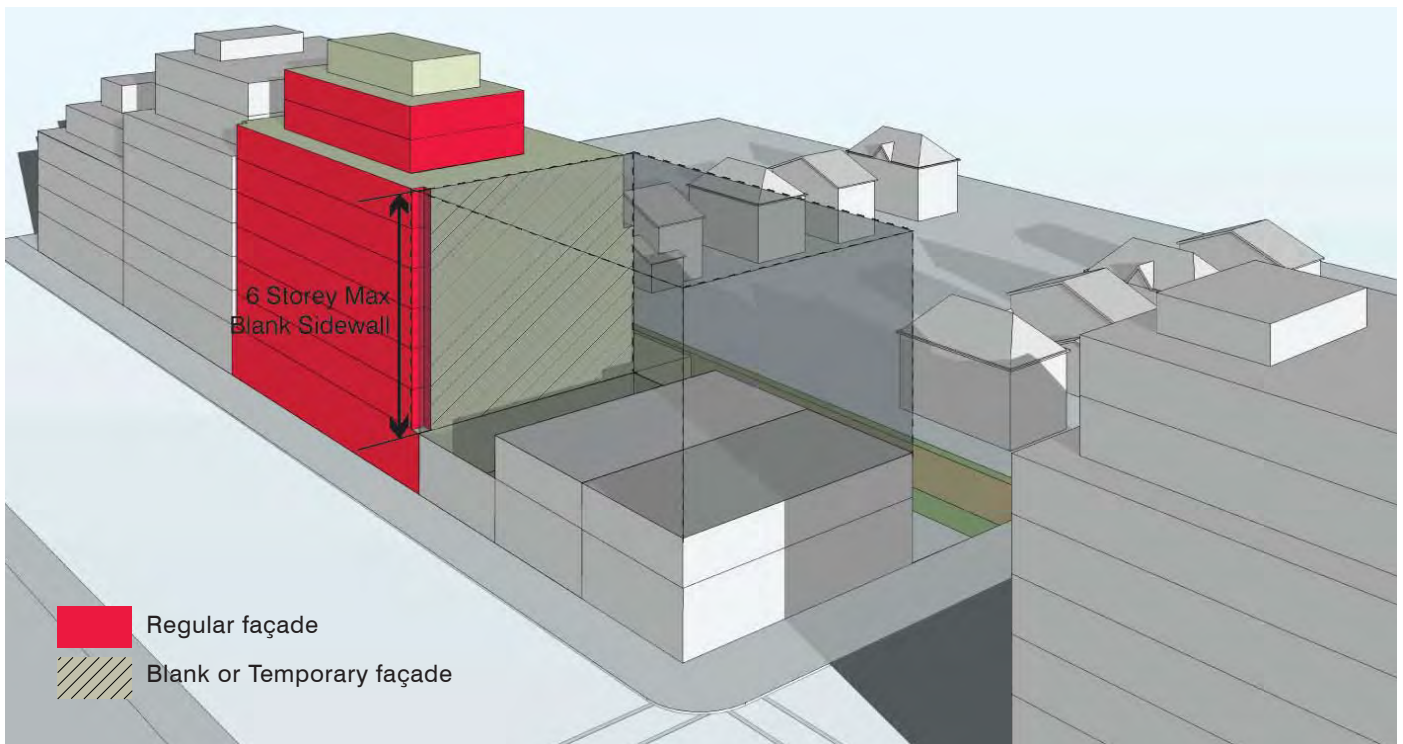
See Performance 8A: Continuous Street Walls.



Example of a side step-back at upper storeys.



Example of a blank side wall with appropriate materials and architectural detailing.



Example of corner site conditions.

# Performance Standard #8C: Side Property Line: Step-backs at Upper Storeys

There should be breaks at upper storeys between new and existing, or multiple new mid-rise buildings, providing sky-views and increased sunlight access to the sidewalk. This can be achieved through side step-backs at the upper storeys.

- Side property step-backs of 5.5 metres should be provided above the 80% height to increase sky views and sunlight access to the sidewalk.
- Where more “porous” street walls are desirable, side step-backs are encouraged above the minimum building height of 3 storeys.
- Buildings that are 20 metres or (6 storeys) in height or less, are not required to have upper storey side step-backs.

## Rationale

As the Avenues develop, it will be important to maintain sky-views and sunlight access to the public realm. On larger right-of-ways, this will be particularly important, because the maximum building heights will be taller.

By requiring side property step-backs at upper storeys, the potential for a “canyon effect” on the Avenues will be avoided.

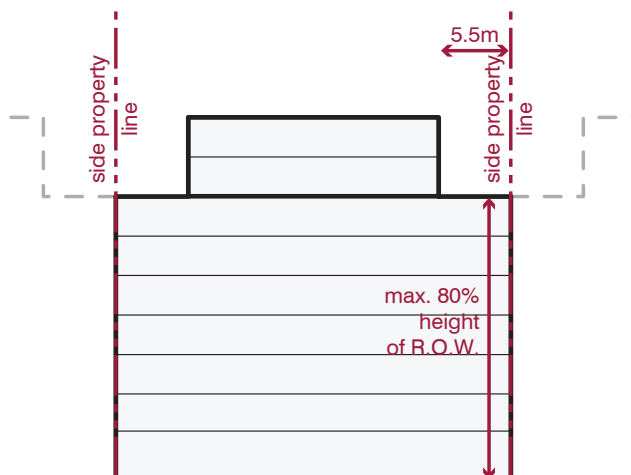
Where properties have a wider frontage, the uppermost storeys of the building can step back on the sides to allow for side glazing, reducing the extent of blank sidewalls. Side step-backs of upper storeys will reduce the height of blank sidewalls and provide both greater light penetration and varied rooflines.

Narrow sites will have trouble meeting these side property step-backs and may not be able to achieve the maximum allowable heights.

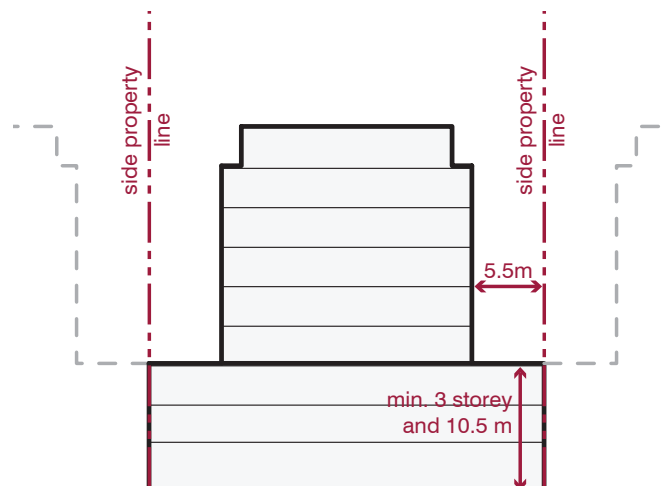
## Official Plan Reference

### 3.1.2 Built Form

Policies: 3 a), 3 b), 3 c), 3 d), and 4



Example where a tall street wall is desirable.



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

# Performance Standard #8D: Side Property Line: Existing Side Windows

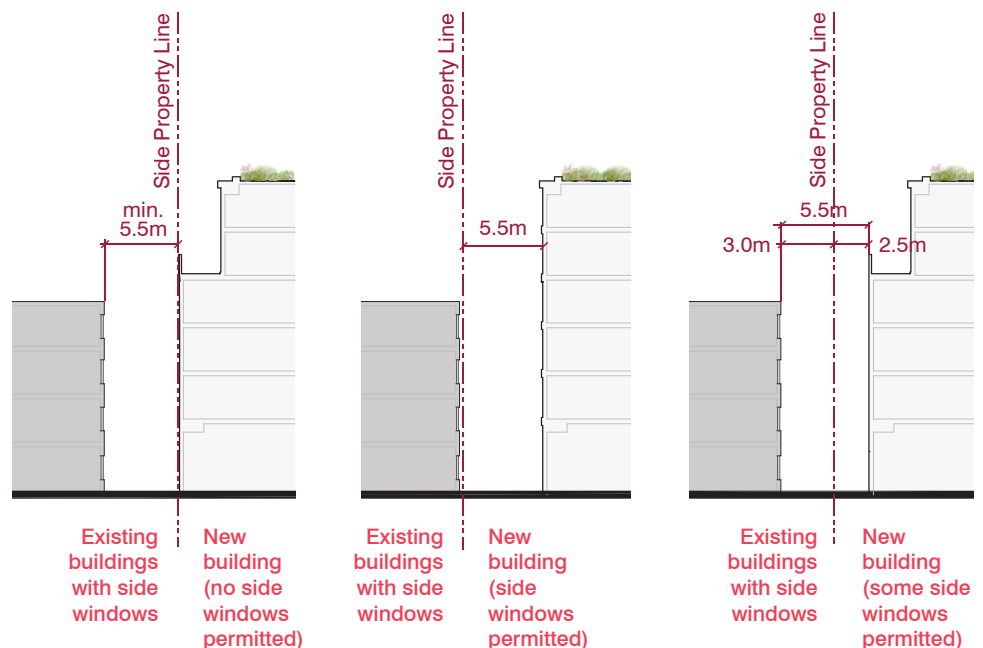
## Existing buildings with side wall windows should not be negatively impacted by new developments.

- Where adjacent sites have walls with windows, new buildings must ensure a minimum of 5.5 metres from the existing building wall.
- Side walls of new buildings that are set back a minimum of 5.5 metres from the property line should incorporate glazing where possible.
- Some conditions will require additional setbacks (e.g. where the existing building has primary windows on the side wall). Setbacks in this case will be determined on a site-by-site basis.

## Rationale

Performance Standard 8A addresses a condition where there is a desire for the creation of a continuous street wall by minimizing or eliminating “gaps” between buildings. This fabric will likely be desirable in areas that have a typical main street fabric (e.g. parts of Queen Street East and West). This will also be dependent on the width of a building site, and where it is necessary for development to maximize density and build to a zero lot line.

However, there are some locations on the Avenues where this condition is not appropriate, and sometimes occurs where Mixed Use Areas of an Avenue abut an Apartment Neighbourhood on the Avenue. A visual survey of the City’s Avenues indicated that there are sites where existing buildings have windows on side walls that are close to or follow the side yard property line. It will be important that new development on adjacent sites does not negatively impact these existing buildings.



# Performance Standard #8E: Side Property Line: Side Street Setbacks

**Buildings should be set back along the side streets to provide transitions to adjacent residential properties with front yard setbacks.**

- Applies where adjacent side street properties are low-scale residential form with front yard setbacks.
- This setback should extend for 15% of the side street lot frontage (lot depth) and range from a minimum of 2.0 metres to a maximum of 5.0 metres.

## Rationale

Side setbacks along side streets will create a transition between single family homes in adjacent Neighbourhoods and the new mid-rise buildings envisioned along the Avenues. This will help to maintain views from the neighbourhood and will create a gradual transition from the Neighbourhoods street to the Avenue.

## Official Plan Reference

2.3.1 *Healthy Neighbourhoods*  
Policies: 2 b)

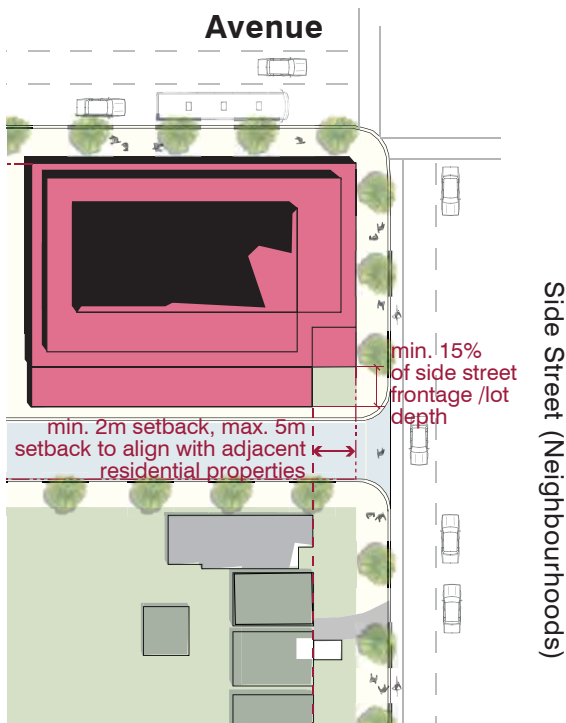


Diagram illustrating the side street setback.



Visualization of the side street setback.

# Performance Standard #9: Building Width: Maximum Width

Where mid-rise building frontages are more than 60 metres in width, building massing should be articulated or “broken up” to ensure that façades are not overly long.

- Create multiple buildings on wide sites.
- Break up the façades through the use of vertical breaks and step-backs.

## Rationale

Throughout the city, there are a number of examples of buildings that are exceedingly long. These long, uninterrupted façades have a negative impact on the pedestrian realm for a number of reasons. Long façades at grade provide less interest and variation at the pedestrian level. At upper storeys, long, continuous façades prevent sunlight access and skyviews to the street (see also Performance Standard 8C - Side Property Line: Step-backs at Upper Storeys).

Building façades should be broken up both physically and visually. Breaks in long building façades provide mid-block connections for pedestrians and allow for the creation of additional “corners”.



Example of a long building - buildings are broken up to create relief along the Avenue.<sup>9</sup>



# Performance Standard #10: At-Grade Uses: Residential

Where retail at grade is not required, and residential uses are permitted, the design of ground floors should provide adequate public/private transition and allow for future conversion to retail uses.

## Rationale - Flexible Uses At Grade

On certain Avenues, it is expected that retail may not be feasible in the immediate term, but may be feasible in the future.

Where residential uses are permitted at grade facing the Avenue, the design of the ground floor should allow for adequate separation from the sidewalk to provide transition from the public sidewalk to private residences. The design should also allow for the potential to convert these residential areas to commercial uses in the future.

Flexible Standard A: a minimum setback of 4.5 metres is required beyond the sidewalk zone and should contain a raised planter, low fencing and/or landscape

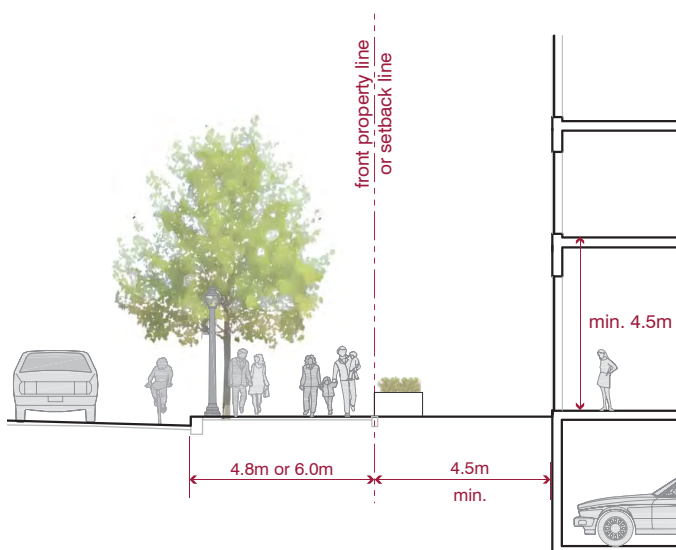
buffers. The ground floor of the residential units may have individual entrances and can be level with the sidewalk. The minimum floor-to-floor height is 4.5 metres.

These setback zones and floor-to-floor height allows for future conversion to commercial uses.

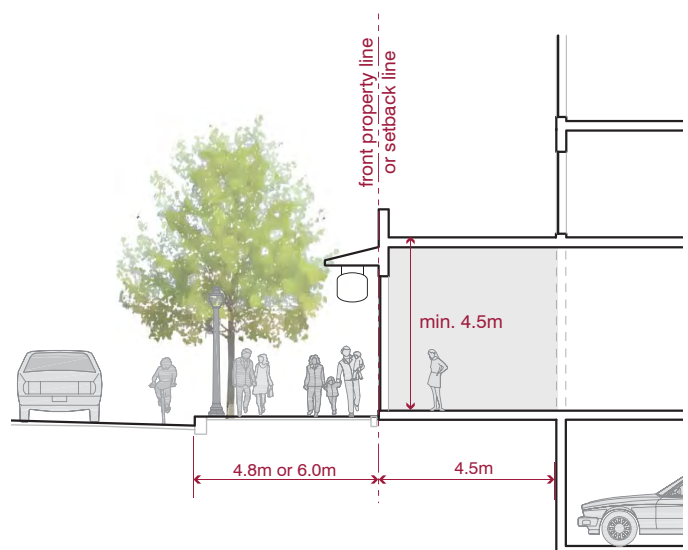
## Official Plan Reference

### 3.1.2 Built Form

Policies: 1 b), 1 c)



Flexible Standard A - Before: illustrates a ground floor residential use facing the Avenue.



Flexible Standard A - After: illustrates the conversion to commercial use.

## Rationale - Residential At Grade

On certain Avenues, it is expected that limited portions of the Avenues may include residential uses at grade for the long-term. This is only appropriate where commercial uses are not likely to be viable.

Townhomes are not an appropriate use on the Avenues, and should not be permitted on the Avenues. The townhouse form creates a privatized frontage along the Avenues, which is difficult to convert to commercial uses in the future and townhouses do not provide the minimal level of intensification desired for the Avenues.

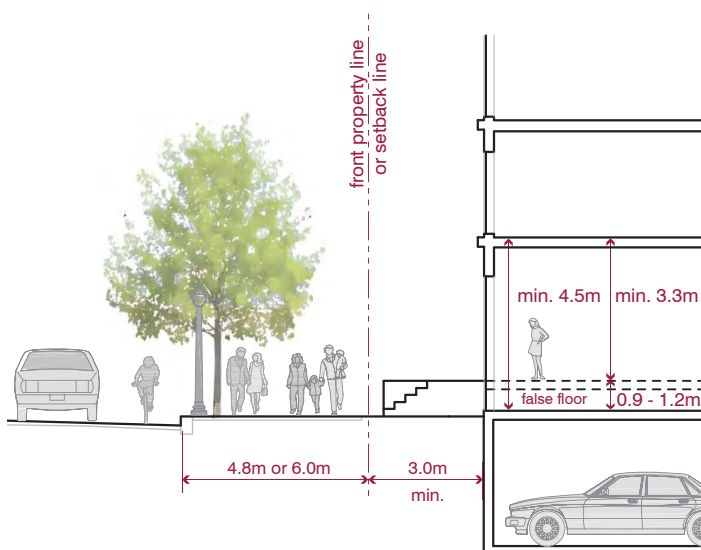
Where ground floor residential uses are acceptable, they should avoid creating conditions along the Avenues that detract from the role of the sidewalk as an inviting and attractive public space. The interface between private uses and the public sidewalk can create awkward conditions if not mitigated through a series of design measures that create adequate separation and animated frontages. Special design standards will be applied to ground floor residential uses to ensure that:

- there is a suitable transition from the public sidewalk to private residential units;
- that landscaping and other design features are used to augment this transition zone; and
- active entrances to residential uses assist in animating the frontage.

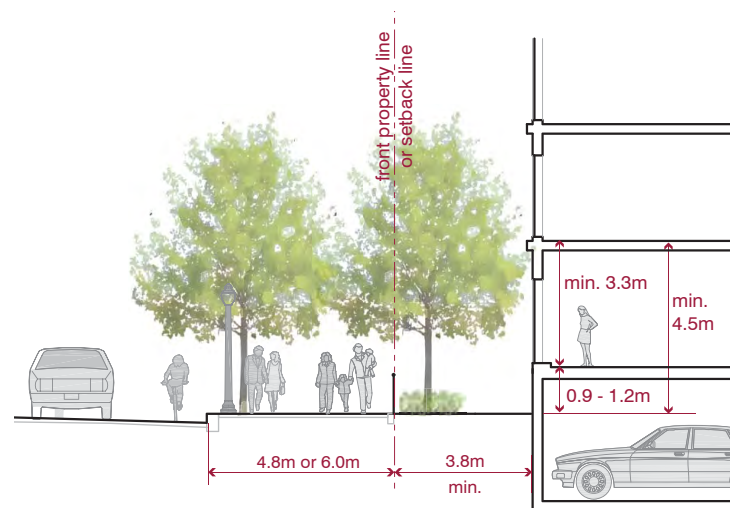
Residential Standard B: is the preferred design solution that incorporates individual unit entrances accessed from the Avenue sidewalk. A minimum setback of 3.0 metres is required beyond the 4.8 or 6.0 metre sidewalk zone that contains front steps, a raised planter and porch/terrace area. The ground floor of the residential units should be raised between a minimum of 0.9 metres to a maximum of 1.2 metres above the sidewalk level as measured from the base of the front steps. The minimum floor-to-floor height (ground floor to second floor) is 3.6 metres. The change in grade could also be achieved through a false floor.

Residential Standard C: applies to special circumstances where future retail is not expected (See Section 2.3.2: Recommendations for Retail at grade, and Appendix B: Retail Study), or individual unit entrances cannot be provided. A minimum setback of 3.8 metres is required beyond the sidewalk zone that contains a row of trees and a landscape buffer. The ground floor of the residential units should be raised a minimum of 0.9 metres to a maximum of 1.2 metres above the adjacent sidewalk level. The minimum height from the sidewalk level to the second floor is 4.5 metres.

Indoor amenity spaces are discouraged along the Avenue frontage at grade as well, as they also tend to become privatized, less animated spaces.



Residential Standard B



Residential Standard C

# Performance Standard #11: Setbacks for Civic Spaces

In special circumstances where civic or public spaces are desired, additional setbacks may be encouraged.

## Rationale

Special corners or major intersections may be appropriate locations for civic plazas or open spaces. Where this is appropriate, new mid-rise buildings may be set back at the corners.

## Official Plan Reference

### 3.1.2 Built Form

Policies: 3 a) and 4



An example of a civic plaza framed by mid-rise buildings set back from the corner - Tivoli Square, Washington DC. <sup>10,11</sup>

# Performance Standard #12: Balconies & Projections

**Balconies and other projecting building elements should not negatively impact the public realm or prevent adherence to other Performance Standards.**

- Balconies on the front façade (projecting or inset) should not be located within the first 3 storeys.
- Balconies on the street-facing façade should be inset behind the street wall within the Pedestrian Perception Step-back zone (between 3 - 6 storeys).
- Balconies on the rear façade should be setback a minimum of 10 metres from the rear property line.
- Balconies or other permanent building elements should not encroach into the public right of way or setback.
- Balconies and other projections (e.g. railings) should be contained within all angular planes.

## Rationale

The Performance Standards in this document have been developed to promote appropriately-scaled and massed mid-rise buildings through angular plane and height recommendations. The intent of these Performance Standards is to allow mid-rise buildings to frame the street while avoiding negative impacts on the public realm or neighbouring properties, including excessive shadowing or overlook. Therefore, any architectural features that project from the building face (horizontally or vertically) should be contained within the building envelope as defined by all angular planes.

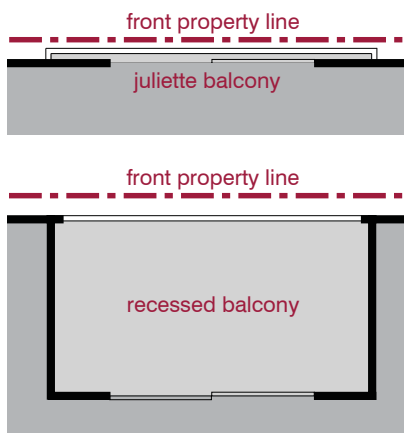
Projecting balconies should not be located within the Pedestrian Perception Zone, or below the first step-back. Within this portion of the building, recessed balconies, Juliet balconies and terraces (as part of a step-back) are acceptable. See Performance Standard 4C.

Full floor height screens or louvers are sometimes utilized on balconies for noise or sun protection. The two considerations for the design and use of these screens include their material and their percentage of the total façade area. Generally, these should not form more than 50% of the Avenue-facing façade.

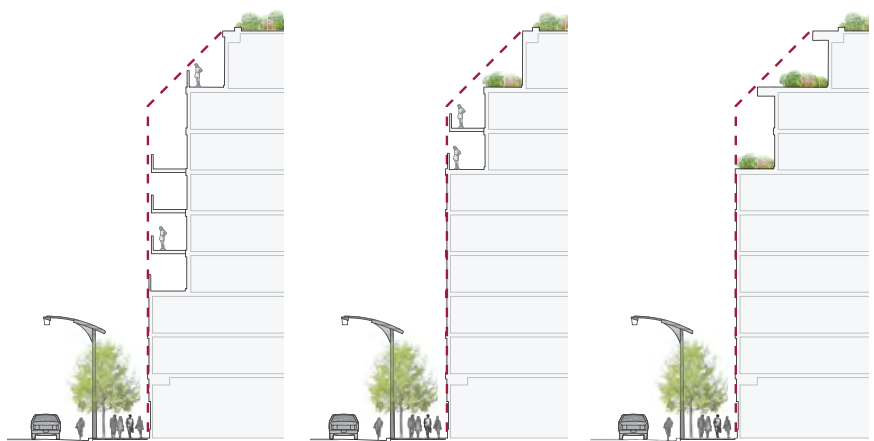
## Official Plan Reference

### 3.1.2 Built Form

Policies: 1, 3 b), 3 c), 3 d), and 6



Plan view of appropriate balcony types below the first step-back location.



Projection, balconies, railings and overhangs should fit within all angular planes.

# Performance Standard #13: Roofs & Roofscapes

**Mechanical penthouses may exceed the maximum height limit by up to 5 metres but may not penetrate any angular planes.**

- All mechanical penthouses should be designed and clad with materials to complement the building façades.
- The portion of the roof not utilized as mechanical penthouses should be developed as green roofs and/or usable outdoor amenity space. Green roofs should be compliant with the City's Green Roof By-law.

## Rationale

Mechanical penthouses above maximum allowable heights are already permitted through City zoning by-laws. Mechanical penthouses that extend above the height limit, but fall within the angular planes, will not impact shadowing, will generally not be visible

from the adjacent Avenue sidewalks and are minimally visible from the opposite sidewalk. By keeping penthouses within the angular planes it will position the penthouse to the centre of the roof. However, as mechanical penthouses will be visible from adjacent properties, including neighbourhoods, they must be designed with materials that are complementary to the architecture of the building. Methods for reducing the height and size of mechanical penthouses should be explored or integrated into the top floor of the building.

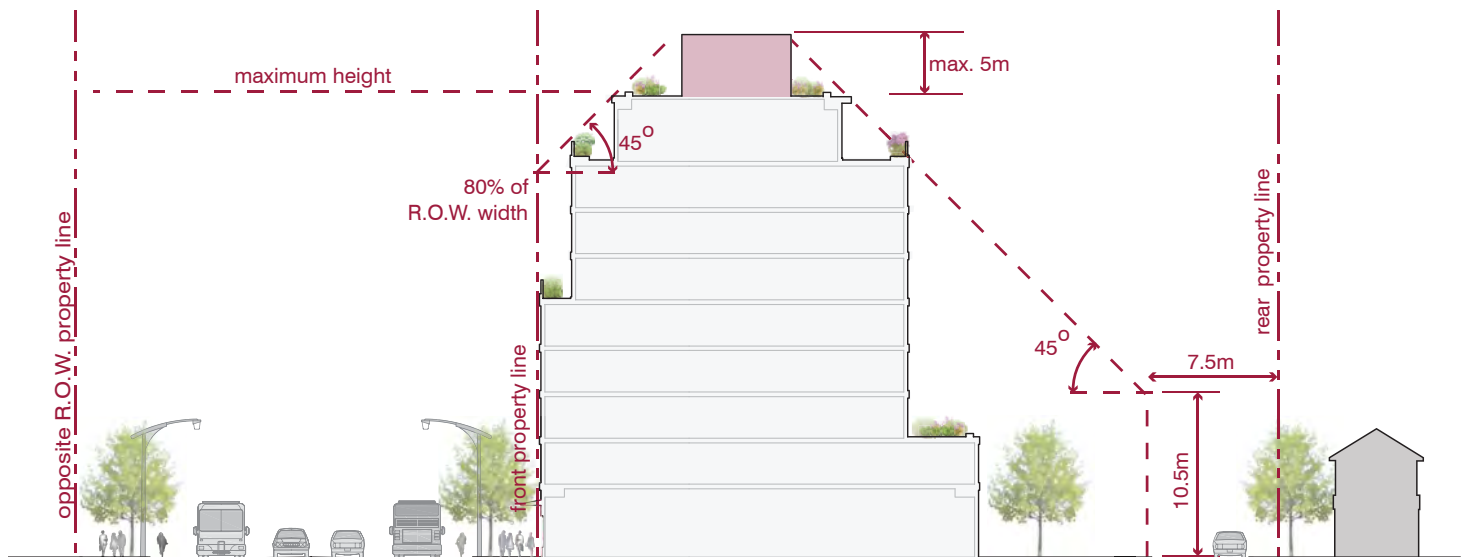
Where it is not possible to achieve a mechanical penthouse within these guidelines, the optimal building height may not be achieved or the mechanical penthouse will need to be located within the uppermost storey of a building.

Sustainable technologies, such as photovoltaic panels, should be encouraged for the roofs of mid-rise buildings. These technologies may take up more space than a typical rooftop mechanical penthouse, but should still be contained within the angular planes.

## Official Plan Reference

### 3.1.2 Built Form

Policies: 1, 3 b), 3 c), 3 d) and 6



Example of mechanical penthouse placement within all angular planes.

# Performance Standard #14: Exterior Building Materials

**Buildings should utilize high-quality materials selected for their permanence, durability and energy efficiency.**

## Rationale

Official Plan Amendment 66 provides the City of Toronto with new powers over the exterior design of buildings as well as the inclusion of sustainable building features under paragraphs 2(iv) and (v) of Section 114(5). These new provisions will help the City to achieve the recommendations in this performance standard, and the study as a whole.

Building materials are a key component of exterior building design, and the choice of appropriate materials is integral to the process of creating new buildings that will positively influence the character of the Avenue streetscape.

The use of appropriate exterior building materials at grade, particularly at the street wall and areas which are visible from the public realm, is an important design consideration to help new development support the public realm and fit with the existing and/or planned context.

Certain materials should be discouraged on façades visible from the public realm, however innovative use of materials is encouraged.

Through the City's Site Plan control review process, new development will provide drawings depicting the exterior design, including materials (see page 6 of the following document: [www.toronto.ca/planning/pdf/dev\\_approval\\_form.pdf](http://www.toronto.ca/planning/pdf/dev_approval_form.pdf) for required drawings for Site Plan Application submission). In reviewing a project through Site Plan Control, the City can consider and secure the exterior design and exterior architectural details, including its doors, roofs,

windows, and decorative elements, such as cornices and belt-courses. The City can also consider general façade materials, which influence a project's character, scale, appearance and how it relates to adjacent buildings.

## Official Plan Reference

### 3.1.1 The Public Realm

Policies: 5

### 3.1.2 Built Form

Policies: 2 c) and 3 c)



*An example of context sensitive façade design and material selection.*

# Performance Standard #15: Façade Design & Articulation

**Mid-rise buildings will be designed to support the public and commercial function of the Avenue through well articulated and appropriately scaled façades.**

- **The street wall of buildings on the Avenues should be designed to create a comfortable, yet highly animated, pedestrian environment through a rhythm of multiple retail frontages, architectural articulation, numerous entrances, display windows, canopies and signage.**
- **The ground floor of all buildings should be articulated and highly transparent, with a minimum 60% of this frontage to be glazed and transparent.**
- **Building materials will be high quality and contribute to a human-scaled public realm.**
- **Blank walls should be avoided.**
- **Utilities, vents and other undesirable elements should be avoided on the lower levels of façades adjacent to the public realm or should be integrated into the architectural composition.**
- **Permanent opaque covering on windows and doors that prevent views into buildings should be discouraged.**

## Rationale

Official Plan Amendment 66 provides the City of Toronto with new powers over the exterior design of buildings as well as the inclusion of sustainable building features under paragraphs 2(iv) and (v) of Section 114(5). These new provisions will help the City to achieve the recommendations in this Performance Standard, and the study as a whole.

The façade is the exterior of a building visible to the public, and its exterior design contributes to a more beautiful and engaging Toronto. The exterior design of a façade includes the form, scale, proportion, pattern and materials of building elements, including doors, roofs, windows and decorative elements. It is important to consider the exterior design of a façade at grade as it relates to the general layout and organization of interior spaces closest to the pedestrian environment. In particular, the placement of doors and unobstructed clear glass windows, with little or no tint, play an important role in supporting a safe, accessible and vibrant public realm, provided that the design is also bird friendly. These design measures are necessary to help new development support the public realm and fit with the existing and/or planned context.

A harmonious relationship between a new façade and its context can be achieved through contemporary expression, provided that the existing context, proportions, forms, size and scale are fully respected and appropriate materials are used. In particular, the placement of doors and unobstructed clear glass windows, with little or no tint, play an

important role in supporting a safe, accessible and vibrant public realm. Entrance canopies or awnings, for example, create a vibrant public realm and should be encouraged. A new façade need not be a simple replication of adjacent building façades.

Building articulation is equally important in a building’s contribution to human-scale at the street level. The application of sensitive building massing, high quality materials and design excellence will ensure that all new buildings on the Avenues contribute to a great public realm.

## Official Plan Reference

### 3.1.1 The Public Realm

Policies: 5

### 3.1.2 Built Form

Policies: 2 c) and 3 c)



Monument in Paternoster Square <sup>12</sup>



Examples of modern and historic buildings with façades that have a fine grain character.



# Performance Standard #16A: Vehicular Access

**Wherever possible, vehicular access to on-site parking, loading, and servicing facilities should be provided from local streets and rear lanes, not from the Avenue.**

## Rationale

Avenues strategies mandate a pedestrian-focus for the Avenues. All of the previously completed Avenues Studies reviewed have recommended an uninterrupted pedestrian realm by locating driveways and vehicular access points to the rear or side of buildings.

Any new development along the City's Avenues should reiterate the importance of removing vehicular access from Avenues (whether they are currently utilized as main streets or not) with the following guidance:

- Side street access should generally be considered the primary solution
- Narrow sites and mid-block sites should first seek laneway access

If the only point of access available is from the Avenue, then a series of guidelines should be applied to its design, location and width. Examples of key guideline recommendations include a maximum dimension for the entrance-way and no double height access points. The width of the entrance should be as narrow as possible and represent a maximum percentage of the building frontage. See Performance Standard 16B for mid-block vehicular access guidelines.

To improve on existing laneway systems along the Avenues, the City should seek to acquire land to extend laneways to full block length. The Performance Standards for rear transitions (see Performance Standards 5A - 5C) require a minimum 7.5 metre setback from the rear property line which would allow for two-way lane access.



*Illustration of a vehicular access point located off of a side streets.*

Requirements for loading spaces (both type and size) are set out in the zoning by-law and are dependent on use and gross floor area. Refer to the new draft zoning by-law: [www.toronto.ca/zoning/bylaw/ZBL\\_NewProvision\\_Chapter220.htm](http://www.toronto.ca/zoning/bylaw/ZBL_NewProvision_Chapter220.htm)

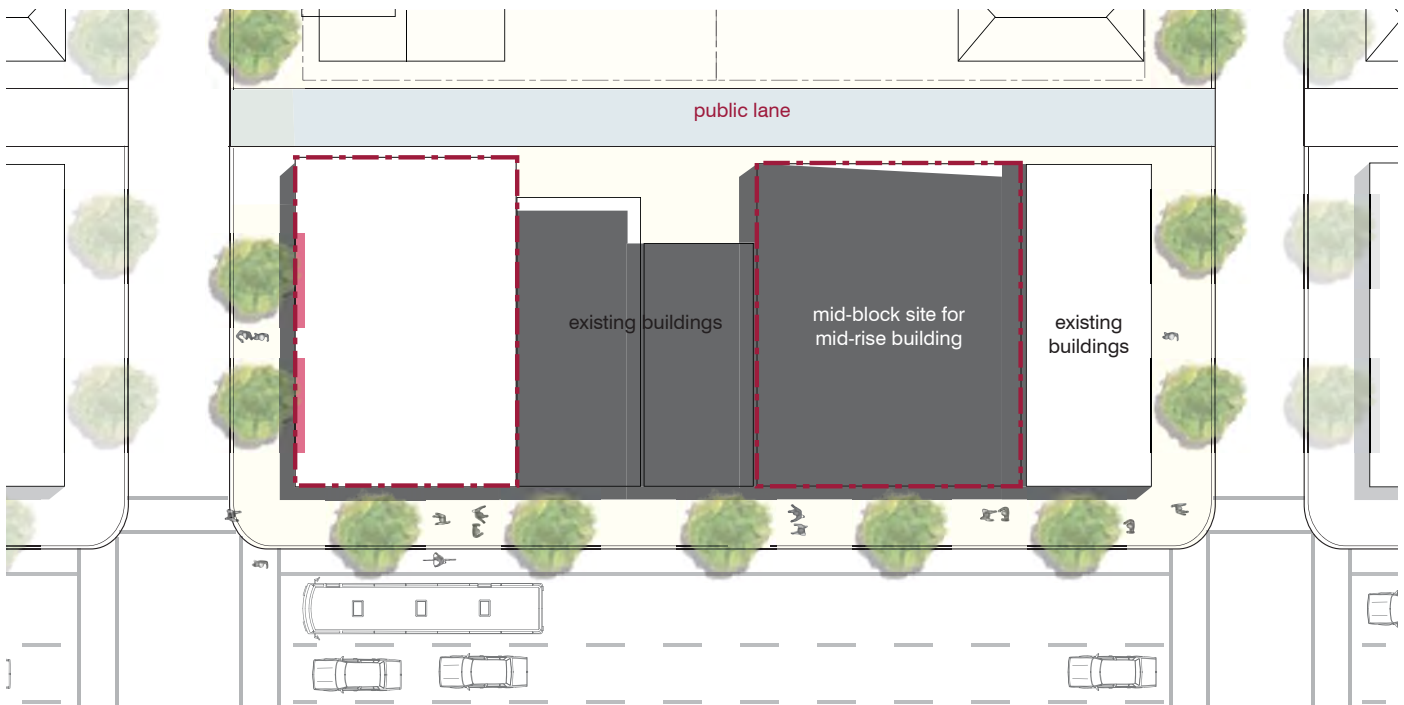
### Official Plan Reference

#### 3.1.2 Built Form

Policies: 2 a) and 2 b)

#### 4.5 Mixed Use Areas

Policies: 2 i)



*Vehicular access points should be located off of laneways or side streets wherever possible.*

# Performance Standard #16B: Mid-Block Vehicular Access for Constrained Sites

Mid-block vehicular access should be avoided wherever possible. However, there are instances where this is the only point of access for certain Avenue sites. For mid-block sites without rear lane access, a front driveway may be permitted, provided established criteria are met, including:

- The driveway is located as far from the adjacent intersection as possible or a minimum of 30 metres from the centre of the driveway to the centre of the nearest side street;
- Appropriate spacing between adjacent driveways is maintained resulting in no more than one driveway every 30 metres;
- A 6.0 metre public lane is provided at the rear of the property which will form part of a continuous laneway system within the block as adjacent properties redevelop;
- As redevelopment occurs, approved mid-block driveways to the Avenue should be designated for shared access to serve adjacent properties in lieu of, and until a rear public laneway is established; and,
- Where front driveways are permitted, they should be contained within the building massing with additional floors built above the driveway.

## Rationale

Mid-block vehicular access should be avoided wherever possible as it conflicts with pedestrian movement. However, mid-block access should be considered where no alternatives are available. Where front lane entrances are permitted, they should also facilitate improved access for neighbouring Avenue mid-block sites through shared driveways and rear lane dedication.

On some of the more suburban Avenues, if side street or laneway access is not possible, new development sites that amalgamate several lots with multiple existing curb cuts can potentially retain one entrance on the Avenues in an appropriate location.



*Where front driveway access is permitted, it should be incorporated into the definition of the street wall.*

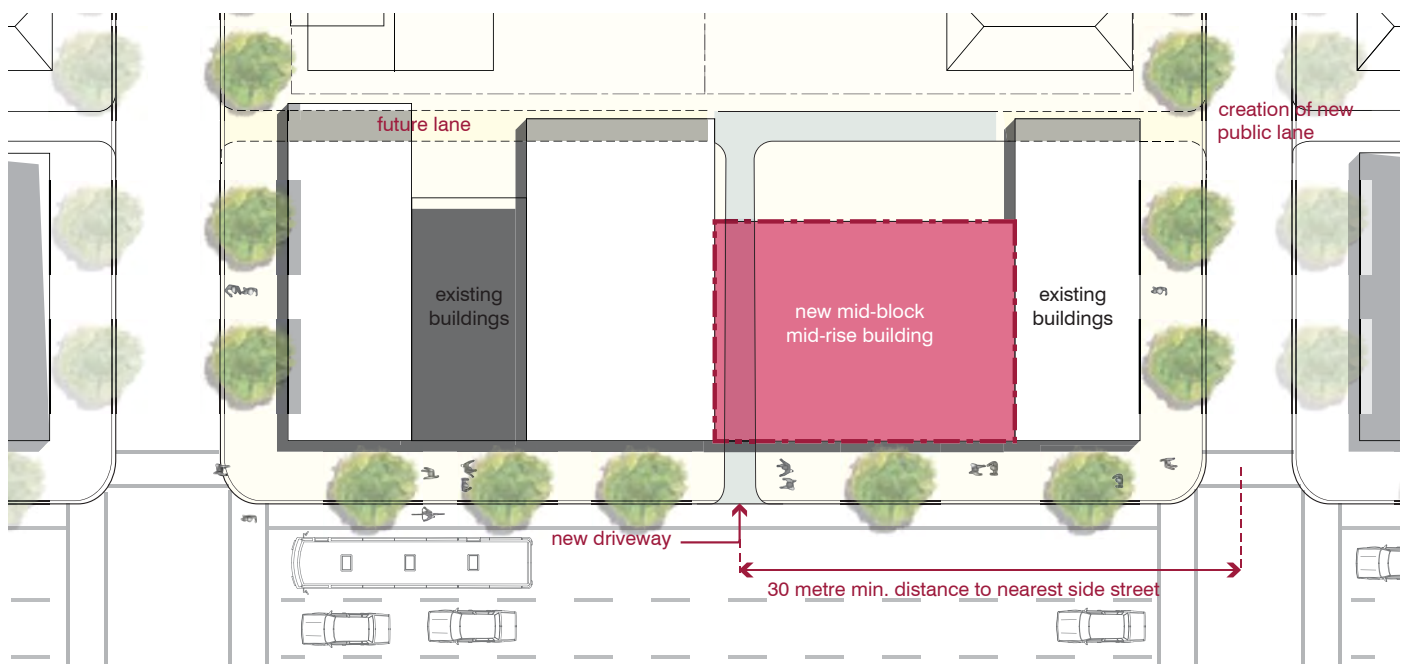
## Official Plan Reference

### 2.2 Structuring Growth in the City: Integrating Land Use and Transportation

Policies: 3 c)

### 3.1.2 Built Form

Policies: 2 a) and 2 b)



Where a development is permitted to include front lane access, the project should result in improved access for neighbouring mid-block Avenue properties through shared driveway and rear lane dedication.

# Performance Standard #17: Loading & Servicing

**Loading, servicing and other vehicular related functions should not detract from the use or attractiveness of the pedestrian realm.**

- **Ideally, garbage, loading, servicing and utility functions should be integrated within the interior of a building at the rear whenever possible, with access from a rear lane or side street.**
- **Rear lanes should always exit onto adjacent side streets.**

## Rationale

Parking, loading and servicing are all necessary functions of a mid-rise building. Loading, servicing and other vehicular related functions should be located away from the pedestrian realm in order to create a safe, functional and attractive pedestrian environment. Ideally, mid-rise buildings should provide for public pick-up.

The creation of a minimum ground floor height of 4.5 metres, as recommended in Performance Standard 3, provides better clearance for garbage and loading functions. However, overhead loading for bulk garbage collection requires a minimum clearance of 6.1 metres.

On constrained properties (very narrow or very shallow), loading and servicing facilities should consider alternative solutions.

Buildings with less than 31 units do not require Type G loading and pick-up space is not required. The standards for loading and servicing are set out in the Zoning By-law and vary by use and floor area.

## Official Plan Reference

### *3.1.2 Built Form*

Policies: 2 a) and 2 b)

### *4.5 Mixed Use Areas*

Policies: 2 i) and 2 j)



*Vehicular access for loading and servicing should be integrated into the overall building design and located off of secondary streets or laneways.*

# Performance Standard #18:

## Design Quality

**Mid-rise buildings will reflect design excellence and green building innovation utilizing high-quality materials that acknowledge the public role of the Avenues.**

### Rationale

Great design invested in a mid-rise building will promote reinvestment in adjacent properties. In turn, the role of the Avenue as a neighbourhood centre and destination will be strengthened and the market conditions for retail will be enhanced.

The Performance Standards recommended in this document are intended to set a framework for as-of-right zoning permissions for mid-rise buildings on Avenues. They are based on minimum Performance Standards as zoning by-laws or Urban Design Guidelines and will not in themselves result in design excellence. Rather, they will assist in preventing unacceptable forms of development. Recognizing that creative solutions will emerge, which may not match all of the requirements of the Performance Standards, it is recommended that the City appoint a design review panel to review mid-rise building applications located on the Avenues.

Buildings that meet these Performance Standards should move quickly through the approvals process, avoiding the need for rezonings and Official Plan amendments, lengthy processes that have deterred redevelopment of the Avenues in the past.

With new development rights comes an obligation from the development industry to invest in high quality design and materials, green building strategies and to assist the City in creating a spectacular public realm embodied in wide tree-lined sidewalks, parks, open spaces and public art. To encourage a high level of environmental performance, the City offers a 20% refund on development charges for development that meets both Tier 1 and Tier 2 of the Toronto Green Standard.

Through the Site Plan Control process, applicants will be expected to demonstrate how a project embodies design excellence through:

- The use of high quality materials
- Sustainable performance measures of Tier 1 of the Toronto Green Standard are required
- High quality streetscape treatments of the adjacent public realm
- Façade articulation
- Sensitive and creative massing of the building to create appropriate microclimate conditions for pedestrian comfort
- Appropriately scaled and attractive signage
- Transparency at the ground floor level (should be in keeping with the Bird Friendly Performance Measures within the Toronto Green Standard)
- Multiple entranceways facing the street
- Landscaping elements that assist in buffering mid-rise buildings from adjacent low-rise residential buildings
- Screening of utilities and loading areas
- Design of mechanical areas and penthouses that use materials that complement the architecture of the building

## Official Plan Reference

### **1.5.1 Supporting the Foundations of Competitiveness**

Policies: 1 c)

#### **3.1.1 The Public Realm**

Policies: 1 a), 1 b), 1 c), and 1 d)



(Top) Octavia Gateway Building in San Francisco, CA. <sup>13</sup>  
(Above) ROAR 1 Building in Vancouver, BC. <sup>14</sup>





# Performance Standard #19A: Heritage & Character Areas

**All mid-rise buildings on the Avenues should respect and be sensitively integrated with heritage buildings in the context of Heritage Conservation Districts (HCDs).**

## Rationale

The Avenues that have built or cultural character (including those that may or may not include listed or designated buildings) have been studied to provide guidance for the City and developers regarding building design and architectural character - see Appendix A: Character Area Study.

The City of Toronto has policies in place that demonstrate the value placed on its heritage properties and heritage conservation districts (HCDs), including requirements for how individual buildings should be protected and integrated into new developments, and this study recognizes these guidelines. Where they are in place, HCDs shall prevail if there is a conflict.

In general, where new mid-rise buildings are developed in Character Areas, building design should be sympathetic to context and certain heritage characteristics. This may include, but is not limited to, building step-backs and cornice lines, façade articulation, and building materials. Where applicable, all of these design elements should be appropriate to their heritage context. For further guidance on specific sites, see Appendix A: Character Area Study.

The following Guidelines will outline the requirements/guidelines for new development:

- in Heritage Conservation Districts
- adjacent to heritage buildings
- in Character Areas
- on heritage buildings (Part IV)

## Official Plan Reference

### *2.2.3 Avenues: Reurbanizing Arterial Corridors*

Policies: 3 c) v)

### *3.1.2 Built Form*

Policies: 3 a)

### *3.1.5 Heritage Resources*

Policies: 1 a), 1 b), and 2



*Many buildings on Queen Street West have heritage character.*

# Performance Standard #19B: Development in a Heritage Conservation District

**The character and values of HCDs must be respected to ensure that the district is not diminished by incremental or sweeping change.**

- Development within an HCD must adhere to the guidelines of the district (see City's guidelines: [www.toronto.ca/heritage-preservation/heritage\\_districts.htm](http://www.toronto.ca/heritage-preservation/heritage_districts.htm))
- New mid-rise development will be permitted in HCDs, as per the allowances in the individual HCD plans.
- Where they are in place, HCDs shall prevail if there is a conflict.

## Official Plan Reference

### *3.1.5 Heritage Resources*

Policies: 1 a), 1 b), and 2

# Performance Standard #19C: Development Adjacent to Heritage Properties

**Development adjacent to heritage properties should be sensitive to, and not negatively impact, heritage properties.**

- **Mitigation measures must be taken to ensure the heritage properties are respected and not negatively impacted.**
- **New developments must not diminish the cultural heritage values or physical materials and identified attributes of the heritage property.**
- **Impacts to the perception of the heritage properties or its prominence within an existing context should be minimized.**
- **Sight lines and views to identified landmarks should not be encroached upon by new developments.**

## Rationale

Individual Avenue Character Area Maps in Appendix A identify the designated heritage properties along the Avenues. Certain Avenues have a higher concentrations of these properties than others, but all heritage properties must be considered where redevelopment is adjacent to these properties.

Most areas within the City have not been subject to a systematic survey of heritage resources and the City's heritage inventory is continually being updated. For the most recent heritage properties, the City's Heritage Preservation Services should be contacted.

This guideline will ensure that existing heritage properties are protected and considered through redevelopment of the Avenues.

## Official Plan Reference

### 3.1.5 Heritage Resources

Policies: 1 a), 1 b), and 2



*Example of a listed heritage property on an Avenue: 614 Eglinton Avenue West: Forest Hill Fire Hall and Police Station, 1932; G.A. Bachman and A. Wilson, architects; two storey eastern wing, Forsey Page and Steele, architects, 1937; two storey eastern addition, J.G. Sutherland.*

# Performance Standard #19D: Character Area: Fine Grain Fabric

**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.**

- Vertical articulation should generally be consistent with the rhythm of adjacent main street buildings or façades.
- The street wall of buildings on the Avenues should be designed to create a comfortable yet highly animated pedestrian environment utilizing a rhythm of multiple retail frontages architecturally articulated through materials, numerous entrances, display windows, canopies and signage.

## Rationale

The fine grain fabric found on these Avenues is a result of narrow lot patterns, generally not wider than 6 metres. The fabric of Toronto's main streets is part of what makes the Avenues so special. New buildings within a Character Area must seek to maintain this rhythm and fabric at grade and within the lower storeys that impact the public realm.

## Official Plan Reference

### 3.1.2 Built Form

Policies: 1 a), 3 a), and 4



*Typical main street fabric in Toronto's Old City.*



*Examples of new mid-rise buildings that create a fine grain ground floor façade.*

# Performance Standard #19E: Character Area: Consistent Cornice Line

Buildings in a Character Area should maintain a consistent cornice line for the first step-back by establishing a “datum line” or an average of the existing cornice line.

- This front step-back for mid-block conditions should be a minimum of 1.5 metres and reference the average cornice line.
- This front step-back for corner conditions should be a minimum of 1.5 metres and continue the adjacent cornice line.

## Rationale

New buildings that maintain and reference the existing cornice line of a predominant main street fabric will be better integrated into their Character Area context.

## Official Plan Reference

### 3.1.2 Built Form

Policies: 1 a) and 3 a)



Examples of mid-rise buildings that have maintained a consistent cornice line with the surrounding built form context.



# Performance Standard #19F:

## Character Area: Vertical Additions

**Additions to existing buildings are an alternative to redevelopment projects on the Avenues, and should be encouraged in areas with an existing urban fabric.**

- Additions will not exceed the overall maximum height for the site.
- Additions should fit within the permitted envelope (i.e. will meet all angular plane provisions outlined in the Performance Standards).
- Vertical additions should adhere to the Performance Standards that address façade articulation.
- Additions should not be more than 50% of the existing building height.

### Rationale

Avenues that are within Character Areas may be appropriate places for alternative forms of reurbanization or intensification, such as reuse of existing buildings, small scale infill and building additions.

By designing appropriate vertical additions, the existing fabric of the street is maintained and a more modest scale of intensification is achieved.

Where vertical additions are located on top of heritage buildings, their visual impact should be minimized through angular planes and the use of compatible and/or complementary materials.

### Official Plan Reference

#### 3.1.5 Heritage Resources

Policies: 8 b), and 8 f)



*Reurbanization and intensification may be accommodated through vertical additions to existing buildings on the Avenues.*

# Performance Standard #19G: Character Area: Other Considerations

**Additional “context sensitive” design and massing guidelines should be considered for development in Character Areas, including:**

- Use of compatible building materials
- Consider the character & placement of existing signage
- Use of front and side step-backs to mitigate different building heights
- Minimize the height of blank walls
- Ground floor heights/characteristics of character or heritage buildings should also inform new development to enhance the pedestrian realm

## Rationale

The Character Area descriptions contained in Appendix A provide a general summary of the individual Character Areas and some of their important characteristics. Key context sensitive design opportunities should be considered within Character Areas.

City Staff will work closely with developers to ensure that mid-rise building design in Character Areas is appropriate to the context.

## Official Plan Reference

### 3.1.2 Built Form

Policies: 3 a) and 4

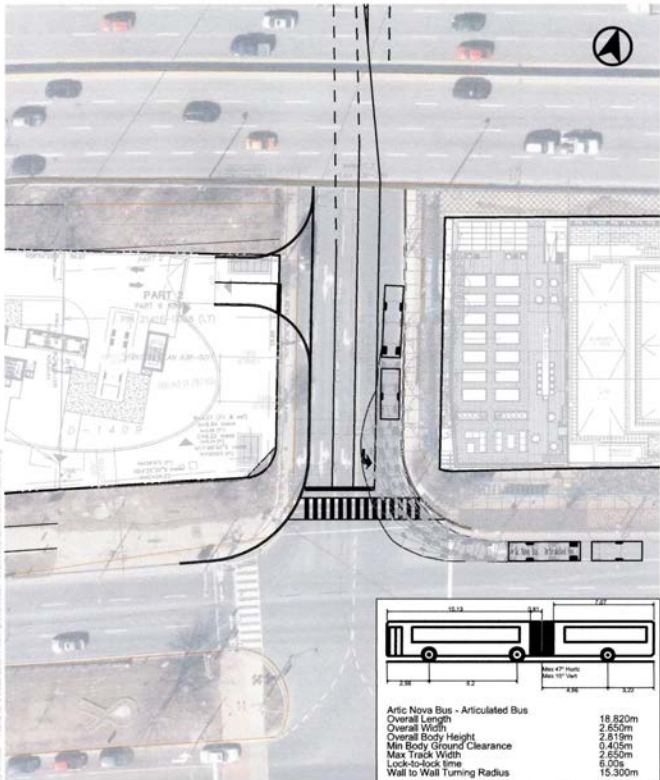


*Example of complementary materials used in a modern building adjacent to a historic building.* <sup>15,16</sup>









Title Plot: Nova S, 1030 - Form: 2/7/2022 10:44:17 AM - Apr 28 2024 - 11:56 AM - 1:42:00 PM - 1:42:00 PM



1978-2002 Lake Shore Blvd.  
 Vehicle Manoeuvring Diagram  
 NOVA Articulated Bus - Northbound

Project:	LAKE SHORE BLVD W
Project No.:	7862-05
Date:	MAY 04, 2020
Revised:	-
Drawing No.:	VMD-02