

Mid-Rise Rear Transition Performance Standards Update

Wednesday, September 20, 2023
7:00 p.m. – 8:30 p.m.



Recorded Meeting Notice

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Preliminary Matters

Recorded Meeting Notice



This meeting is being recorded.

Preliminary Matters

Audio Issues

If you are experiencing audio issues, please try connecting by telephone:

Telephone: 416-915-6530

Access Code: 2631 884 7447

Password: 3297 5772





Land Acknowledgement

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

We are all Treaty people. Many of us have come here as settlers, immigrants, newcomers in this generation or generations past. We would also like to acknowledge and honour those who came here involuntarily, particularly those who are descended from those brought here through enslavement.

Introductions

Agenda

-  7:00 p.m. **Introductions and Opening Remarks**
-  7:05 p.m. **Presentation by City Staff**
-  7:45 p.m. **Q&A Discussion**
-  8:25 p.m. **Closing Remarks and Next Steps**

Introductions

Speakers (City Team)

City Staff

- Rong Yu, Urban Design
- John Duncan, Zoning Section

Mid-Rise Successes

- Since 2010 there has been significant uptake of development in a mid-rise form
- Achieved intensification along our Avenues and in other Mixed Use Areas, allowing residents to be in proximity to daily needs, such as retail, transit and other services
- All across the City – Kingston Road, Sheppard Avenue, Dundas Street West, Bloor Street West, Queen Street East, the Queensway



Mid-Rise Successes



8 Fieldway Road, Etobicoke



1340 Kingston Road, Scarborough

Mid-Rise Successes



2301 Danforth Ave, Toronto & East York



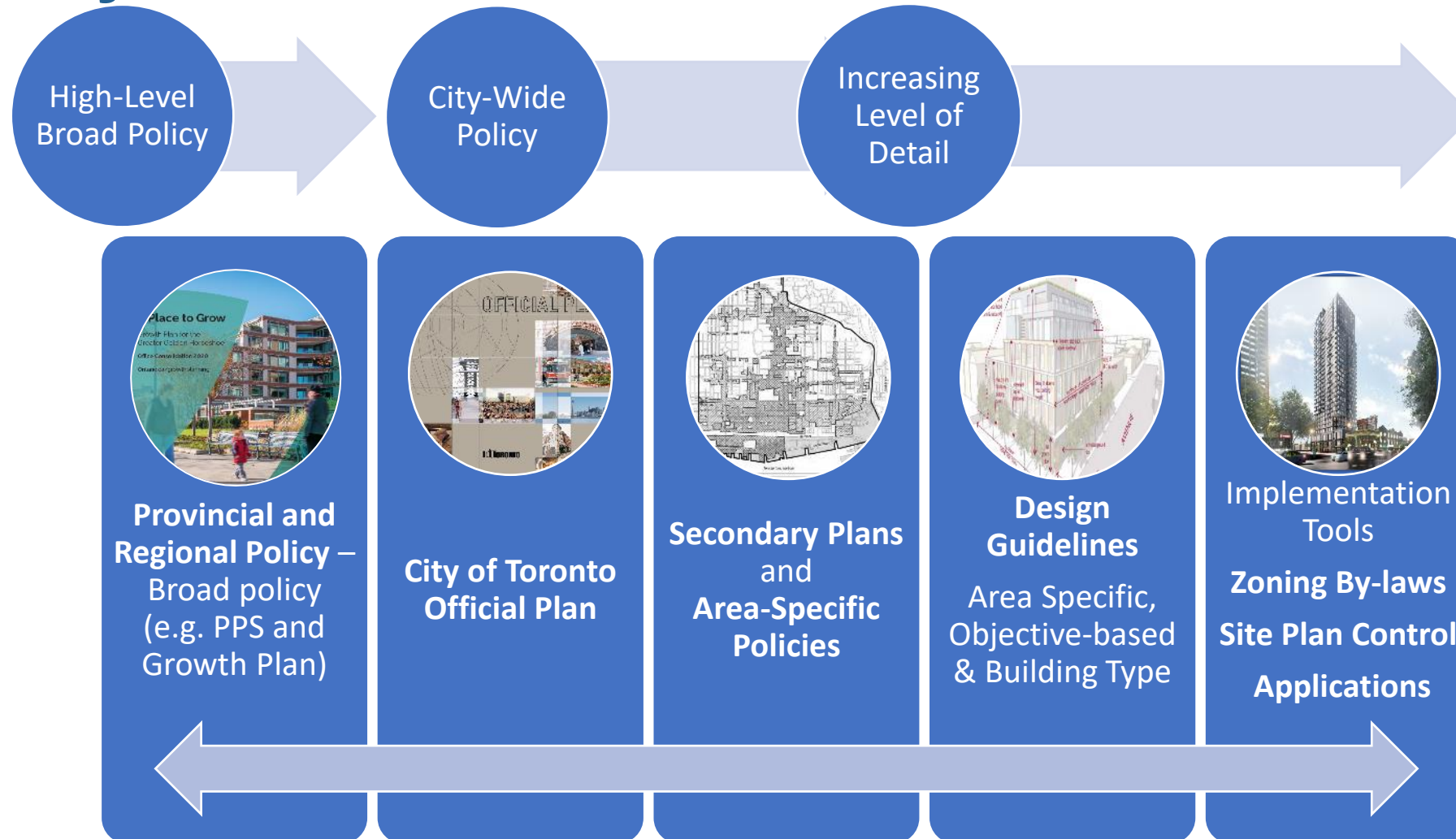
758 Sheppard Ave W, North York

Planning Framework



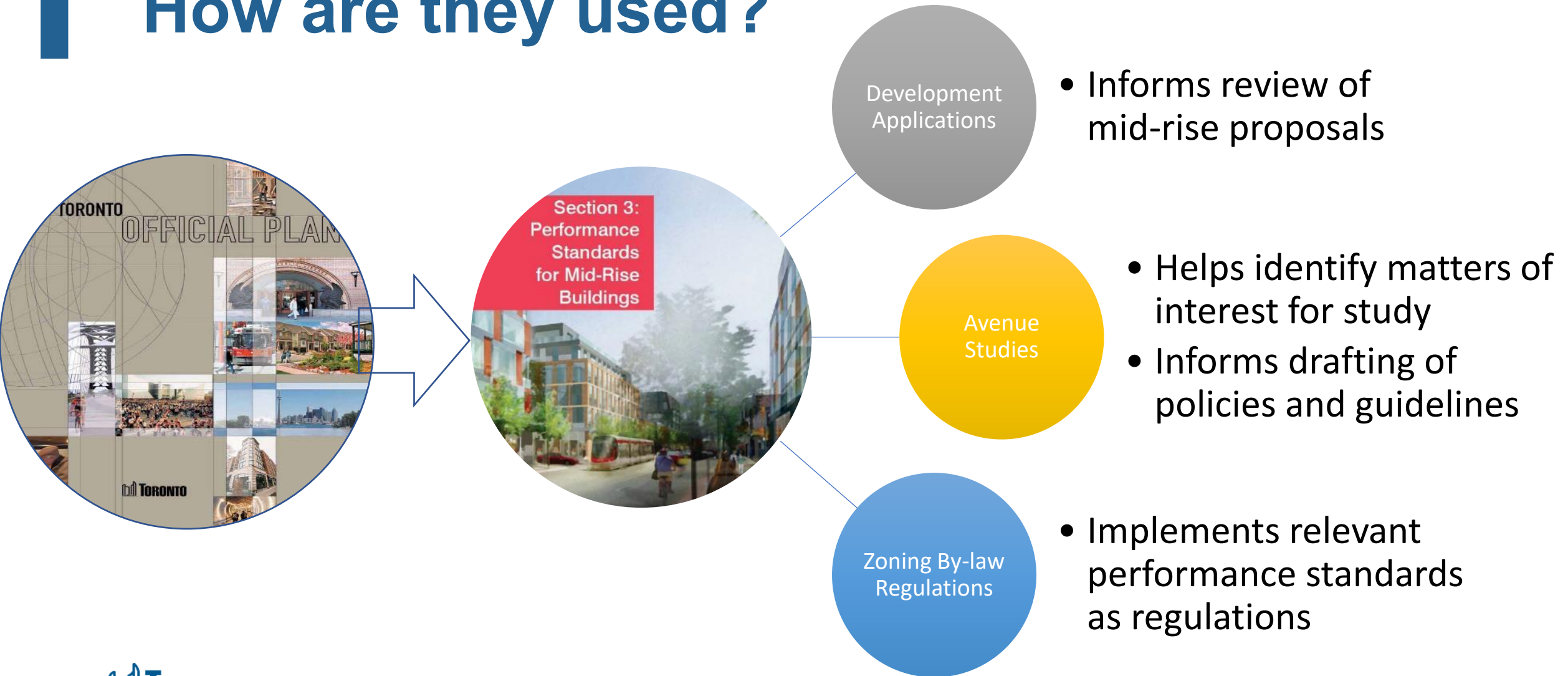
Planning Framework

Policy Context



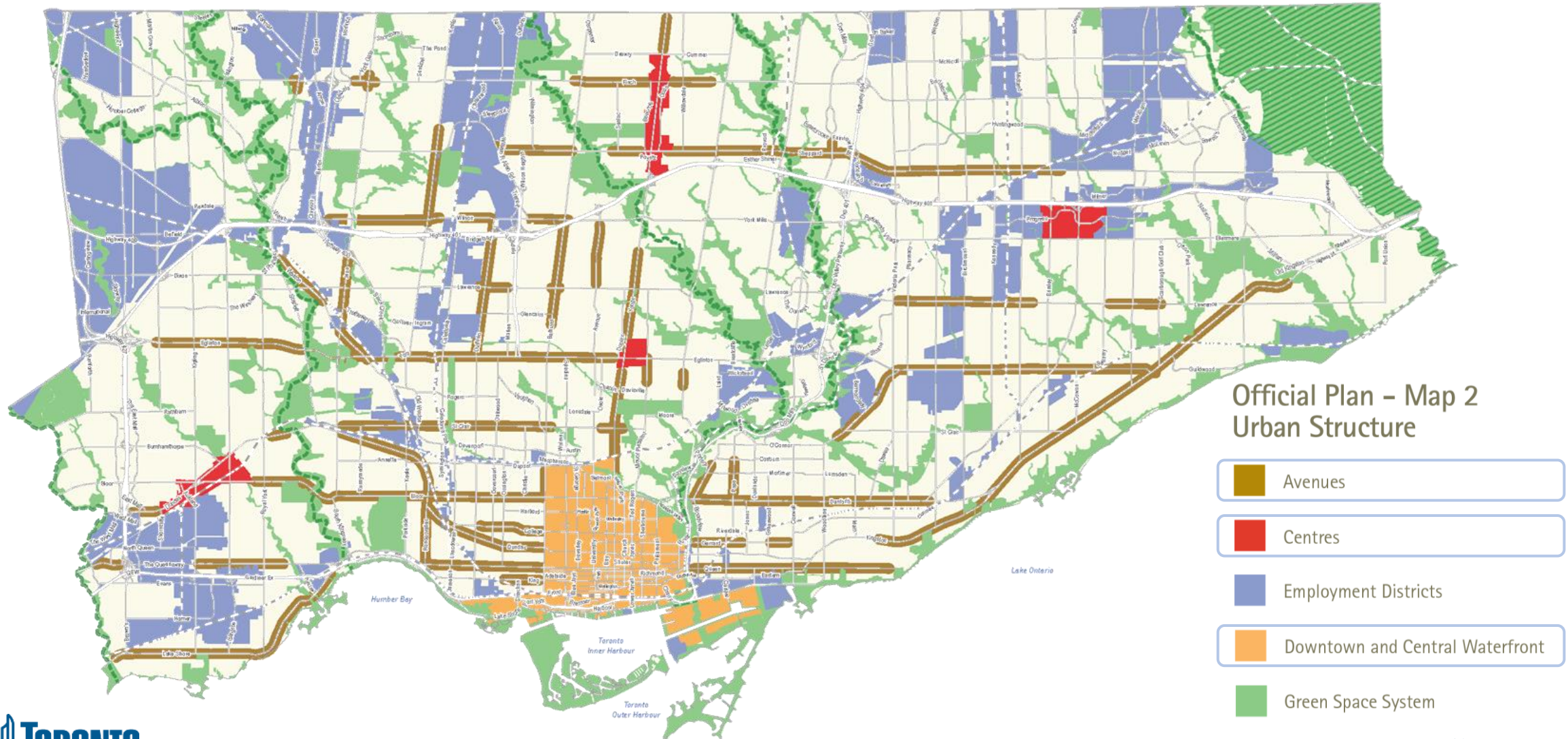
Mid-Rise Performance Standards

How are they used?

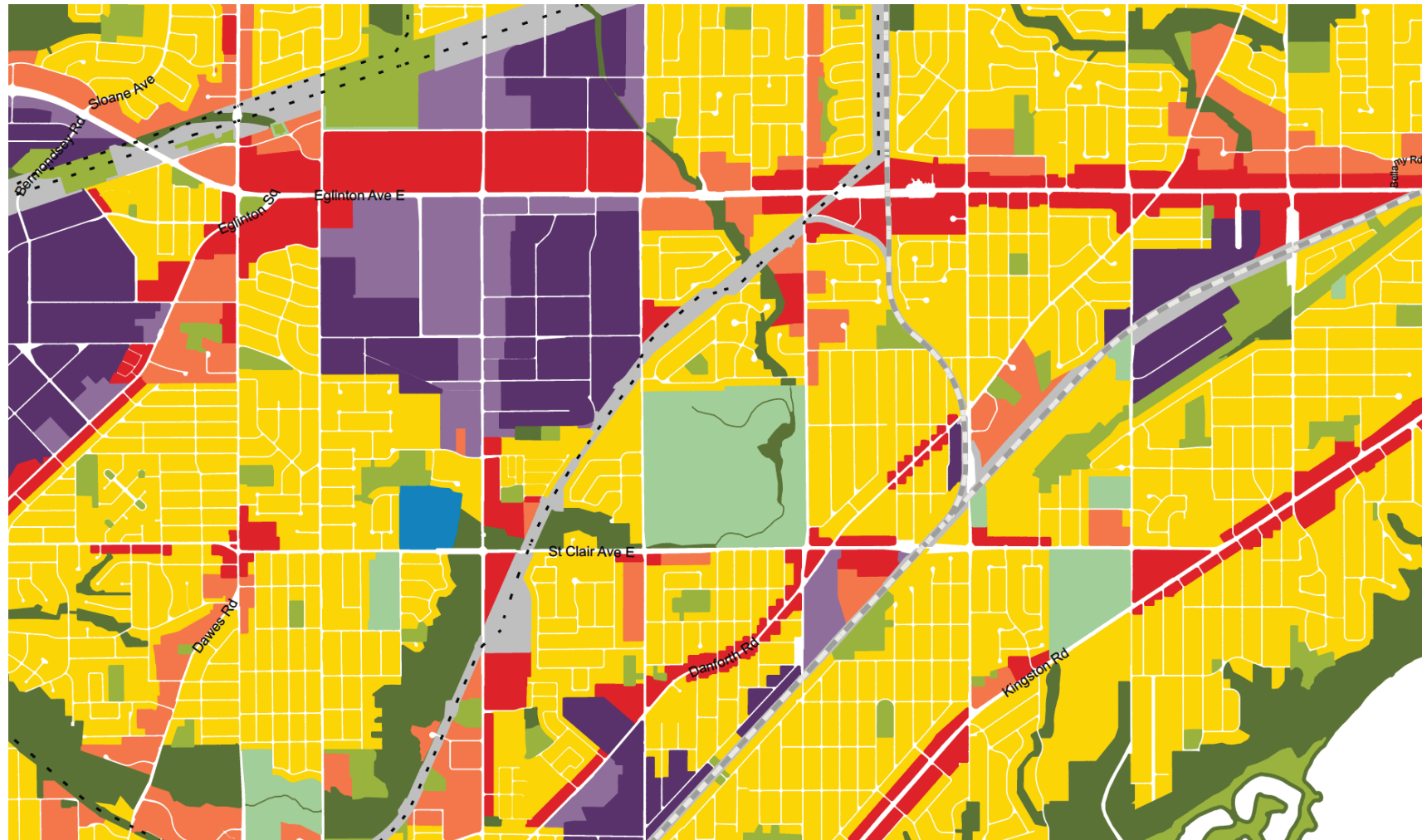


Planning Framework

The City's Urban Structure



Land Use Designations and Transitions



Land Use Designations

- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Natural Areas
- Parks
- Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities)
- Institutional Areas
- General Employment Areas
- Core Employment Areas
- Utility Corridors

Mid-Rise Performance Standards

Updating Rear Transition Guidelines



Mid-Rise Performance Standards

Why are we updating them?

- Responding to urgent need to increase housing supply in forms that are sustainable in the face of the climate emergency
- Facilitating as-of-right development in more spaces along the Avenues and other Mixed Use Areas
- Balancing the need for growth and change with building livable cities and neighbourhoods and providing reasonable predictability and stability for existing residents



Where are we in the process?

December 2022:

- Council direction to review the City's urban design guidelines to ensure they support delivery of a range of housing forms, while furthering climate & public realm goals

June 2023:

- Draft Mid-Rise Rear Transition Performance Standards released

Summer / Fall 2023:

- Staff consulting with the public and other stakeholders

Fall / Winter 2023:

- Finalize the updated Mid-Rise Rear Transition Performance Standards
- Update the City's Zoning By-law 569-2013 to incorporate the new standards
- Update Council on any feedback received about other Mid-rise Performance Standards

Mid-Rise Performance Standards

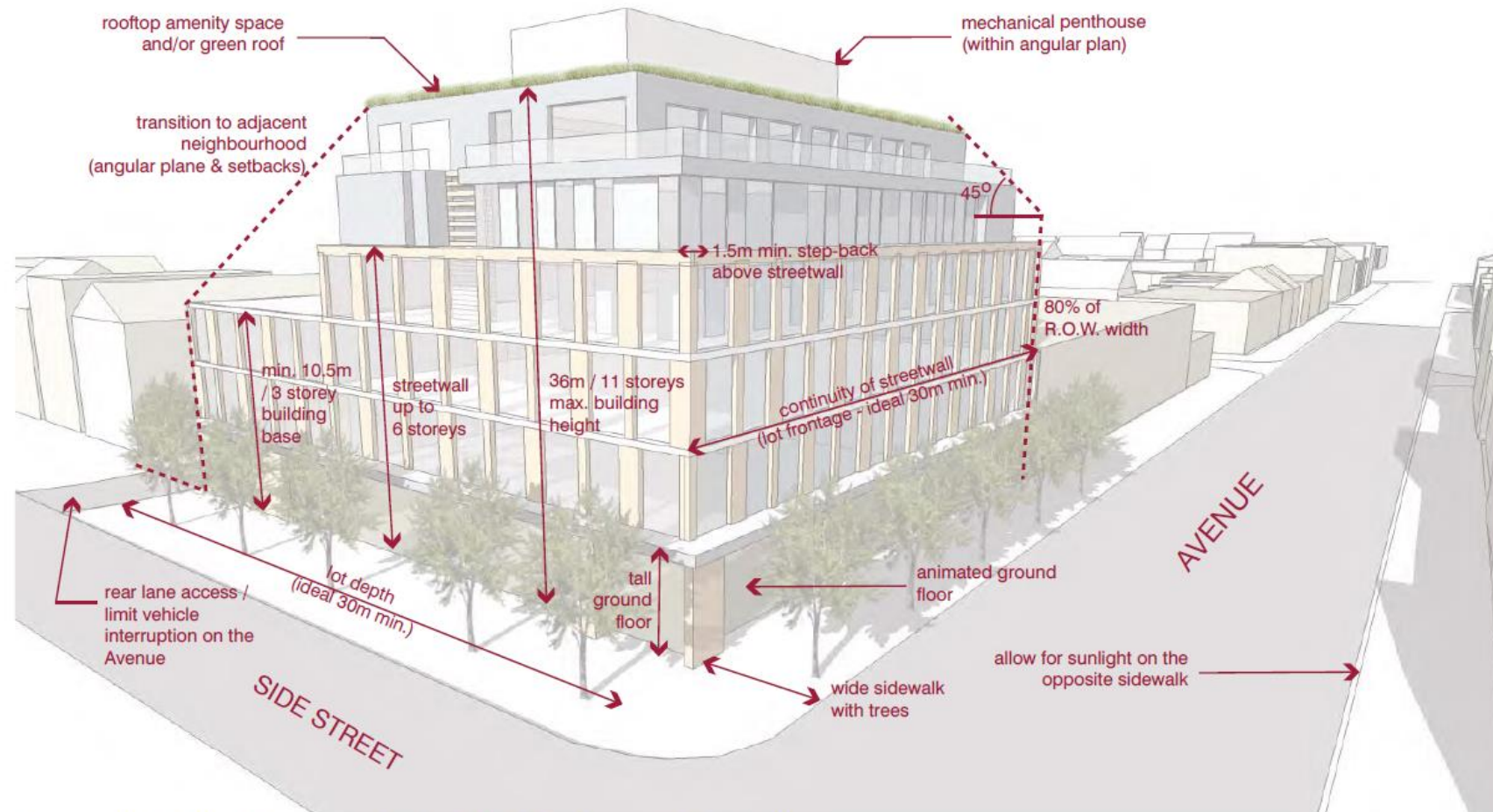
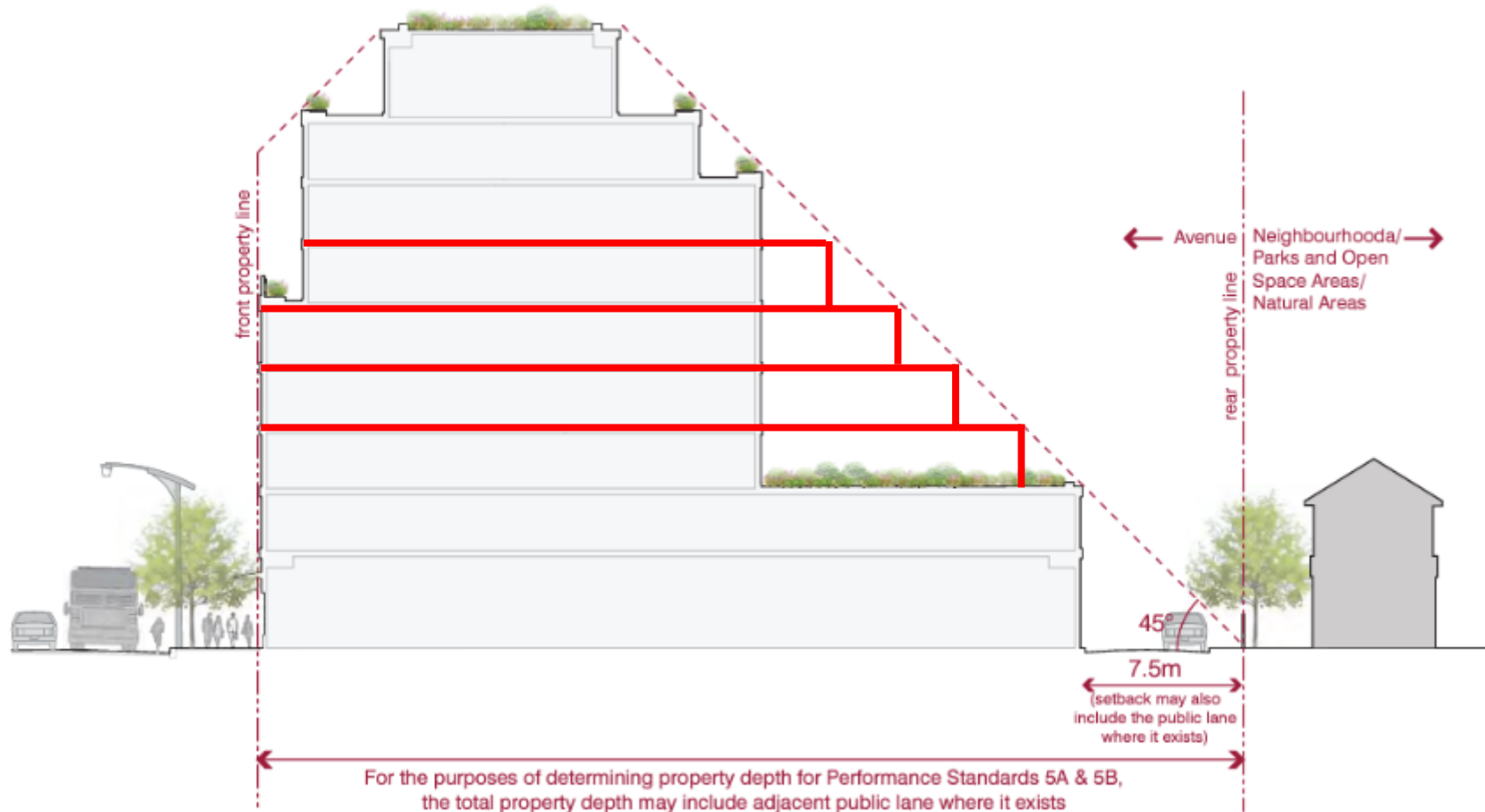


Diagram illustrating key components of the Performance Standards.

Rear Transition - Angular Plane



Mid-Rise Updates Objectives

- Facilitate development of midrise buildings by removing the rear angular plane
- Simplify the guidelines and resulting building envelope in order to optimize the usable floor plate, particularly at upper floors, and encourage more sustainable and efficient building envelopes
- Allow for “alternative” building technologies & materials – mass timber, pre-fab, that have limitations re: dimensions and composition

(See Report PH4.7 at <https://secure.toronto.ca/council/agenda-item.do?item=2023.PH4.7>)

New Suite of Rear Transition Standards Draft

EXISTING

- 5A – Deep Lot
- 5B – Shallow Lot / ~~Enhancement Zone~~
- 5C – Employment Areas
- 5D – Apartment Neighbourhoods

PROPOSED

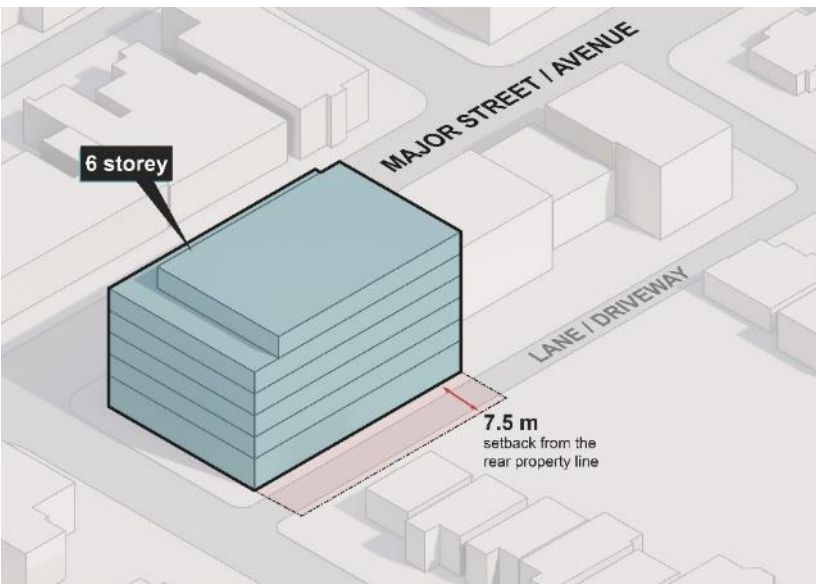
(at City of Toronto Planning and Housing Committee)

- 5A – To Low-Rise Buildings
- 5B – To Parks & Open Space
- 5C – To Mid-Rise / Tall Buildings
- 5D – To Non-Residential Buildings
- 5E – For Deep Sites
- 5F – For Shallow Sites

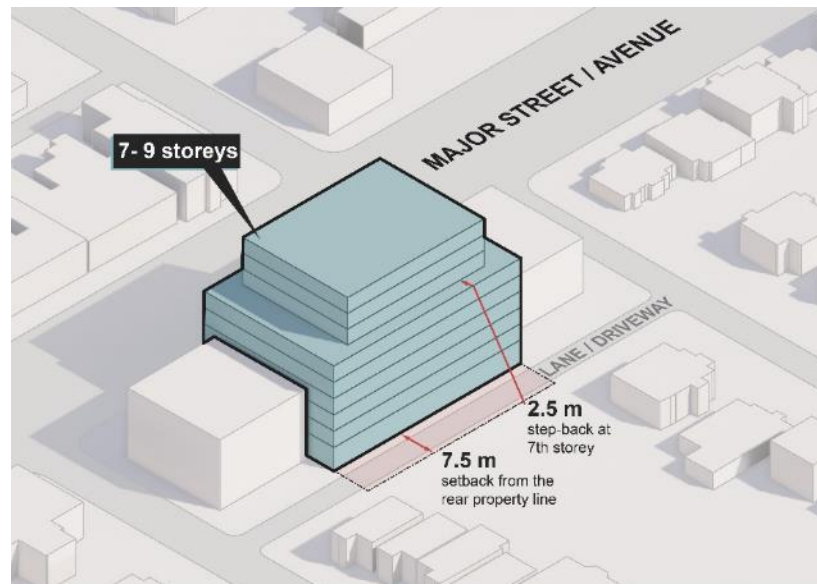
**Updates will also include changes to Ideal Lot Depth*

5A - Rear Transition to Low-Rise

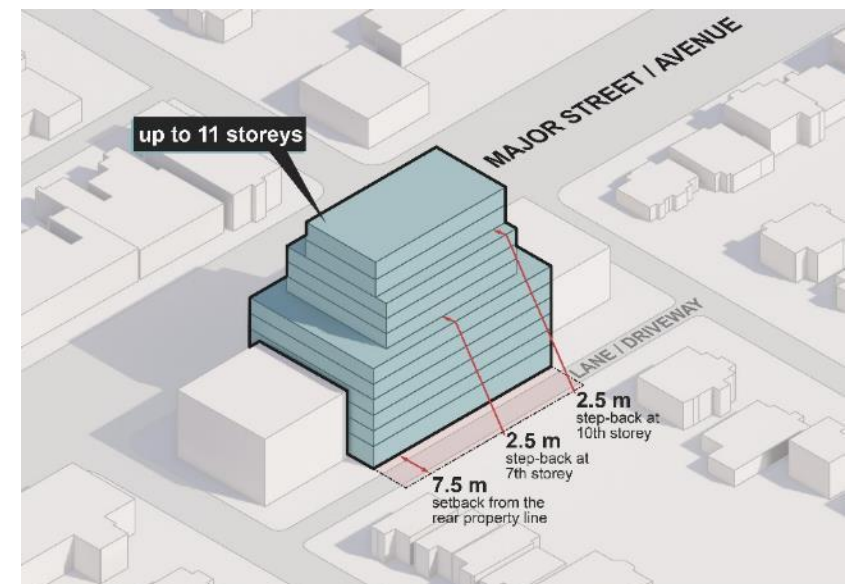
The transition between a mid-rise building and low-rise building areas to the rear should be created through a combination of building heights, setbacks and/or step-backs, as well as façade articulation.



6 storeys – no rear step-backs

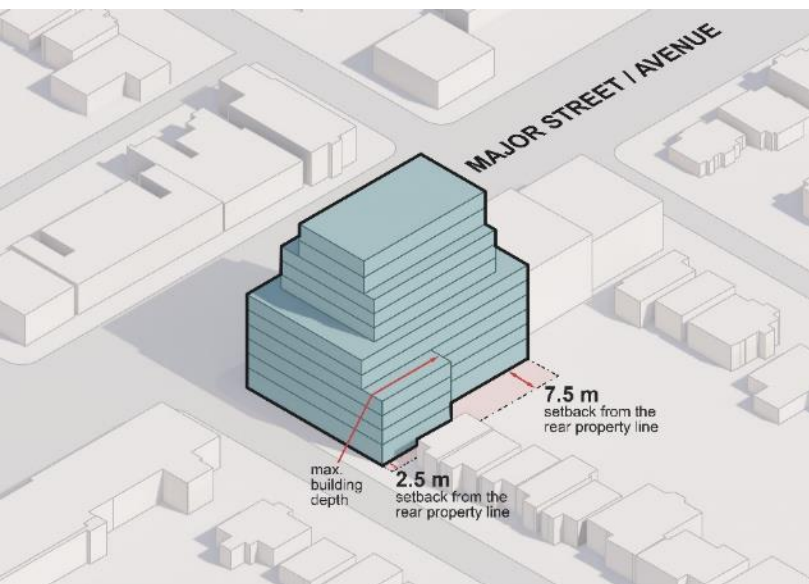


7-9 storeys – 1 rear step-back

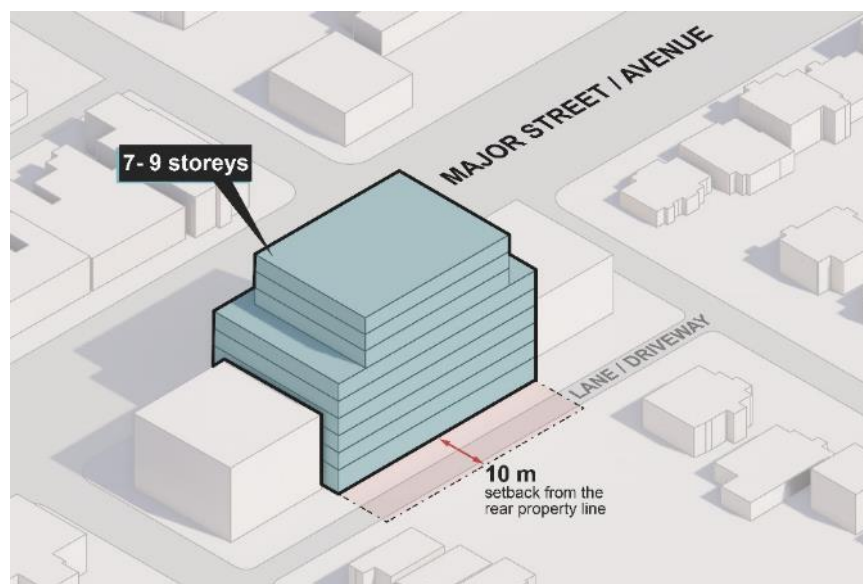


Up to 11 storeys – 2 rear step-backs

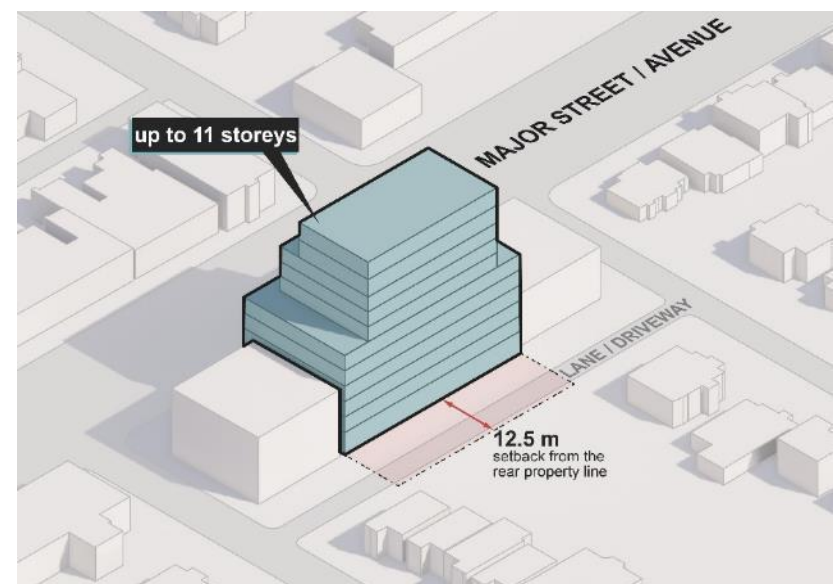
5A - Rear Transition to Low-Rise



A reduced setback at the rear for the lower portion of the building facing an existing side yard.



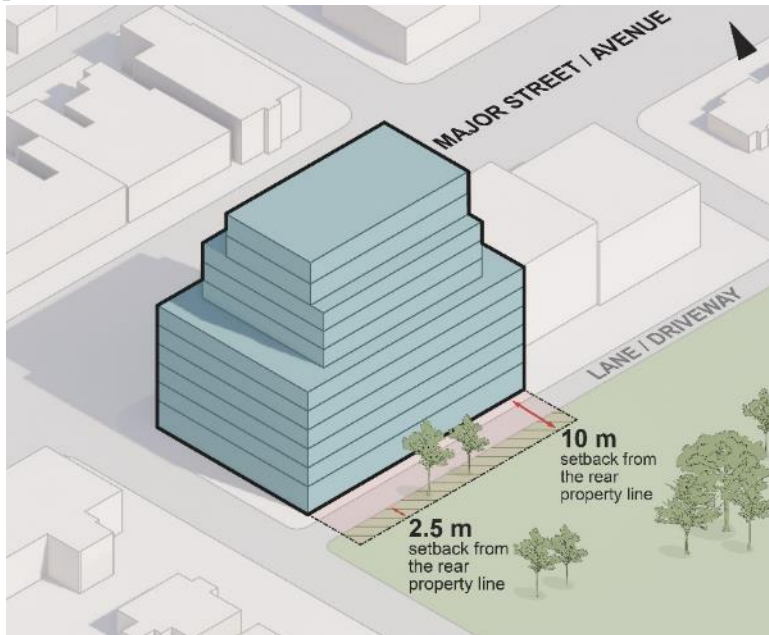
A 9-storey building with increased setback and no setbacks.



An 11-storey building with increased setback and no setbacks.

5B - Rear Transition to Parks & Open Spaces

The transition between a mid-rise building and parks, open spaces or natural areas to the rear should maximize access to sunlight and minimize shadow on the park, open space, or natural area through a combination of setbacks, step-backs and/or angular planes.



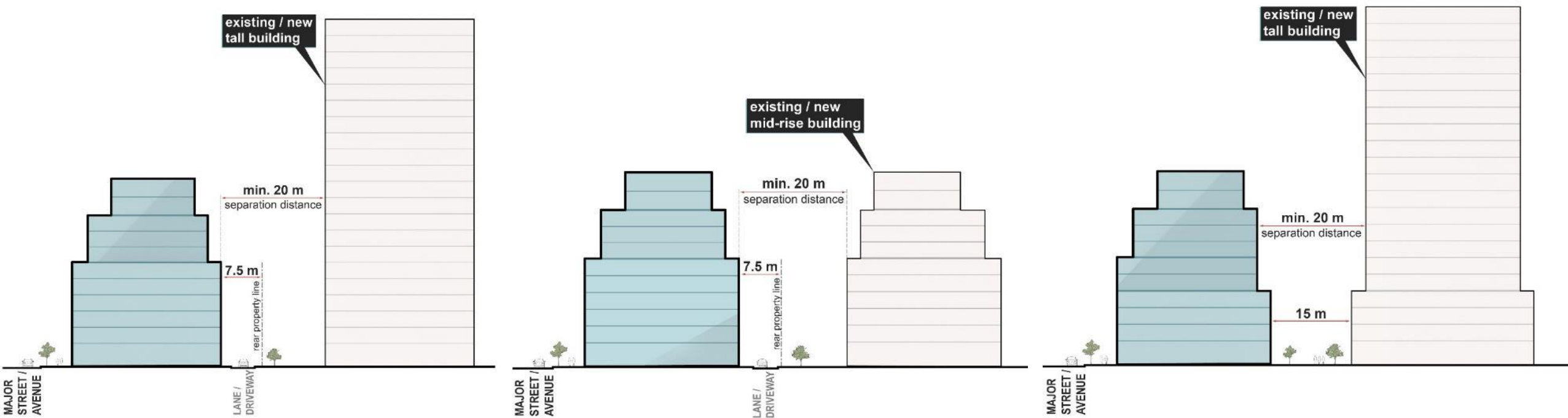
No shadow impacts



Image of building with individual units along park edge.

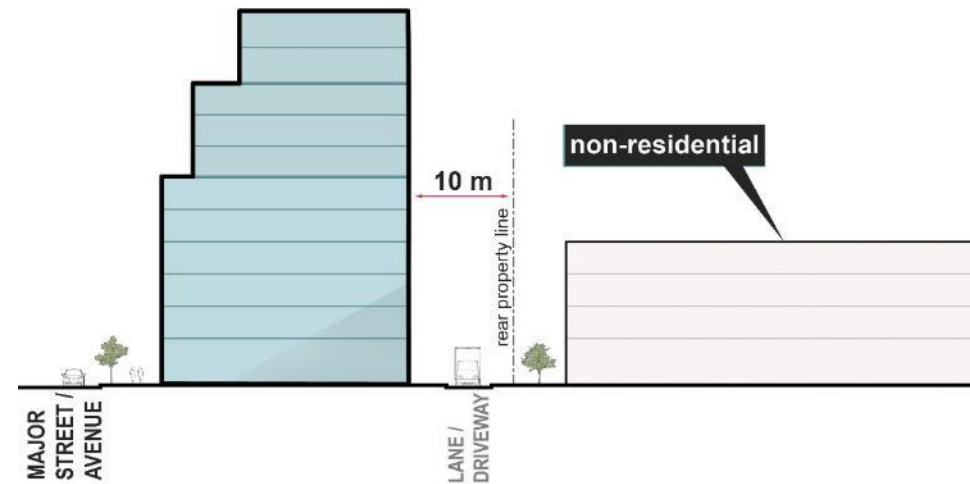
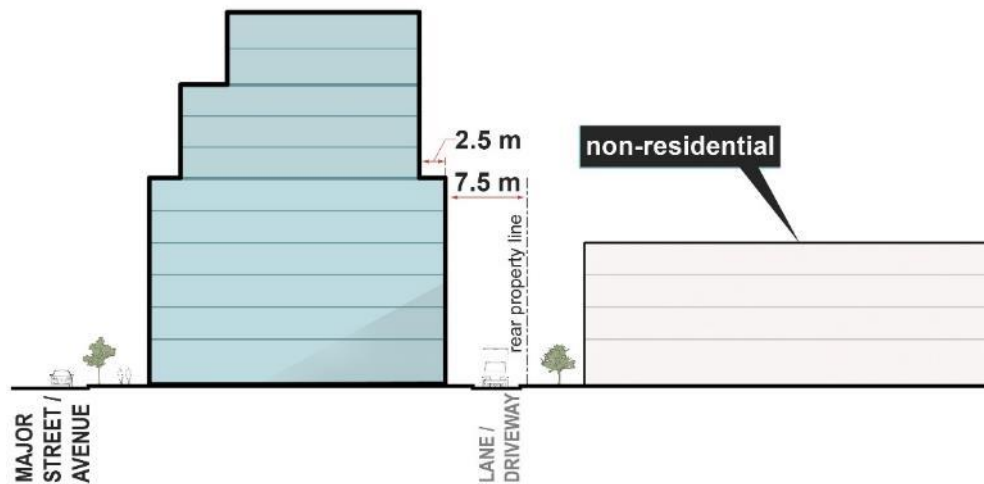
5C - Rear Transition to Mid-Rise & Tall Buildings

The transition between a mid-rise building and other mid-rise or tall building areas to the rear should be created through a combination of setbacks and/or step-backs, ensuring transition to other mid-rise and tall buildings and their supporting open spaces.



5D - Rear Transition to Non-Residential Buildings

The transition between a mid-rise building and non-residential building areas to the rear should be created through a combination of setbacks and step-backs, ensuring liveability of the mid-rise building.



5E - Rear Transition for Deep Sites

Where a mid-rise building is on a site that is deep enough to include new streets or blocks, multiple buildings, and/or buildings with elements oriented perpendicular to the main street frontage, other considerations, such as increased setbacks, step-backs or building orientation should be considered on a site-by-site basis.



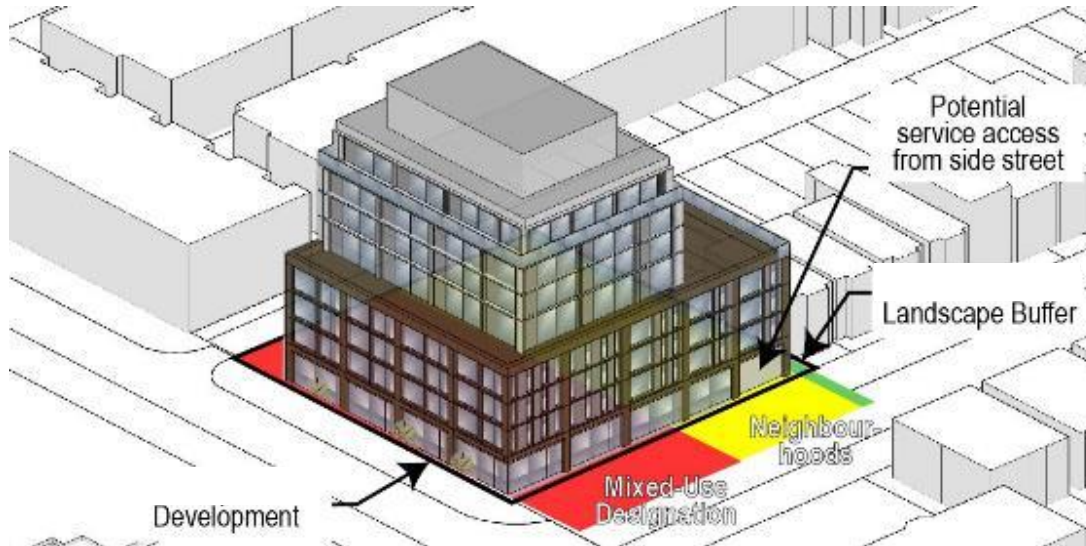
Image of a mid-rise rear condition on a deep corner site at Dundas Street West and Manning Street, where a standalone low-rise built form was included as part of the transition (source: Google Maps).



Image of a mid-rise courtyard condition on a deep site at Bayview Avenue and Eglinton Avenue East (source: Google Maps).

5F - Rear Transition for Shallow Sites

Considering options for sites where the depth is too shallow to allow for an efficient mid-rise development (approx. 18m building depth for double-loaded corridor at uppermost level). Minimum site depth of 30m (6 storeys) - 36m (11-storeys) would allow for a feasible building depth, or including low-rise portions of the building within the Neighbourhoods.

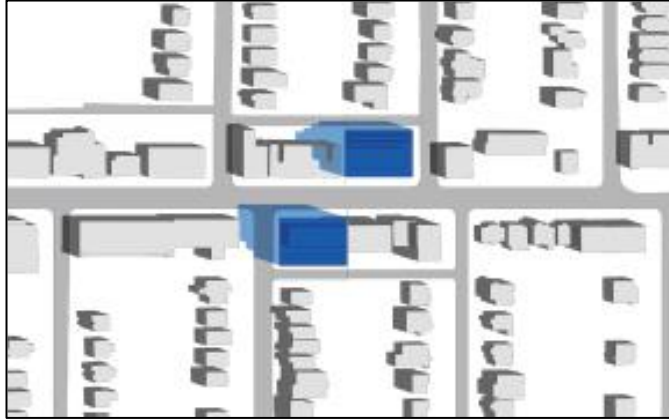


Sample Diagram

Shadow Study a 6-Storey Building on a 20-metre Street



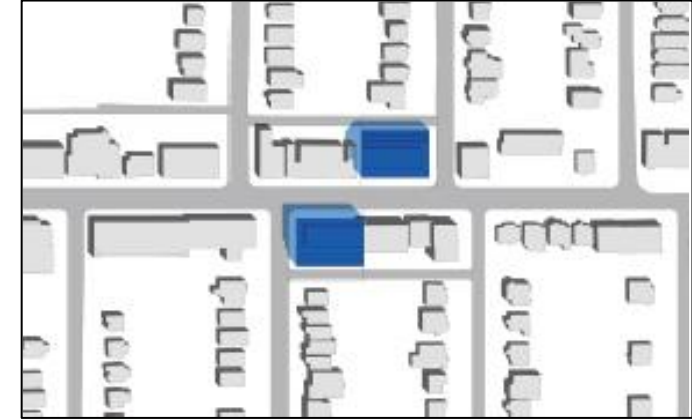
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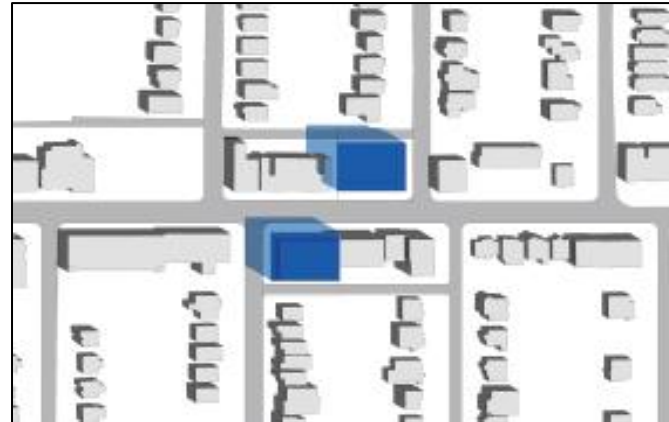
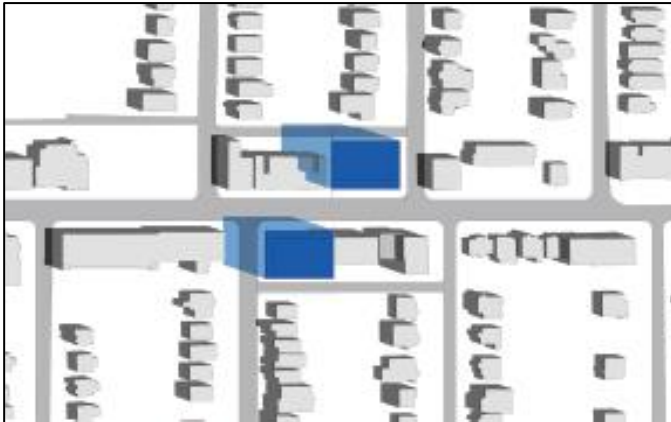


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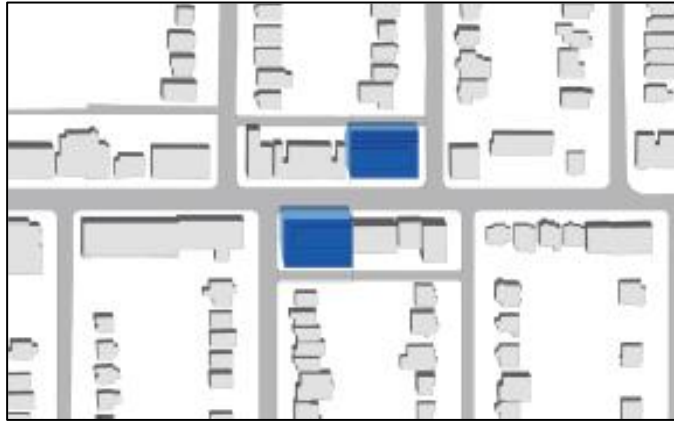
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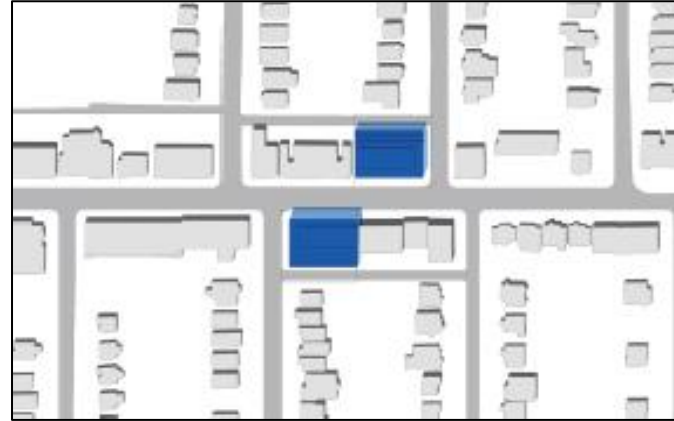
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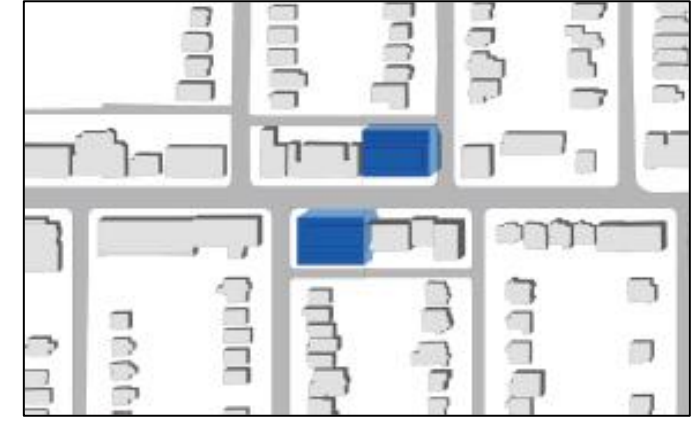
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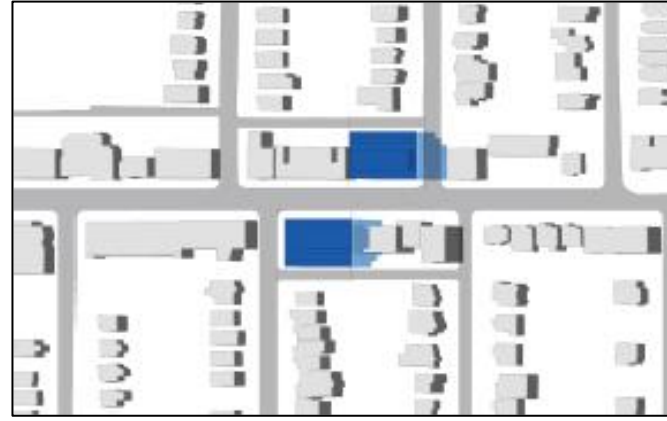
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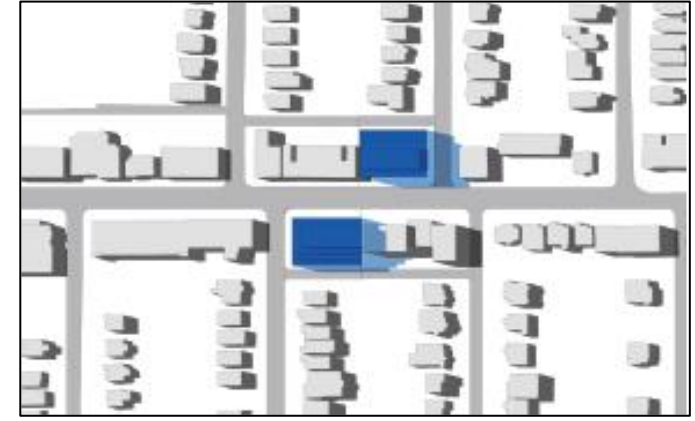
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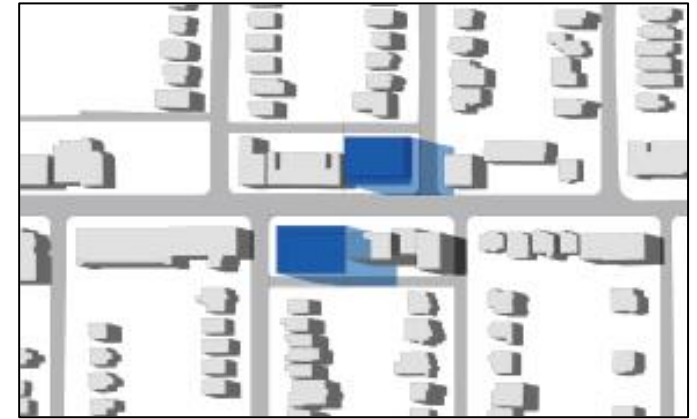


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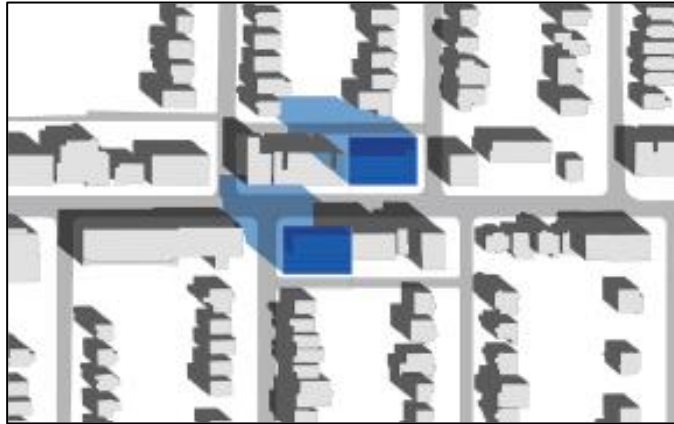
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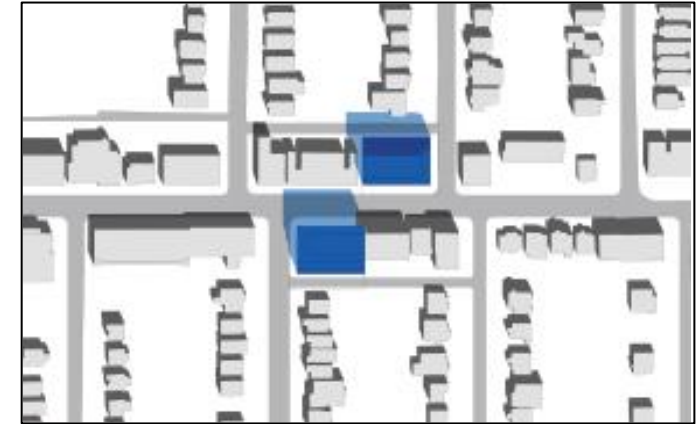
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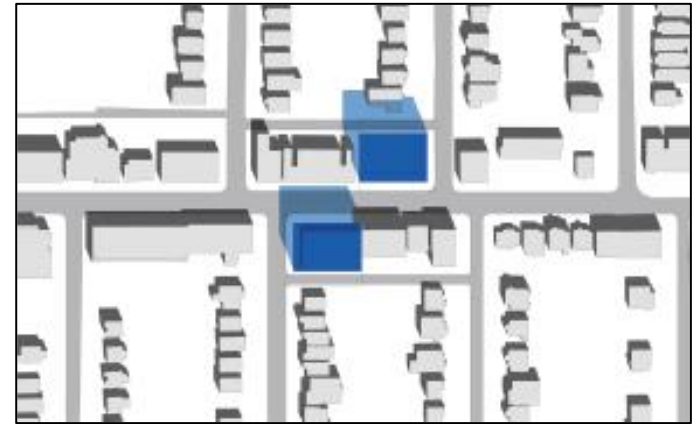
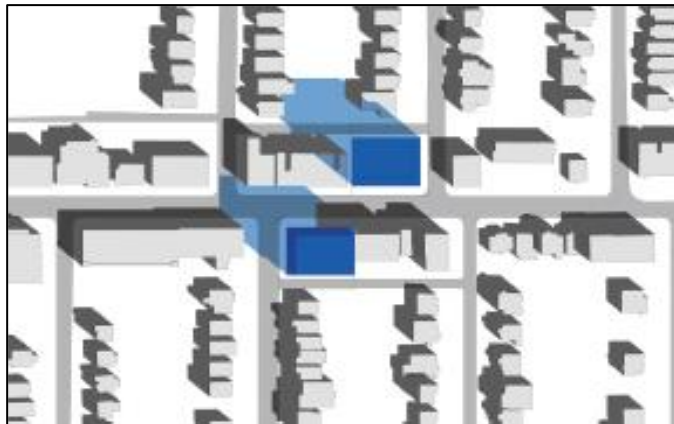


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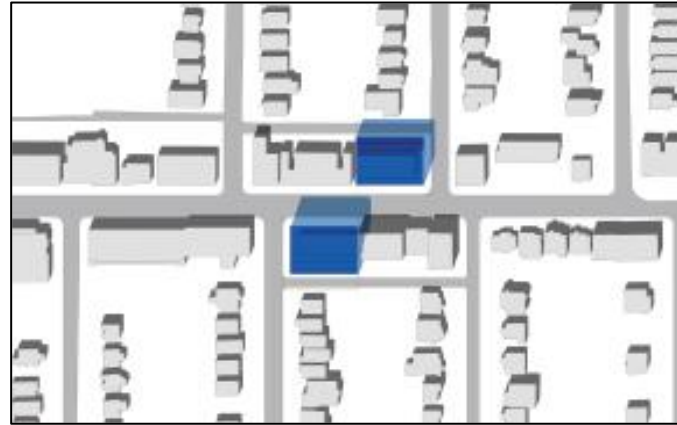
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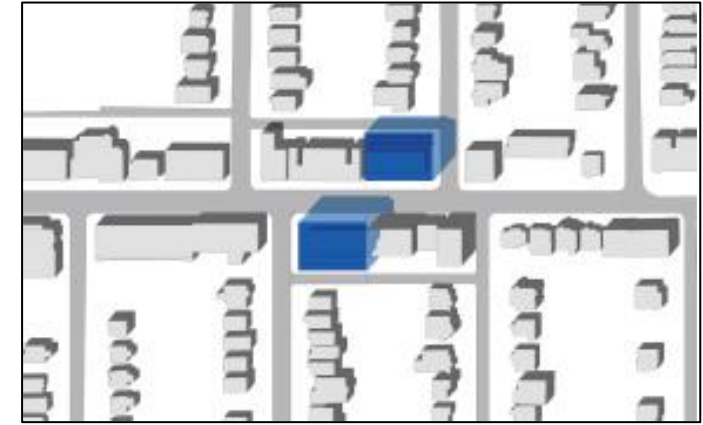
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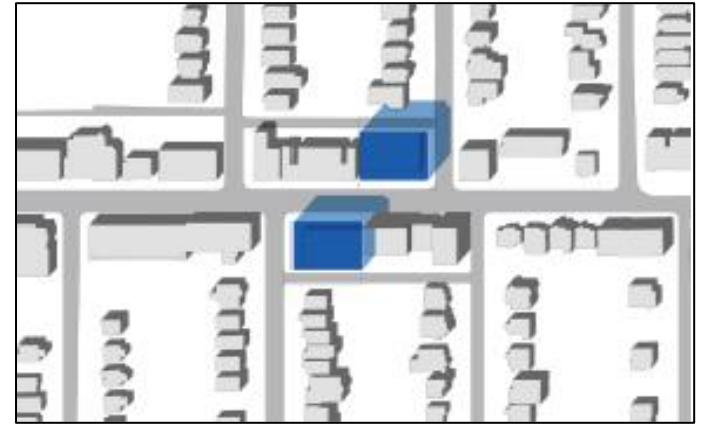
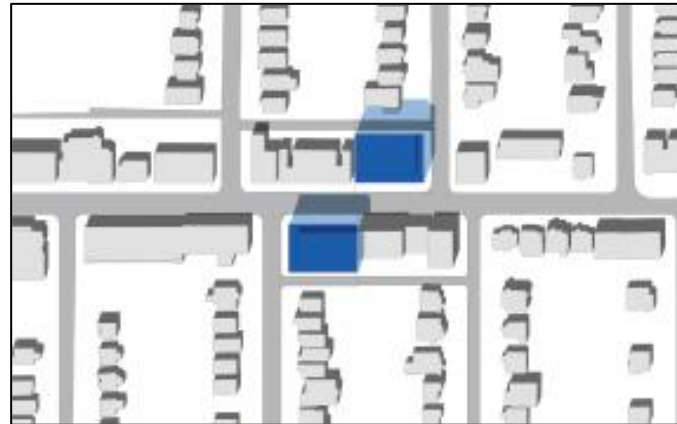
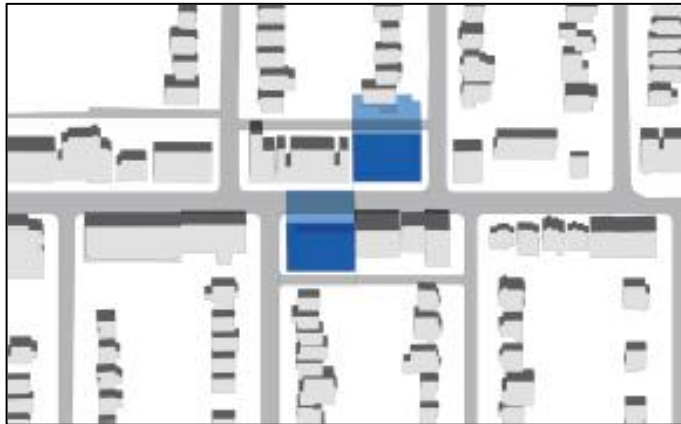


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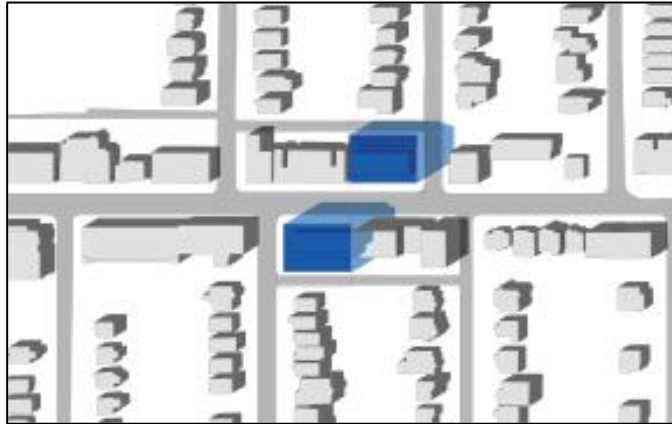
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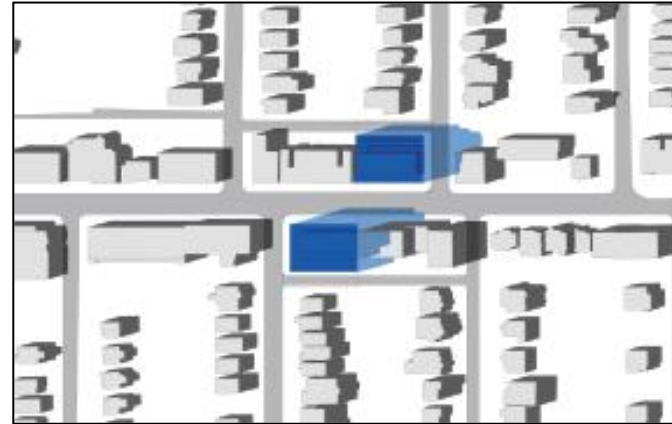
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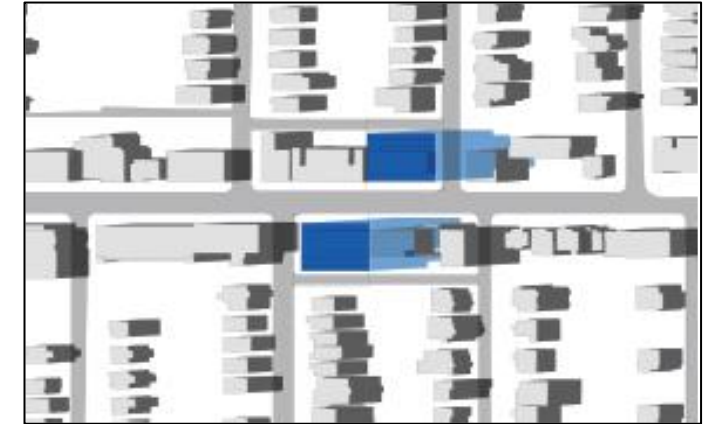
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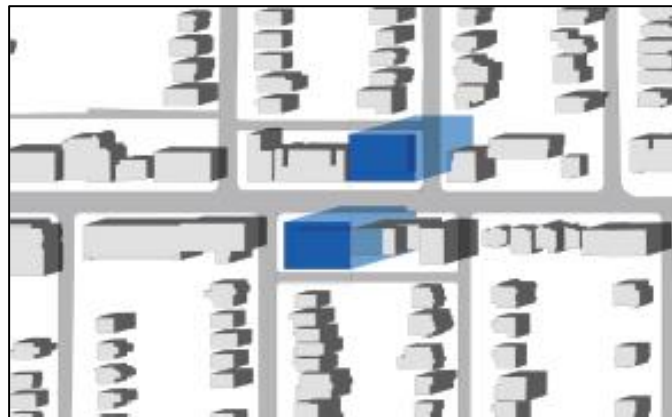


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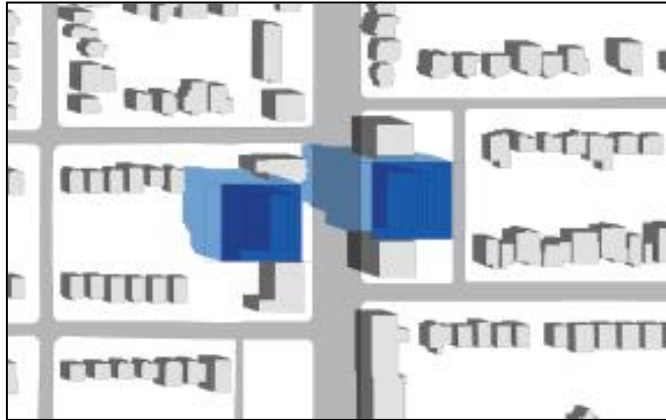
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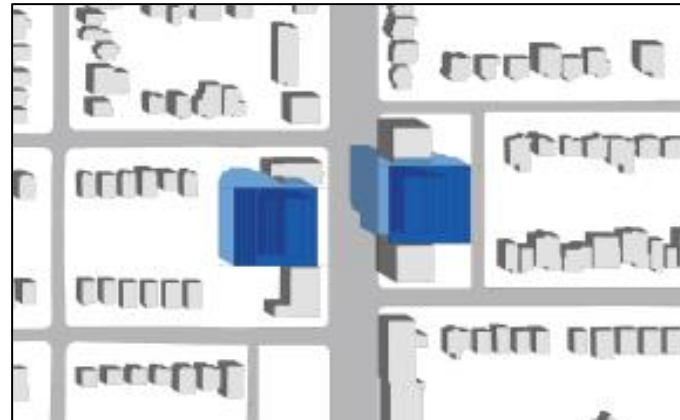
Shadow Study a 11-Storey Building on a 36-metre Street



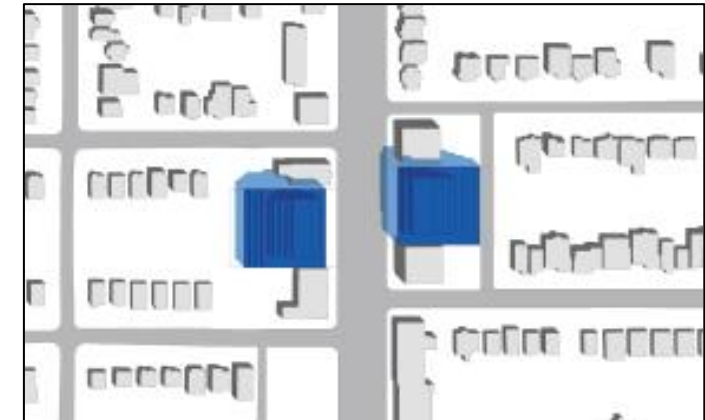
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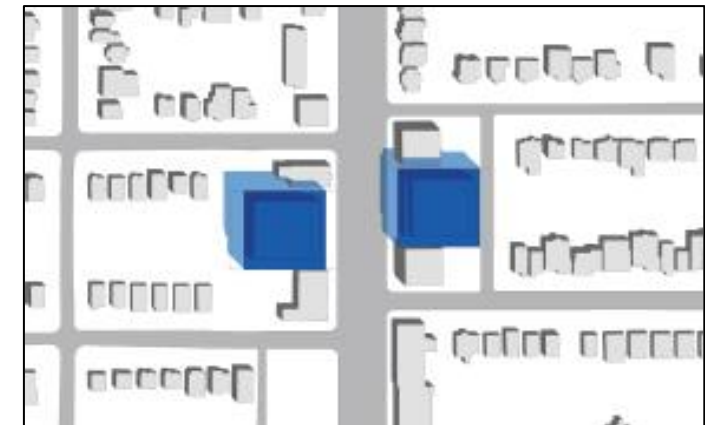
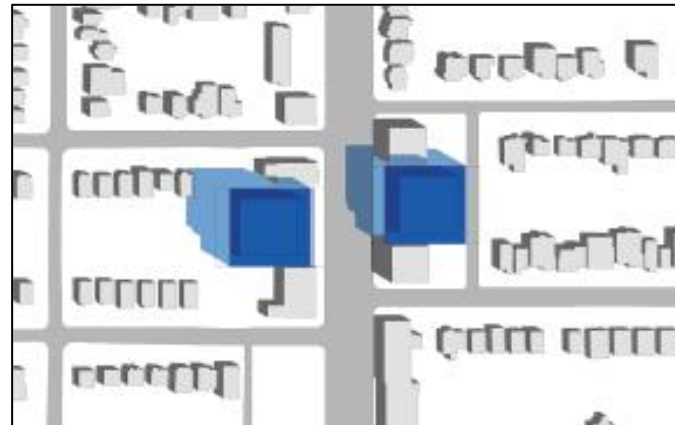
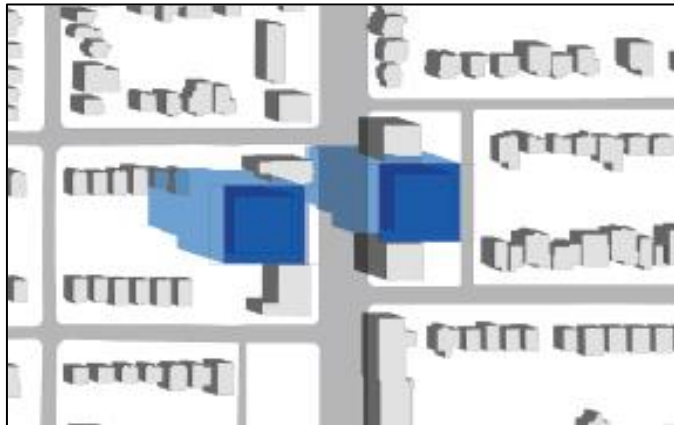


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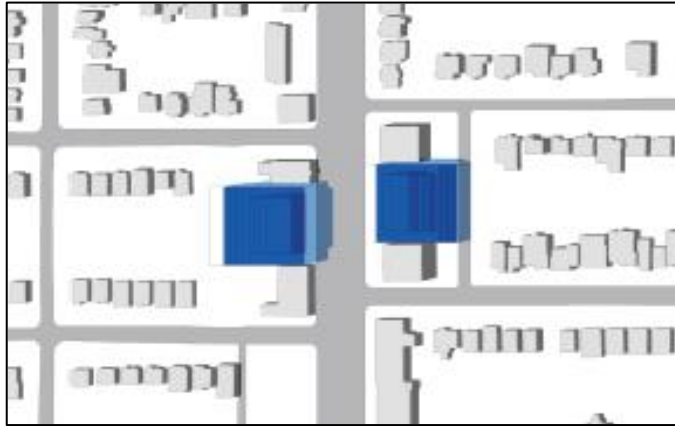
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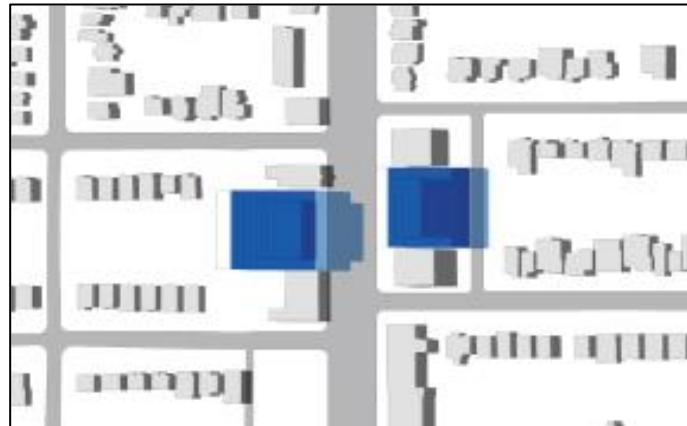
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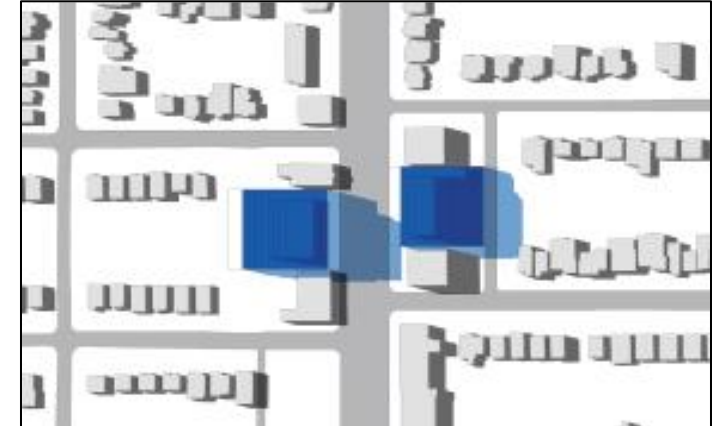
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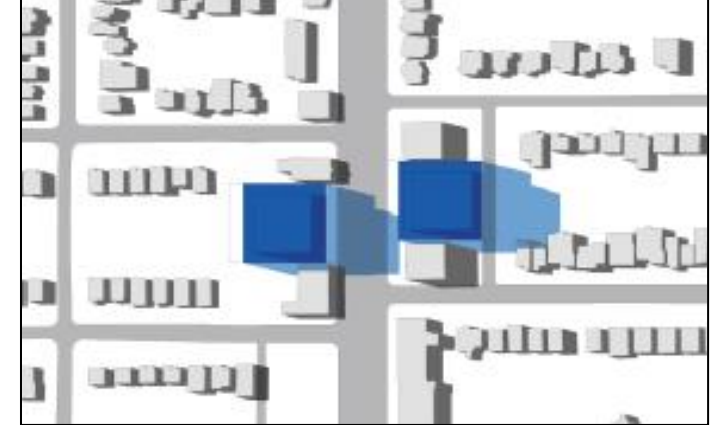
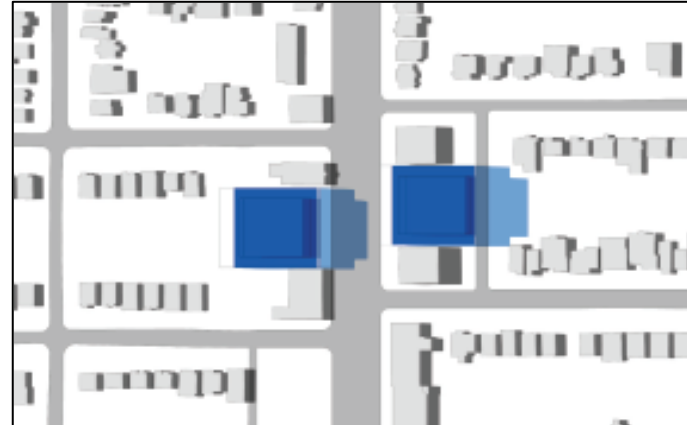
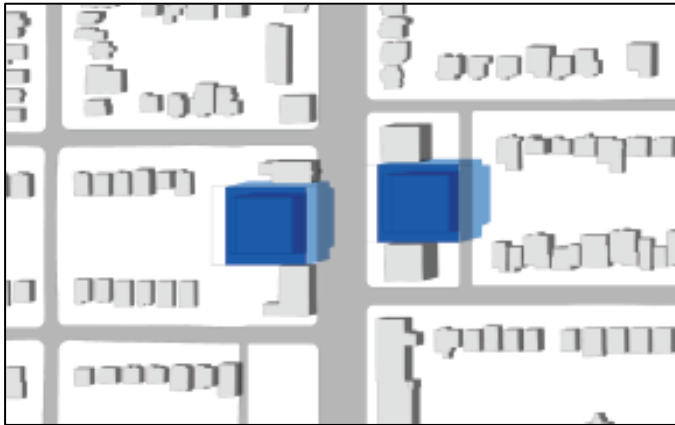


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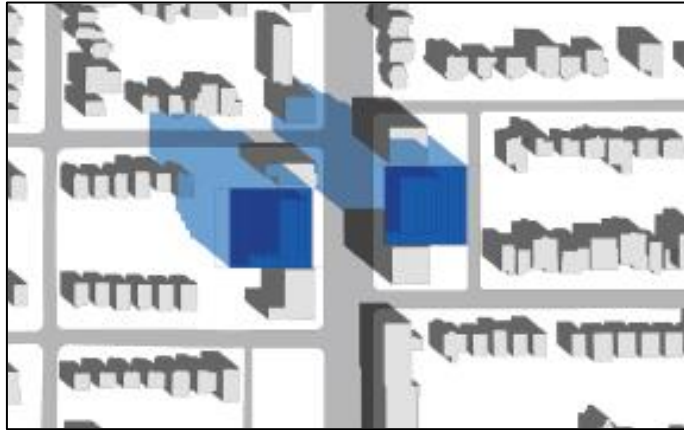
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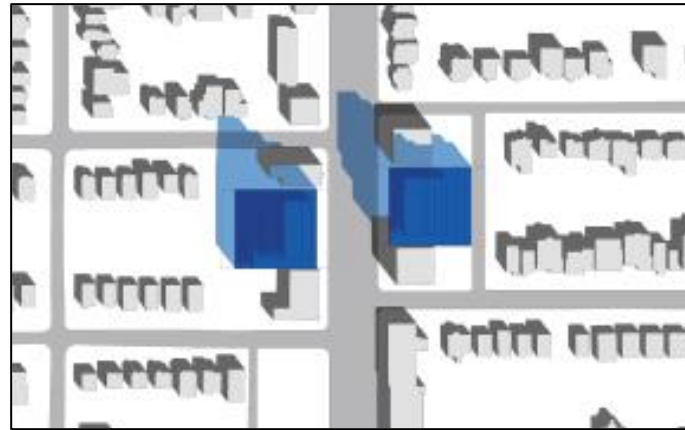
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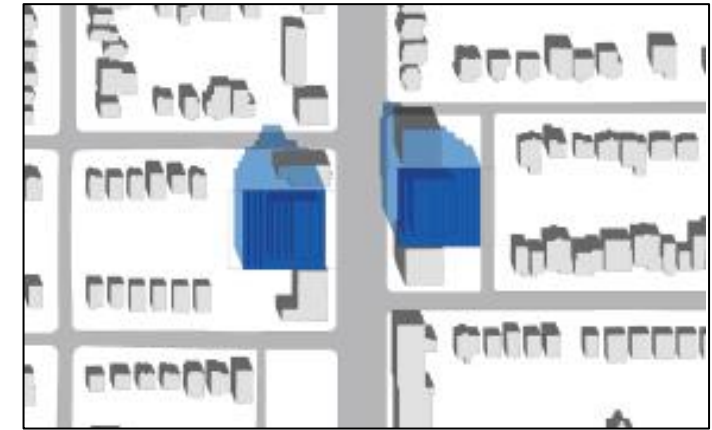
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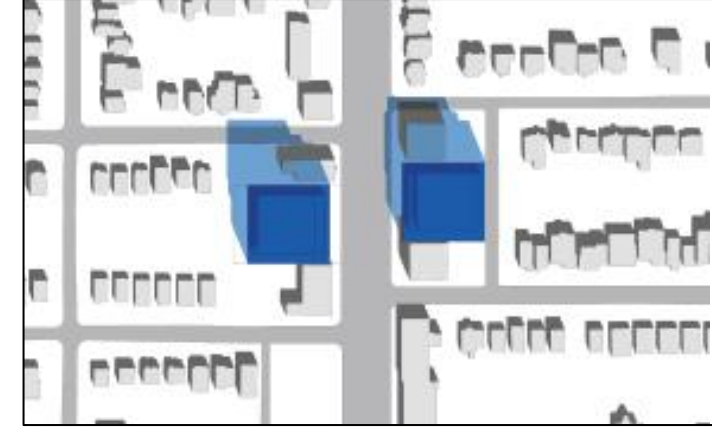
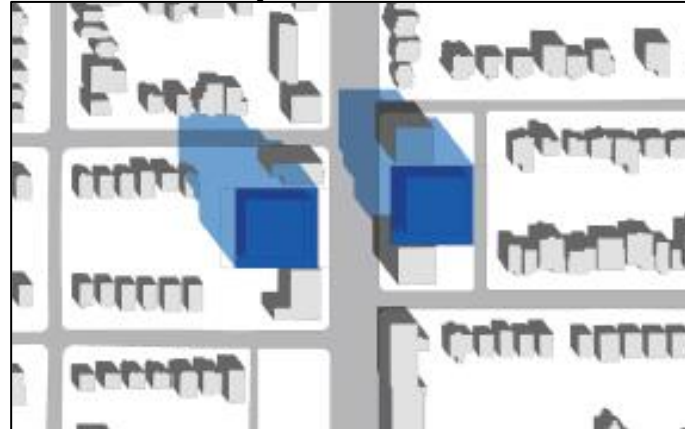
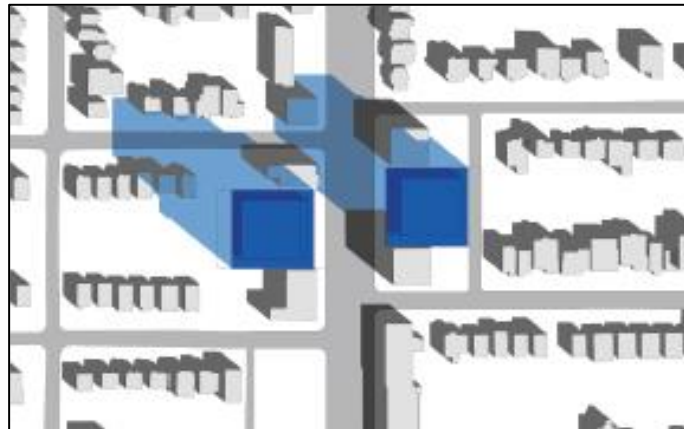


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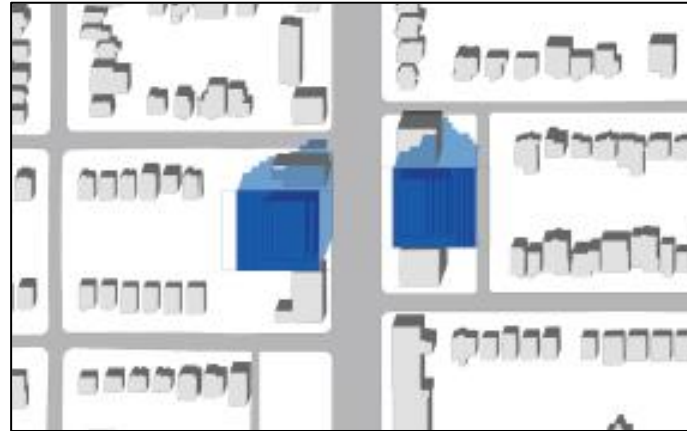
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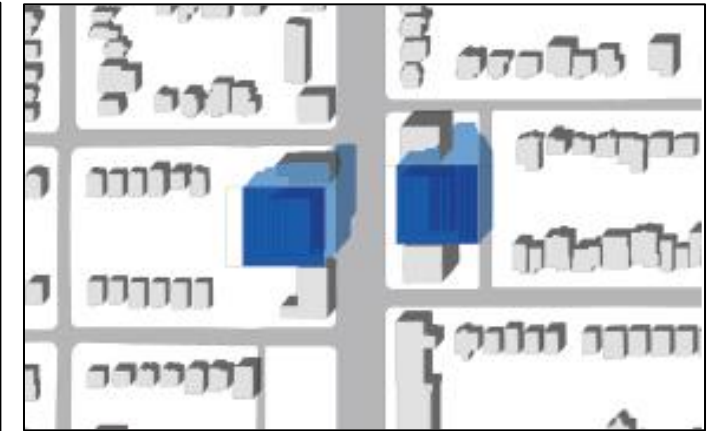
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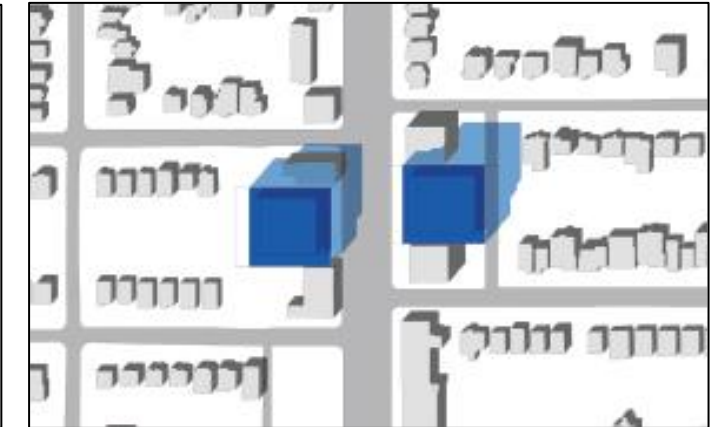


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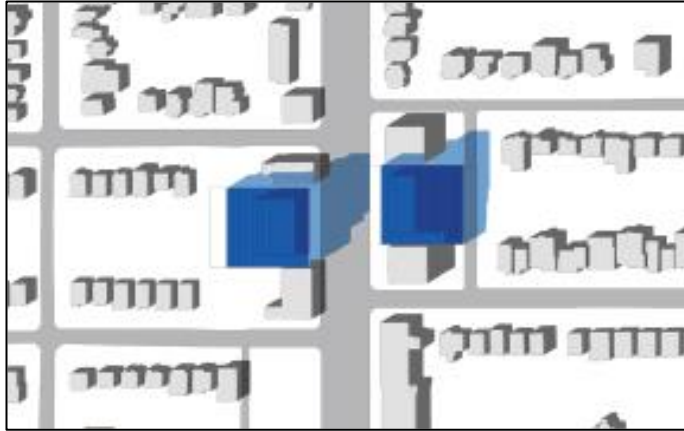
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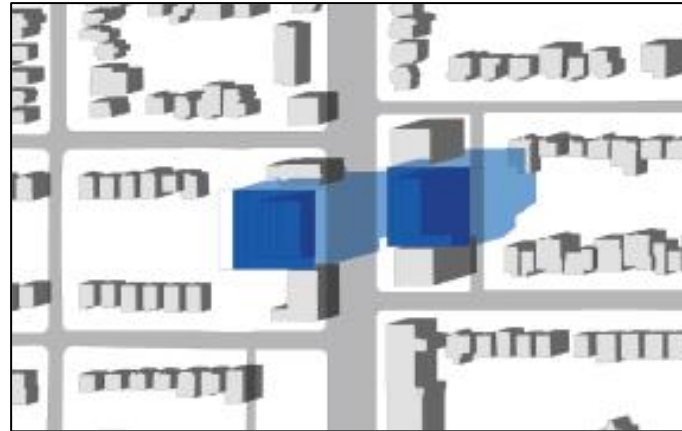
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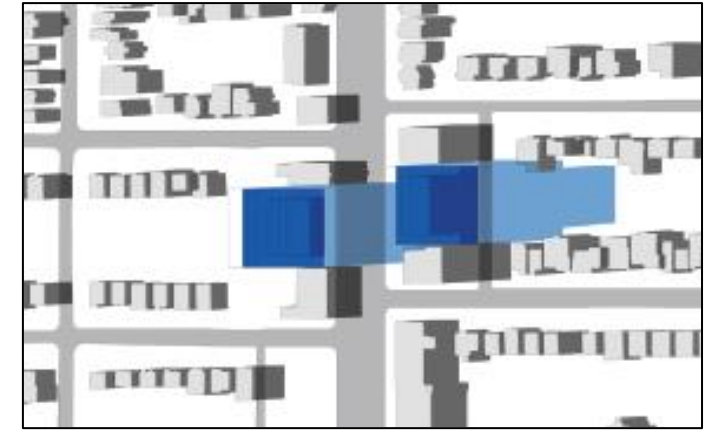
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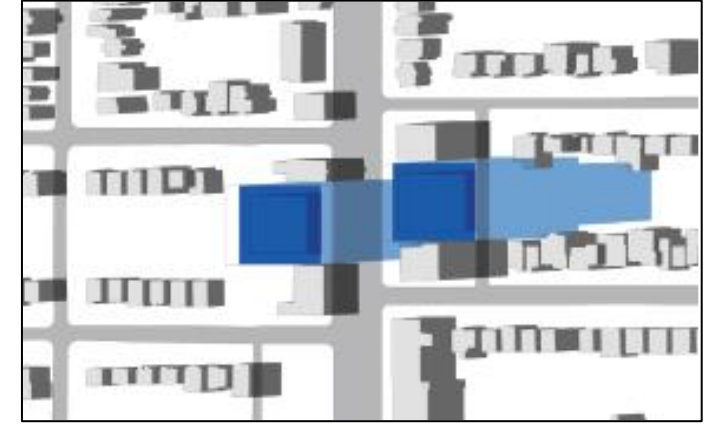
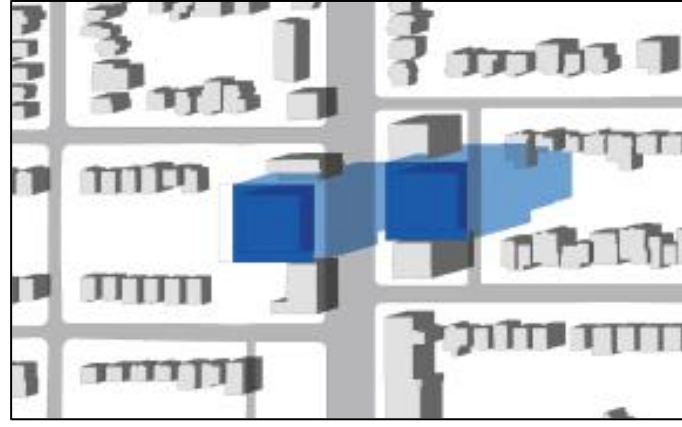
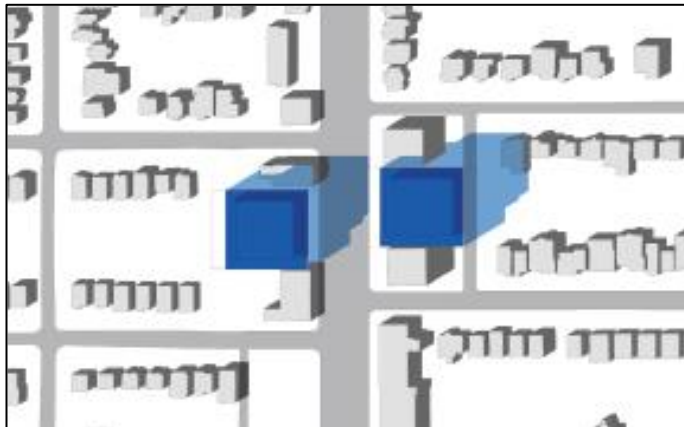


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Draft Update



Comments & Feedback to Date

- Feedback on Draft Performance Standards Report
- Sharing feedback from Stakeholder meetings
 - CreateTO Mass Timber Pilot
 - Intelligent City
 - BILD (Building Industry and Land Development Association)

Mid-Rise Performance Standards Zoning Implementation

The updated Mid-Rise Rear Transition Guidelines will be incorporated in the City-wide Zoning By-law

The Zoning By-law changes are very focussed:

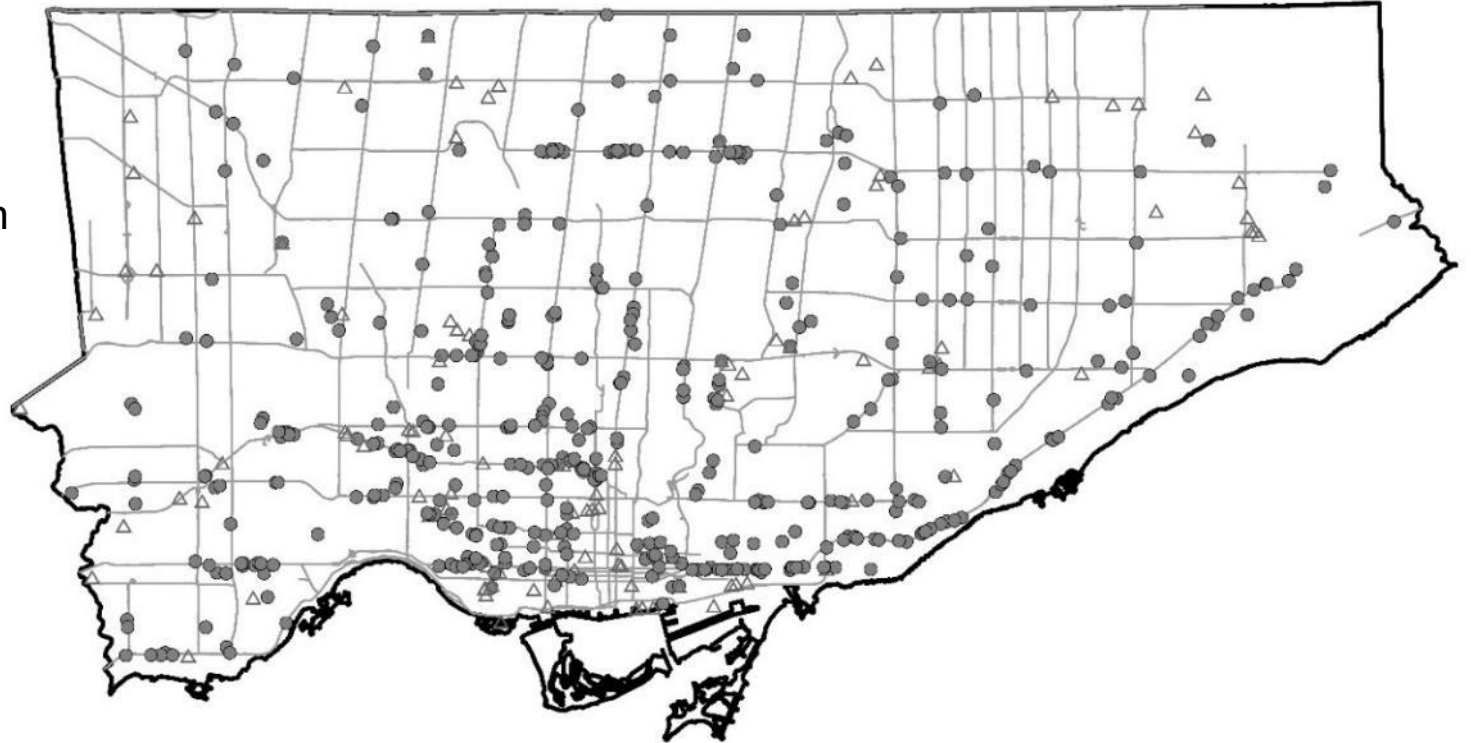
- ❖ City-wide Zoning By-law 569-2013
- ❖ Not overriding Avenue Study permissions
- ❖ Not overriding existing Site-specific Exceptions
- ❖ Not reviewing or changing Height permissions

Complements other City initiatives:

- 2022 Parking Requirements Review
- Housing Action Plan: Avenues Policies Review
- Housing Action Plan: Implementing Zoning for Avenue Studies
- Housing Action Plan: Zoning By-law Simplification and Modernization for Low-rise Residential Zones
- Housing Action Plan: Transition Zones
- Expanding Housing Options in Neighbourhoods (EHON): Major Streets
- Secondary Plans & Implementing Zoning
- PMTSA/MTSA Implementation
- Ongoing work to bring areas into By-law 569-2013

Mid-Rise Performance Standards Zoning Implementation 569-2013 and CR Zones

- Most residential mid-rise building proposals are located along Avenues or in other Mixed Use Area designations
- Commercial Residential (CR) Zone
- Development Standard Sets define setbacks, angular planes, landscaping and default height for buildings in a CR Zone based on their context
- The SS2 and SS3 Standard Sets currently use angular planes to control rear transition



Proposed Mid-Rise Buildings by Use

- Residential (80%)
- △ Non Residential (20%)

— Major Streets

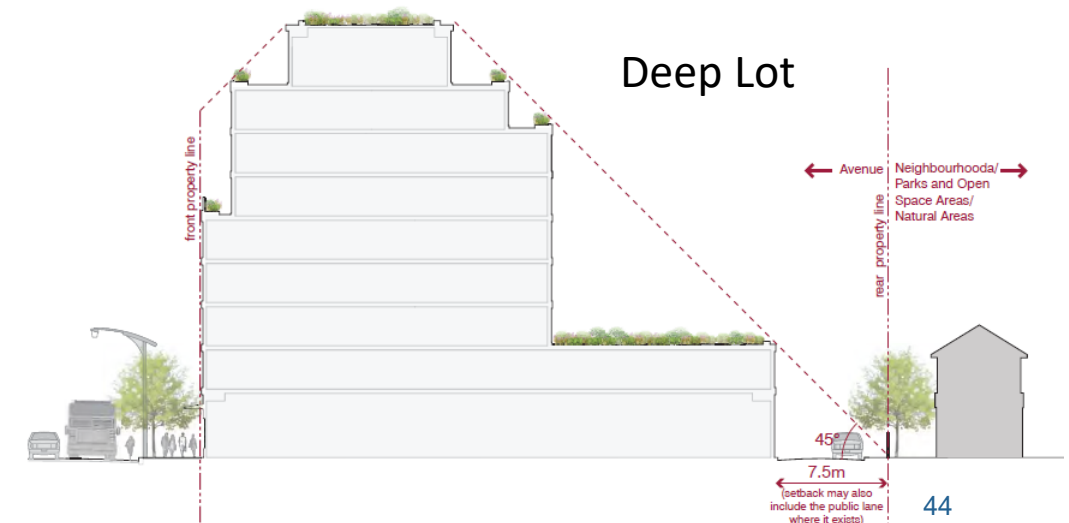
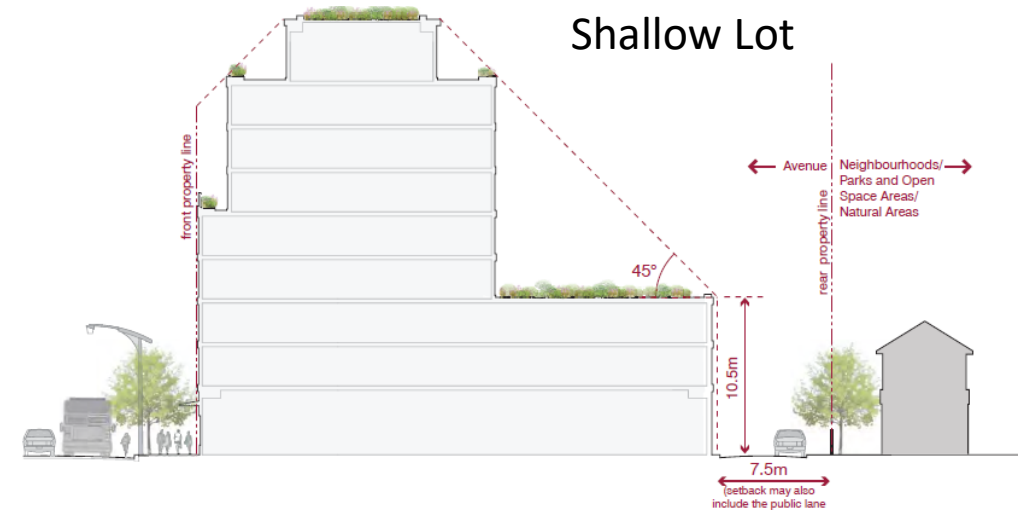
Source: City of Toronto Land Use Information System II.
Planning Applications submitted between July 10, 2010 and December 31, 2022.

Prepared by: Toronto City Planning, SIPA, Planning Research and Analytics, April 2023

Current SS2 & SS3 Standards Rear Yard Building Setbacks

Width of street right-of-way (A)	20 metres	23 metres	27 metres	30 metres	33 metres	36 metres
Lot depth (B)	32.6 metres	36.2 metres	41.0 metres	44.6 metres	48.2 metres	51.8 metres

- The **building** must be set back at least 7.5 metres from the **rear lot line**
- If a **lot** abuts a **lot** in the Open Space, Residential or Residential Apartment Zone, no **building** or **structure** on the **lot** in the CR zone may penetrate a 45 degree **angular plane** projected:
 - over a shallow **lot**, along the entire required **rear yard setback**, starting at a **height** of 10.5 metres above the average elevation of the ground along **the rear lot line**; and
 - over a deep **lot**, along the entire required **rear yard setback**, starting at a **height** of 7.5 metres above the average elevation of the ground along the **rear lot line**;



Zoning Implementation for Rear Transition

Preliminary Approach

Revise the CR Zone SS2 and SS3 standards for rear yard setbacks to:

- Remove shallow lot / deep lot distinction
- Add distinction based on abutting zone categories corresponding to 5A, 5B, 5C, 5D
- Replace 45 degree angular plane requirement with metric setbacks from the rear lot line, starting at a specified height above ground
- Provide for reduced rear yard setback for low-rise portions of buildings on corner lots

Draft Performance Standards

5A – to Low-Rise Buildings

5B – to Parks & Open Spaces

5C – to Tall Buildings

5D – to Non-Residential Buildings

5E – for Deep Sites

5F – for Shallow Sites

Comments, Questions & Answers



Facilitated Discussion - How to Participate



Raised Hand:

Raised Hand is found in the bottom right hand corner of the Participant pop-up screen. Use this to ask a Question of the Presenter or panelists through your computer's audio. Participants Calling-in can dial *3 to raise hand.

Q&A:

Q & A is found as an option when you click on the circle with dots. Address your question to all the panelists, using the drop down menu, on the top.

If you do not get an opportunity to ask your question or provide your comment today, you can always email or call us.

Conduct and Tips

- Please remember to be respectful:
 - City of Toronto is an inclusive public organization. Racist or other forms of discriminatory, prejudicial, or hateful comments and questions will not be tolerated (you will be muted and/or expelled from the meeting)
- Be a good listener and keep an open mind
- Raise virtual hand to ask questions
- Be brief and limit yourself to one question or comment at the time

When Providing Feedback

- It's ok if you **like** the proposal, but please **tell us why** you like it. That input will be helpful in boosting those elements that you like.
- It's ok if you **do not like** the proposal, but please **tell us why** you don't like it. That input will be helpful in considering changes to the proposal.
- **Constructive feedback** on how to make the proposal better is **welcome and encouraged**.

Questions and Answers

It's Your Turn!

Comments on the Rear Transition Performance Standards, and any additional comments on other Mid-rise Building Performance Standards

- | | |
|--------------------------------|----------------------------------|
| 1. Maximum Allowable Height | 11. Setbacks for Civic Spaces |
| 2. Minimum Building Height | 12. Balconies and Projections |
| 3. Minimum Ground Floor Height | 13. Roofs & Roofscapes |
| 4. Front Façade | 14. Exterior Building Materials |
| 5. Rear Transition | 15. Façade Design & Articulation |
| 6. Corner Sites | 16. Vehicular Access |
| 7. Minimum Sidewalk Zones | 17. Loading |
| 8. Side Property Line | 18. Design Quality |
| 9. Maximum Building Width | 19. Heritage & Character Areas |
| 10. At-grade Residential Uses | |

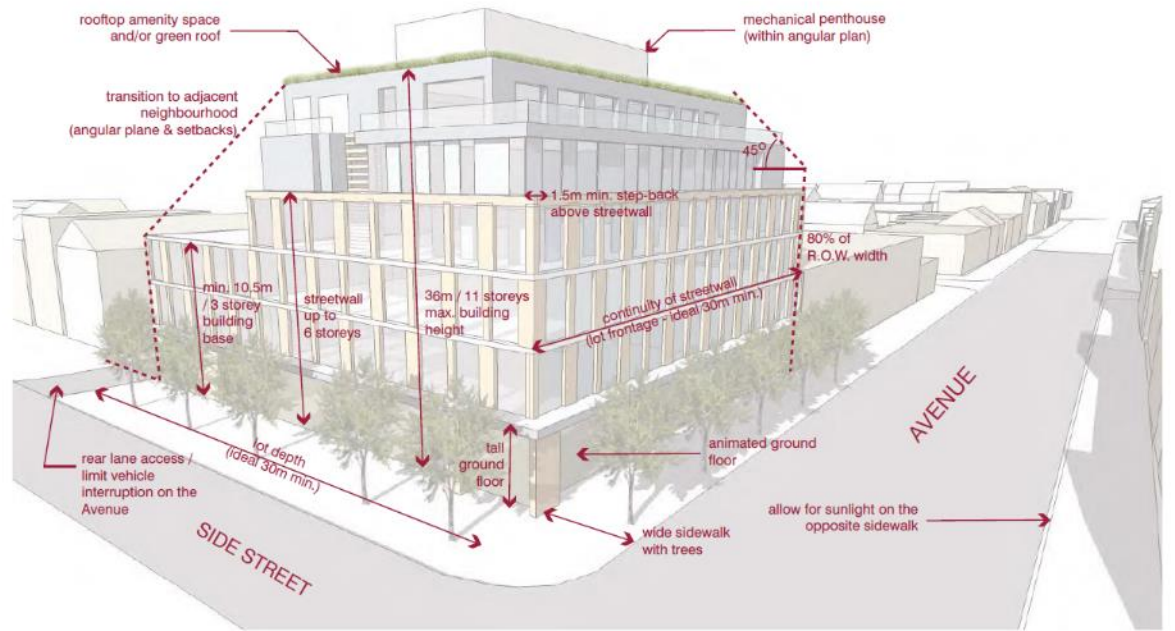


Diagram illustrating key components of the Performance Standards.

Closing Remarks



Next Steps

November 30, 2023

- Report back to Planning & Housing Committee with final recommendations on the Rear Transition Performance Standards, as well as any additional feedback received through this Mid-Rise Performance Standards consultation.



Contact Us

If you did not get an opportunity to ask your question or provide your comment today, we welcome your input in the form following this consultation or at any time by email.

Rong Yu

Senior Planner, Urban Design

 Rong.Yu@toronto.ca

John Duncan

Senior Planner, Zoning Section

 John.Duncan@toronto.ca

Thank you for your comments!