

## Report to Planning and Environment Committee

**To:** Chair and Members  
**Strategic Priorities and Policy Committee**  
**From:** Scott Mathers, MPA, P.Eng.  
**Deputy City Manager, Planning and Economic Development**  
**Subject:** The London Plan Heights Review  
**Date:** July 16, 2024

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to a proposed strategy to update development height provisions within The London Plan based on Provincial direction, and growth needs:

- (a) The final report by SvN Architects + Planners entitled “London Height Framework Review”, attached hereto as Appendix “A”, **BE RECEIVED** for information.

## Executive Summary

The attached London Height Framework Review (LHFR) by SvN Architects + Planners outlines development height considerations for tall buildings (defined as greater than 8 storeys). The purpose of the review is to consider revised maximum building heights in all urban Place Types and give policy direction and design standards for tall buildings. As part of the Housing Accelerator Fund (HAF) the City is reviewing the current heights framework within The London Plan.

## Linkage to the Corporate Strategic Plan

Receipt and consideration of the attached London Height Framework Review supports the following Strategic Areas of Focus:

- **Economic Growth, Culture, and Prosperity**, by supporting London to be a regional centre that proactively attracts and retains talent, business, and investment.
- **Housing and Homelessness**, by supporting faster/streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.

## Analysis

### 1.0 Background Information

#### 1.1 Housing Accelerator Fund (HAF)

In April 2023, the Government of Canada through the Canada Mortgage and Housing Corporation (CMHC) announced details of its Housing Accelerator Fund (HAF). The primary objectives of HAF are to encourage housing supply growth and enhance certainty in development approvals. To secure funding, the City must demonstrate how HAF funds will achieve additional housing units beyond what will otherwise be achieved without HAF funding. The HAF funds must be spent on implementing a series of housing acceleration initiatives and any remaining funding can be used to support affordable housing, housing related infrastructure, and community-related infrastructure. The funding amount is based on housing targets set by the municipality between 2024 and 2026 and must be identified in the application.

London’s approved application provides a housing target of 2,187 additional units between 2024-2026 for eligibility of up to \$74,058,143.00 under the Housing Accelerator Fund. These units must be over and above London’s recent unit construction average.

## **1.2 Heights Review**

In 2016, at the time of the development of The London Plan, the heights framework was structured such that maximum heights were achieved through bonus zoning within any urban Place Type. The London Plan had a series of polices for bonusing to authorize an increase in height or density in return for facilities, services or matters identified in the Plan pursuant to Section 37 of the Planning Act. Section 37; however, was repealed and as a result, The London Plan was restructured to allow for standard maximum heights and an upper maximum height that may be achieved subject to site-specific zoning.

The housing market has also undergone significant changes since the original adoption of The London Plan. London has since exceeded its original population projections, and the Provincial government has amended legislation, such as the *Planning Act* and the Provincial Policy Statement, in an effort to streamline approvals and allow for greater development potential. While the Vision and City Structure Plan of The London Plan supports the increase in growth and development, it is an appropriate time to review the height policies and framework to support the changes in the housing market.

## **2.0 Discussion and Considerations**

### **2.1 Overview of London Height Framework Review**

The City retained SvN Architects + Planners in 2024 through HAF funding to research an update to the heights framework. The purpose of the review is to consider revised maximum building heights in all urban Place Types and give policy direction and design standards (zoning regulations and/or site plan/guideline requirements) for tall buildings (greater than 8 storeys).

The attached LHFR examines the current heights framework in The London Plan in relation to the heights that currently exist, and identify what is needed to accommodate growth, analyze comparative municipal policies for maximum heights, review challenges facing high-rise development while considering revised height regulations and form standards, and considers business desires, development feasibility, safety requirements, and local capacity constraints for maximum height policies and design standards. The LHFR summarizes findings and includes recommendations for a London-based approach.

## **3.0 Financial Impact/Considerations**

There are no direct municipal financial expenditures.

## **4.0 Consultation**

Staff and SvN conducted multiple internal meetings with Planning and Development staff during the month of March. On April 18, Staff attended the Customer Service & Process Improvements Reference Group to discuss the overall project with the greater development community. As a result of that meeting, several small meetings were organized with representatives from the London Development Institute, London Home Builders' Association, and developers throughout the month of May. Written comments were also provided from several high-rise developers.

## **5.0 Timeline and Next Steps**

Following the Council meeting, the SvN report will be formally posted on the City's "Get Involved" page for the project. Staff will begin the formal application circulation for the proposed Official Plan amendments related to the Heights review. The development industry will have further opportunity to provide comments through the formal circulation, as well as through the Customer Service and Process Improvement (CSPI) Reference Group monthly meetings. The public will also have opportunity to provide their input through the formal circulation, on the City's Get Involved page, and at the public participation meeting. The future staff report will include recommendations on

height changes within The London Plan and associated official plan policy and/or zoning by-law changes, as needed. Staff are targeting the September 10<sup>th</sup> Planning and Environment Committee. The timing of these amendments is critical, as it will have an affect on several other HAF related projects, including: pre-zoning of all sites within the Protected Major Transit Station Areas (Downtown, Transit Village, and Rapid Transit Corridor Place Types), the addition of two new Transit Villages (at Oxford-Richmond and surrounding 100 Kellogg Lane), and the creation of a new Major Shopping Area Place Type, which will ultimately allow for greater heights and intensities in these targeted areas.

## **Conclusion**

A revised heights framework will expedite high-rise development while upholding The London Plan in a sustainable and appropriate manner. The London Height Framework Review insights will help to shape the City's Official Plan amendment related to heights and will ultimately inform several other HAF related projects.

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Attachment: Appendix A – London Height Framework Review by SvN Architects + Planners

Copy: Justin Adema, Manager, Long Range Planning

**Appendix A - London Height Framework Review (LHFR) by SvN  
Architects + Planners**



# London Height Framework Review: Final Draft Report

July 2, 2024

**Prepared for:**  
City of London

**Prepared by:**  
SvN Architects + Planners



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## 1.0 Introduction

### 1.1 Project Background

City of London's current Official Plan, the London Plan, was adopted by Council and approved by the Minister in 2016. The Plan sets goals and priorities to shape London's growth, preservation, and evolution of London over the next 20 years (2015 – 2035). The London Plan sets a Growth Framework, establishing a plan for shaping growth over the next 20 years.

As London is experiencing unprecedented growth, implementing the Growth Framework is facing challenges. The London Plan has set a height framework outlining the Minimum, Standard Maximum, and Upper Maximum height for each urban Place Type. In recent years, some of London's development applications have exceeded the Upper Maximum height permitted in the existing height framework. Additionally, the current zoning policies are not aligned with the direction set forth by the London Plan and cannot provide sufficient direction on the built-form of new developments.

### 1.2 Objective

This study aims to review and provide suggestions for updating the existing height framework in the London Plan and provide design guidance on the built-form of tall buildings. The update intends to permit tall buildings as-of-right with appropriate heights aligning with London's growth while contemplating London's growth structure and built-form goals. In the scope of this study, the following Urban Place Types are reviewed:

- Downtown
- Transit Villages
- Rapid Transit Corridors
- Urban Corridor
- Shopping Areas

### 1.3 Methodology

This study employed four core methodologies to understand London's challenges and identify policy tools as a correspondence. First, the study reviewed London's current Policy framework, which consists of London's current Official Plan – the London Plan, and the current Zoning framework. The London Plan review focused on the Growth Framework outlined in the London Plan, the Urban Place Types and the Height Framework, emphasizing the Place Types where tall buildings will be implemented. The Zoning framework review provided an overview of the current Zoning Framework and its relationship with the 1989 Official Plan.



Second, the study reviewed London's Development Activities. This review focused on London's tall building development applications from 2016 to April/May 2024. This review started with mapping the height and location of development applications to understand the spatial and height distribution of the incoming applications, leading to a review of the application process, such as the type of application, density provisions, land use, and other zoning parameters included in the application.

Third, this study performed a jurisdictional scan to seek other Canadian municipalities' understanding of the height framework outlined in their Official Plans, their built-form requirements and guidelines, and the tools to implement them in their policy framework. Municipalities reviewed in this section included Kitchener, Ottawa, Hamilton, from Ontario and Kelowna, Victoria from British Columbia (BC).

Last, as part of this study, the project team engaged with City of London staff from related departments and stakeholders from the development industry through a series of focus group meetings. The purpose of the engagement was to understand the challenges City staff faced while implementing the policy framework review development applications and identify the problems faced by the development industry throughout the approval process.





## 2.0 City of London Policy Framework

### 2.1 The London Plan

London's current Official Plan, The London Plan (Plan), was first adopted by the Council and approved by the Minister in 2016. The current version reviewed in this study was consolidated in May 2023. Organized into nine parts, The Plan sets new goals and priorities to shape London's growth, preservation, and evolution over the next twenty years (from 2015 to 2035).

#### 2.1.1 The Growth Framework

Chapter 4 of the London Plan establishes growth targets that change over time and sets expectations on growth management by promoting a “very compact form of growth.” Meanwhile, it reduces energy consumption, decreases air emissions, allows for quality mobility choices, and significantly reduces the consumption of prime agricultural lands. There is an emphasis on growing “inward and upward” to achieve a compact form of development.

With 45% as the intensification target of all new residential development within the Built-Area boundary, the Plan provides direction on the location intensification. It states that “the most intense form of development will be directed to the Downtown, Transit Villages, and at station locations along the Rapid Transit Corridors, where they can be most effective in meeting multiple objectives of this Plan.”

As identified in Chapter 5 of the London Plan, the Place Types establish policies to regulate development. The Plan identifies 15 Place Types, two of which are City-Wide, ten of which are urban, and three of which are Rural. It establishes permitted uses, allowed intensity of development, and built-form for each place type.

- **Urban Place Types:**

1. **Downtown:** allows for the broadest range of uses and most intense forms of development. It is the highest-order centre in the city, allowing for greater height than the Transit Villages.
2. **Transit Village** also allows for the broadest range of uses and most intense forms of development.
3. **Rapid Transit Corridors:** These corridors connect the Downtown and Transit Villages with highly urban forms of development, allowing a broad range of uses and moderate intensity.
4. **Urban Corridors:** Similar to Rapid Transit Corridors, they offer slightly less intensity.



5. Shopping Area: offers a relatively broad range of commercial, office, and residential uses at a moderate intensity (hubs for neighbourhood).
6. Main Street: a diverse range of new and historic business areas that contain a mix of residential, commercial, and other uses (for the main streets outside the Corridors)
7. Neighbourhoods: a broad range of residential uses and some opportunity for neighbourhood-oriented commercial and public facility uses.
8. Institutional: intense forms of development are permitted.
9. Industrial
10. Future Growth

Table 8 establishes minimum and maximum heights by place type. The minimum heights identified in the table seek to ensure the level of intensity and urban form required to support the goals of the London Plan'. The maximum heights are identified under 'Standard Maximum' and 'Upper Maximum'. Applications exceeding the upper maximum require an Official Plan Amendment (OPA), whereas applications exceeding the standard maximum but not exceeding the upper maximum will be reviewed site-specific and will not require an OPA.



TABLE 8 - SUMMARY OF MINIMUM AND MAXIMUM HEIGHTS BY PLACE TYPE

Place Type	Minimum Height (storeys or m)	Standard Maximum Height (storeys)	Upper Maximum Height (storeys)	Condition
Downtown	3 storeys or 9m	20	35	
Transit Village	2 storeys or 8m	15	22	
	2 storeys or 8m	10	12	Properties located on a Rapid Transit Corridor.
Rapid Transit Corridor	2 storeys or 8m	12	16	Properties located on a Rapid Transit Corridor within 100m of rapid transit stations or properties at the intersection of the Rapid Transit Corridor and a Civic Boulevard or Urban Thoroughfare.
Urban Corridor	2 storeys or 8m	8	10	
Shopping Area	1 storey	4	6	
Main Street	2 storeys or 8m	4	6	
Neighbourhood	See Neighbourhoods policies & tables			
High Density Residential Overlay (from 1989 Official Plan)	2 storeys	12 (outside of the Primary Transit Area) or 14 (inside the Primary Transit Area)	n/a	See High Density Residential Overlay (from 1989 Official Plan) policies for greater detail
Institutional	2 storeys or 8m	12	15	
Industrial	1 storey	2	n/a	Commercial Industrial Place Type only

Figure 1: Table 8 Summary of Minimum and Maximum Heights by Place Type, London Plan

This report reviews five out of the ten Urban Place type categories, which are – Downtown, Transit Villages, Rapid Transit Corridors, Urban Corridors, and Shopping Areas, which offer the greatest opportunity for growth and intensification to take advantage of existing and planned services and facilities to reduce the need to grow outwards.

An important element of the current report is to investigate the relevance and acceptance of the current height restrictions of the urban place types. Chapters 3 and 4 provide further details on development activity review and stakeholder engagement, which has informed the recommendations of this report and are identified for consideration under Chapter 6 of this report.

## 2.2 Zoning Framework



### 2.2.1 Overview of the current Zoning framework, a legacy from the 1989 Official Plan

The current By-law Z-1 (1993) implements the policies of the previous 1989 Official Plan. The disconnect between the in-effect Zoning provisions and the in-effect Official Plan (The London Plan) makes the development process cumbersome and uncertain for applicants. This also affects the ability of City staff to review development applications as the London Plan (Table 8) identifies height provision without additional direction or guidance on built-form criteria (i.e. setbacks, stepbacks, podium height, building separation and others).

The in-effect provisions of the Downtown Area (DA) Zone, Section 20 of the Z-1 (1993) zoning by-law, provide a brief overview of the disconnect. Table 20.3 Regulations for DA Zone Variations identifies zone variations provisions and a maximum height of 90 m with the additional provision of a holding symbol 'h' provided under Section 3.8 (2) (d). DA1 (2), with a maximum height of 110.0 m, and DA2 (7), with a maximum height of 186 m, are the only exceptions. With the exception of the Downtown Area, the current zoning by-law doesn't enable taller built-form in the rest of the city.

### 2.2.2 ReThink Zoning - Ongoing Comprehensive Zoning Review

The City of London is updating its Zoning By-law. Initiated in 2019, the ReThink Zoning project will establish the new by-law to replace the current By-law Z-1 (1993), which enables the City to implement the policies in its previous 1989 Official Plan. The new Zoning By-law will regulate the implementation of the London Plan. The new zoning provision regulates provisions for intensity, form and use for the Place Types introduced in the London Plan. The Discussion Paper #6. Zoning in on Place Types identifies planning priorities and zoning considerations for each Place Types.

The discussion paper identifies four guiding principles which inform the planning and zoning considerations in the Appendix. The overarching intent of the principles is to create less onerous provisions and context-sensitive permissions, identify regulatory incentives, and encompass other policy tools (i.e. High-Density Residential Overlay, Protected Major Transit Station Areas, and Near-Campus Neighbourhood policies).

The Appendix. Planning Priorities and Zoning Consideration by Place Types further elaborates on specific criteria such as – use, intensity, form, parking, climate emergency, and housing affordability. This report reviews only the criteria related to the provision of built-form – use, intensity, form and parking and informs the recommendations identified in Chapter 6.

In June 2023, City staff provided a progress update in the form of a report to the Planning and Environment Committee. City staff is currently reviewing the working draft zoning by-law document.

## 2.3 Draft Urban Design Guidelines (2019)



The City of London released the draft City-Wide Urban Design Guidelines in 2019. It is an illustrated document based on the City Building Policies of the London Plan and designed to assist in implementing these policies. The draft was completed in 2019 and went through the consultation process from October to March 2020. While the draft Guidelines were not updated after the consultation and were not yet approved or in effect, they provide guidance on a number of built-form criteria. The design guidance was reviewed while preparing this report.

### 3.0 Development Activities in London

In recent years, London has received several development applications that exceed the height framework set per Place Types in the London Plan. This report reviews development applications received from 2019 to 2024 (up to May) that fall into Downtown, Transit Villages, and Corridors Place Types.

This report reviewed these applications' proposed height and density, zoning, and other zoning parameters (i.e. setbacks, parking, and other form parameters) against existing Zoning and Official Plan regulations and guidance to determine which criteria require reconsideration. This section provides an overview of the observations.

#### Height

For Downtown areas, the current maximum height permitted is 35 storeys. Three tall building applications have been received in downtown, among which two are combined Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications with proposals exceeding the current maximum permitted heights: 451 Ridout Street proposed a 40-storey residential tower, and 50 King Street proposed two towers at 43 and 53 storeys. Both these applications have been approved by the City Council. 320 King Street is a ZBA application only, with height at 35 storeys.

For Transit Villages, the current maximum height permitted is 22 storeys. Seven tall building applications have been received in Transit Villages, among which four applications are combined OPA and ZBA applications with proposals exceeding the maximum permitted height, ranging from 25 storeys to 33 storeys. The other three applications proposed buildings ranging from 18-22 storeys.

For Corridors, the current maximum height permitted in Rapid Transit Corridor is 16 storeys if located within 100m of a station or at the intersection of a Rapid Transit Corridor and Civic Boulevard or Urban Thoroughfare. The maximum height permitted in the rest of the Rapid Transit Corridor area is 12 storeys, and 10 storeys for Urban Corridor. Among the six applications received, only two exceeded the maximum permitted 16 storeys. 1453-1459 Oxford Street East originally applied for 24 storeys and was approved at 18 storeys; 359 Wellington Road is an application received recently in March 2024 and is still under review. It's worth noticing that 359 Wellington proposed a tower floor plate of 750 square metres, significantly lower than other development applications received in London. All other four applications



proposed the maximum permitted height of the corresponding Place Types.

Development applications frequently propose heights which exceed the current height provision in Downtown and Transit Corridors. The height demand in Rapid Transit Corridors and Urban Corridors is limited, with only two out of the six applications demanding taller buildings and one of which only demands two additional storeys in height. The height difference between the London Plan provision and the demand from the development industry is more obvious in Downtown and Transit Villages areas.

### **Zoning - Uses and Density**

The current Zoning By-law (ZBL) is a legacy of the 1989 Official Plan and has yet to be updated to match the growth framework of the current London Plan. The current zoning typically includes provisions including use, density written as units per hectare (uph), and heights written in metres.

For applications in downtown areas, the lands are zoned as Downtown Area (DA) zones (DA1 and DA2 variation) that provide a broader range of uses. Applicants seek ZBAs for a consistent DA zone across the site and higher development density (including uph and taller building heights).

For applications in Transit Villages, the current zoning are predominantly Shopping Areas, including the various sub-categories of Shopping Areas (Associated/Neighbourhood/Regional/Commercial Shopping Areas). The current Shopping Areas zoning limits the residential uses permitted on-site. To permit higher-density mixed-use developments, these applications proposed either Business District Commercial (BDC) zoning to relief the application from height/density/use limitations or a combined Residential Zone and Shopping Area Zone with special provisions to allow for more density and a variety of different uses.

The current zoning for areas in Rapid Transit Corridors and Urban Corridors includes light industrial zones, low-density residential zones, office residential zones, and BDC zones. To overcome current height limits, applicants are rezoning land to either BDC zones or high-density residential zones (R9/R10) with special provisions to permit proposed height and density.

The current zoning framework does not support the intention of the London Plan, and the zoning categories are yet to fully support the nature of mixed-use development with high-density residential and commercial uses. In addition, the zoning regulates density in both building heights (in metres) and units per hectare (uph). While the zone category in the Downtown Area has been updated to support mixed-use high-density developments, the zoning of Transit Villages and Corridors areas varies and needs to be updated cohesively to support the growth framework set out in the London Plan.



### Other Zoning Provisions

In addition to the zone categories, the applicants seek amendments to specific to zoning provisions, mostly lot coverage, yard requirements, minimum landscaped open space, and parking/bicycle parking requirements.

The three applications in Downtown have sought relief in different provisions. 320 King Street applied for a further increase of lot coverage from 95% to 97% and a reduction of minimum landscaped open space from 5% to 0%. 451 Ridout Street North applied for a reduced setback of the residential component of the building from the required 44.4m to 17.9m. 50 King Street applied to permit the residential component of the buildings to be located near the street frontage to reduce the number of required bicycle parking spaces from 117 short-term spaces and 300 long-term spaces to 50 short-term spaces and 720 long-term spaces.

For applications received in Transit Villages, proposals sought a reduction of yard requirements. Front yard requirements are reduced to either 0.0m or 1.5m, at a maximum. A major reduction in rear yard and side yard setbacks was also applied, as the current requirements in the zoning bylaws are typically over 10m. One of the proposals applied for 0m for both front yard and exterior yard side setbacks. Similar to Downtown, applications have asked for an increase of maximum permitted lot coverage and a reduction of minimum landscape coverage requirements. A few Transit Villages also applied for a reduction in parking minimum requirements.

Zoning amendments were sought in similar areas among applications received in Rapid Transit Corridors and Urban Corridors. Applicants have asked for the reduction of yard setback requirements to the minimum, mostly 0.0 m for front yards. Setback requirements for yards abutting residential zones are also significantly reduced. In addition, applications have asked to increase the maximum permitted lot coverage, reduce minimum landscape coverage, and reduce the minimum parking rate.

Across Downtown, Transit Villages, Rapid Transit Corridors and Urban Corridors, the amendments sought through the ZBA process are relatively consistent. Proposals have been seeking relief in maximum lot coverage, minimum landscape coverage, front and side yard setback requirements, parking spaces, and bicycle parking spaces. Similar to the existing land use, the built-form provisions are yet to serve the intention of the London Plan. Additionally, the zoning provisions cannot provide sufficient guidance on the built form of new developments.

## 4.0 Jurisdictional Scan



After the issues are identified through the development applications review, a jurisdictional scan of best practices were performed to seek understanding of implementation strategies that have been employed in other municipalities in similar situations and scale of London. The jurisdictional scan has reviewed three topics:

- Height provisions for areas equivalent to London’s Downtown, Transit Villages, Rapid Transit Corridors and Urban Corridors
- Built form requirements
- Implementation framework (e.g. Official Plan, Zoning, and Design Guidelines)

To better assist the decision-making process for London, the scan reviewed five municipalities including Kitchener, Ottawa, Hamilton from Ontario, Kelowna and Victoria from British Columbia. These municipalities are selected firstly because they share similar size, population, and scale with London. More importantly, the policies regulating growth, height, and built form of these municipalities were updated in relatively recent years, making them more relevant to the current Canadian development context.

Table 1 Summary of Reviewed Official Plan Height Framework

	London	Kitchener	Ottawa	Hamilton	Kelowna	Victoria
<b>Downtown Height Range</b>	3-20 storeys (max 35 storeys)	<u>Applicable for 7/10 PMTSAs</u> Strategic Growth Area C Min. FSR=2.0 No max height	40 storeys (over 41+ are identified in Secondary Plans, e.g. Central Area: 163.8m)	Up to 30 storeys	3-26 storeys	Core Songhees: 3-20 Core Residential: 4-20 Core Business: 10-24
<b>Corridor Height Range</b>	2-12 storeys (max 16 storeys)	Strategic Growth Area B Min. FSR=1.0 Max Height 25 storeys  Strategic Growth Area A Min. FSR=0.6	Mainstreet corridors: 2-40 storeys Minor Corridors: 2-9 storeys in Downtown, 2-6 storeys in other area	Low to mid rise (up to 12 storeys), with some areas permitted to accommodate high density and high-rise built-form	6-26 storeys	Core Employment: 5-15
<b>Transit Villages (MTSAs)</b>	2-15 storeys (max 22 storeys)	Max Height 8 storeys	Min. 4 storeys if within 300m radius/400m walking distance, Min. 2 storeys if outside.	(Minimum 160 residents and jobs per hectare)	3-14 storeys	Town Centre: 4-10, max 3:1 Floor Space Ratio
<b>Height Flexibility</b>	Provides upper	Allows site-specific zoning		For Downtown area identified	Consider support	Additional density may be



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	maximum height for each Place Type	of up to 4 storeys in addition to existing zoning for SGA-A, and up to 10 storeys in addition to existing zoning for SGA-B, without ZBA		as 3-6 storeys, may be permitted up to 12 storeys without OPA	higher development that provides: affordable/rental housing, significant public amenity, offsite provisions, smaller tower floor plates, or extraordinary architectural design	considered where public benefit is provided
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Table 2 Summary of Urban Design Guideline Requirements

	Kitchener (Zoning)	Hamilton (Site Plan)	Ottawa	Kelowna (Official Community Plan)	Victoria (Downtown Core Area Plan)
<b>Definition of Tall Building</b>		Over 12 storeys	10 storeys or more	Over 13 storeys	Tall buildings: Greater than 23m Mid-rise buildings: up to 36m High-rise buildings: greater than 36m
<b>Podium Height</b>	3-6 storeys	Minimum: 7.5m, or 3.4 storeys for main retail streets Maximum: ROW width	2 - ROW width; may permit additional height through stepbacks or architectural articulation	2-4 storeys, does not exceed 80% of the ROW	Should not exceed 18m (approximately 5 storeys)
<b>Separation Distance</b>	7-12st: 12m 13-18st: 18m 19-36st: 24m 37+st: 30m	25m	Minimum 23m; 15-20m may be considered	25m	20m between residential towers 16m between commercial and residential towers 12m between commercial towers
<b>Tower Floorplate</b>	7-12st: max 2,000 sqm 13-18st: max 1,200 sqm 19-36st: max 1,000 sqm 37+st: max 900 sqm	Residential: max 750 sqm Offices: max 850 sqm	Residential: 750 sqm Office: 2,000 sqm	Maximum tower width of 40m	Residential: 650 sqm; max floor plate width of 24m and a north-to-south tower orientation. Commercial: 1,500 sqm for portions above 23m, 1,200 sqm for portions above 45m, and 1,000 sqm for portions above 50m
<b>Setback and Stepbacks</b>	Setback: Below 7st: 3m 7-12st: 6m	Maximum setback of 2m for the first storey; maximum	7.5m setback and min. 20m tower setback from		Minimum 10m from the adjacent rear and side



	13-18st: 6m 19-36st: 6m 37+st: 6m	setback of 6m for the portion of a building providing an access driveway to a garage. Stepback: minimum 3m	abutting low-rise residential properties		property line Minimum tower step-back of 3m from street wall (podium)
<b>Angular Plane</b>	No requirement	No requirement	45° transition to lower scale	No requirement	No requirement
<b>Other Provisions</b>	Minimum lot width and lot area: Below 7st: 30m; 1,500 sqm 7-12st: 30m, 1,500 sqm 13-18st: 36m, 1,800 sqm 19-36st: 42m; 2,000 sqm 37+st: 48m; 2,400 sqm	Minimum retail floor height: 4.5;	Min. 1,350 sqm for corner lot, Min. 1,800 sqm for interior lot or through lot, Larger lot required for over 30-storeys towers.	First floor height 4.5m; Maximum 4 towers per block; Orient towers in a north/south direction, etc.	For multi tower development, a minimum 2 storey height difference is recommended.

## 4.1 Kitchener

In 2023, Kitchener initiated Growing Together project, to update the planning framework for Kitchener’s Major Transit Station Areas (MTSAs) through land use policies and zoning regulations. The first phase of this project, Growing Together West, has been approved by Kitchener City Council. This includes an OPA and a ZBA that applies to seven out of the ten MTSAs in Kitchener. The final phase of the project, Growing Together East, will update the planning framework for the remaining three MTSAs.

### Planning Framework

The project introduced Strategic Growth Areas (SGAs) as a new land use category to the Official Plan and Zoning. Strategic growth area land use designations are applied within the Urban Growth Centre (Downtown) and Protected Major Transit Station Areas (PMTSAs). It is intended for these areas to accommodate a significant portion of Kitchener’s growth.

In the Official Plan, Strategic Growth Areas include three lands use designations, Strategic Growth Area A, Strategic Growth Area B, and Strategic Growth Area C.



SGA-A is intended to accommodate intensification within the existing predominantly low-rise residential neighbourhoods or lots that are generally too small to accommodate tall buildings. The height limit for SGA-A area is 8 storeys. SGA-A areas are anticipated to be intensified through low-rise to medium-rise residential infill and compatible non-residential uses such as retail, commercial, and offices.

SGA-B is intended to serve as a transition from low-rise residential in SGA-A to medium and high-rise residential in SGA-C. It is intended to accommodate significant intensification with restrictions on building heights as an interim measure. SGA-B will accommodate a range of housing options from midrise to high-rise residential. The height limit for SGA-B area is 25 storeys. In addition to the compatible non-residential uses, SGA-B also permits larger facilities including exhibition or conference facilities, and larger institutional uses such as hospitals and community facilities.

SGA-C is designated to areas that are in general centrally located and is intended to accommodate significant growth through high-density developments. No maximum building height is specified, and some high-density developments in SGA-C might need land assembly.

The Zoning By-law is also updated to reflect the change. Strategic Growth Area Zones apply to the land designated as Strategic Growth Areas in the Official Plan, and the zones are categorized as follows:

- **SGA-1 - Low Rise Growth Zone**, corresponding to SGA-A in the OP;
- **SGA-2 - Mid Rise Growth Zone**, corresponding to SGA-A or SGA-B in the OP;
- **SGA-3 - High Rise Growth Zone (Limited)**, corresponding to SGA-B or SGA-C in the OP;
- and
- **SGA-4 - High Rise Growth Zone**, corresponding to SGA-C in the OP.

#### Built Form Requirements

SGA-1 zone has a height limit of 11 metres, and SGA-2 zone has a height limit of 8 storeys. For the purpose of this research, SGA-3 and SGA-4 provisions are reviewed.

For tall buildings falling into SGA-3 and SGA-4, Kitchener's updated zoning has included built-form provisions for the entire building and the base building, including lot size, floor space ratio (FSR), and base building heights (3-6 storeys). For the tower, the zoning separated the tower portion per height, and adjusted built-form requirements accordingly: storeys 7-12, storeys 13-18, storeys 19-36, and storeys above 37. The requirements of lot sizes, separation distance, and setback increase for the taller portion of the tower, and the maximum floor plate area decreases.

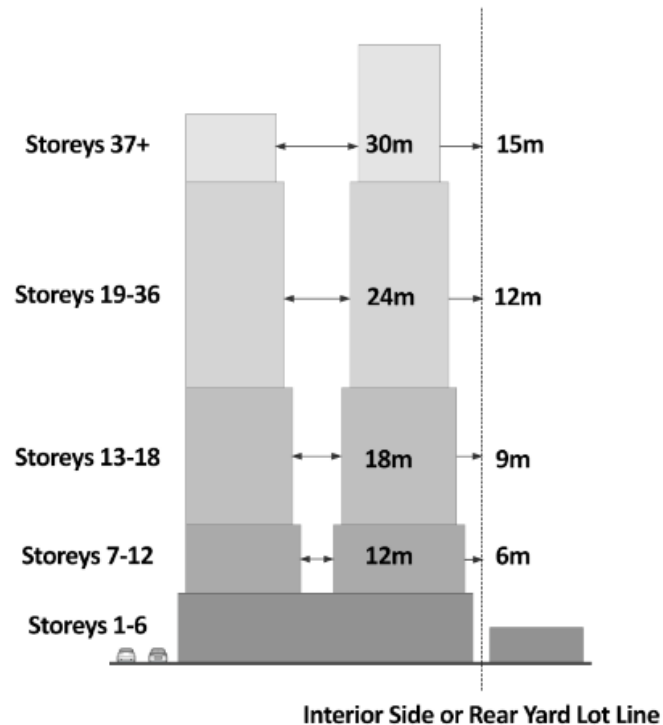


Figure 2 City of Kitchener, Tower Separation

The recent policy updates from Kitchener brings future Kitchener growth to the Downtown areas and MTSA's. The introduction of SGA to both the OP and zoning allows for consistent policy directions within the planning policy framework.

For built-form provisions, Kitchener's approach to adjusting requirements per tower section allows for more specified provisions and flexibility for buildings with different heights. In addition, these prescriptive built-form provisions could be effectively implemented in the zoning, allowing for ideal developments in designated areas.

## 4.2 Hamilton

### Planning Framework

Hamilton's growth is guided by the Hamilton Urban Official Plan, which came into effect in 2013.

Hamilton’s Urban Structure Elements include Urban Nodes (Downtown, sub-regional service nodes, community nodes), Urban Corridors, MTSAs, Major Activity Centres, Neighbourhoods, Employment Areas, and Major Open Space.

Downtown Hamilton Secondary Plan is included in the OP to further guide the developments in Downtown, which lists the height framework for Hamilton downtown. As guided by the Secondary Plan, new tall buildings shall be no greater than the height of the top of the Escarpment as measured between Queen Street and Victoria Avenue. Similar to the existing London Plan height, the maximum permitted height in downtown Hamilton is 30 storeys, and the height range for Corridor is up to 12 storeys.

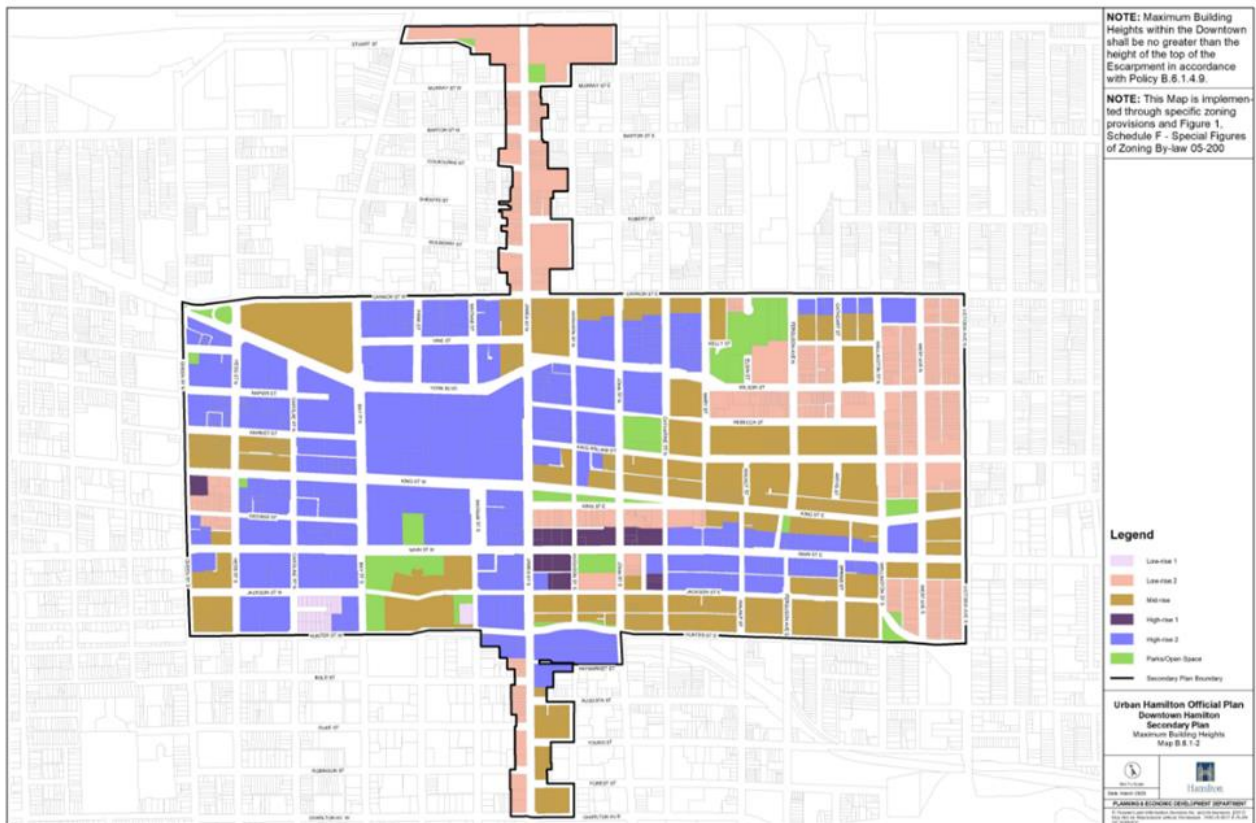


Figure 3 City of Hamilton, Downtown Secondary Plan

## Built Form Requirements

The Downtown Secondary Plan has included general built-form requirements for tall buildings, mainly requiring that podium design, setbacks, and tower separation design consider the existing and/or planned context. The Secondary Plan built-form requirements did not include specific numeric values to support



the above guidance.

In 2018, Hamilton released the Downtown Hamilton Tall Building Guidelines as a reference document to build on existing policies to guide the design of tall buildings within Hamilton's Downtown. It is referred in the Downtown Secondary Plan that the document shall be used by City Staff when evaluating tall building development proposals (greater than 12 storeys). However, the Secondary Plan also indicated that the Guidelines are not intended to limit creativity and innovation in design. Alternative built forms achieving the intent of the Guidelines shall also be permitted, subject to demonstrating good planning principles and meeting the vision of the Downtown Secondary Plan.

Similar to some other Ontario municipalities, specific built-form provisions are included in the Tall Building Guidelines of Hamilton, referred to as guidance in the Secondary Plan. Typically, the Guidelines are challenged with respect to implementing built-form requirements compared to built-form provisions embedded in the zoning.

## 4.3 Ottawa

### Planning Framework

The City of Ottawa's new Official Plan was approved and came into effect in 2021, replacing the previous Official Plan that was in effect in 2003. The New OP outlines a comprehensive land use policy framework to guide growth and development within Ottawa until 2046.

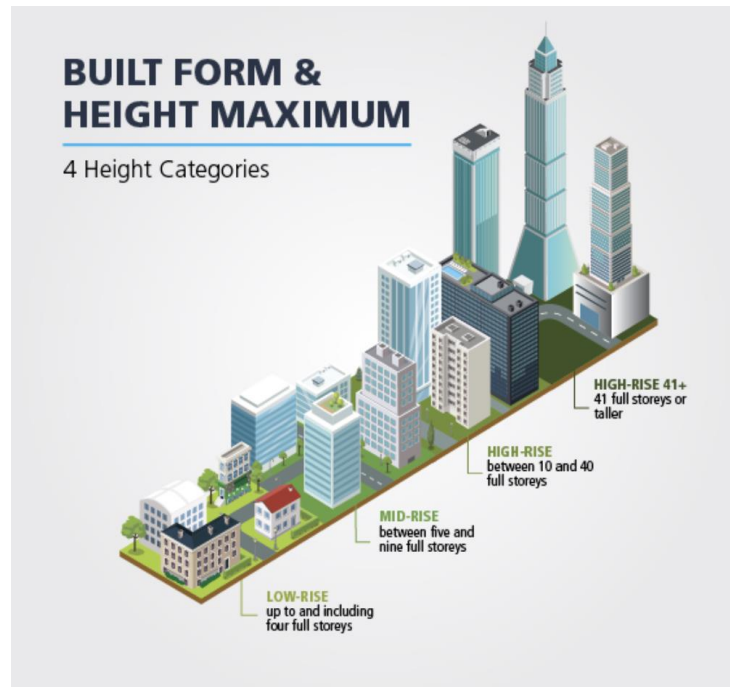


Figure 4 City of Ottawa, Built-Form Transect

Ottawa's New OP divides the city into six concentric policy areas called "Transects," ranging from Downtown, Inner Urban, Outer Urban, Suburban the more urbanized areas, and Greenbelt and Rural Areas as the less urbanized areas. The height framework of the OP is set within the four urban transects and further divided into Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods within each transect. The tallest buildings are in the Downtown Hubs, with heights ranging from a minimum of 10 storeys and a maximum of 40 storeys. Some Downtown Hubs area could go beyond 41+ storeys through criteria and area-specific policies. All areas designated as Hubs in the urban area have a maximum height of 40 storeys. Despite Downtown Mainstreet Corridors are limited at 9 storeys maximum in building heights, the Mainstreet Corridors in other transects could go up to 40 storeys. Minor Corridors in Downtown Ottawa could go up to 9 storeys, while in other urban transects, the height is limited to a maximum of 6 storeys.





## Official Plan / Plan officiel

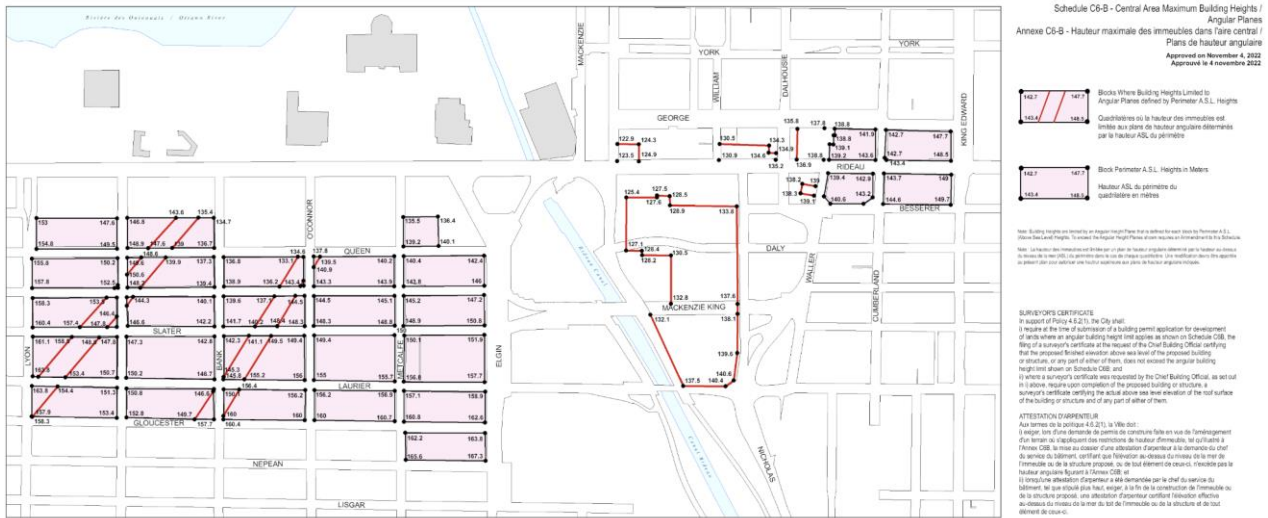


Figure 5 City of Ottawa, Schedule C6-B Central Area Maximum Height and Angular Plane

The in-effect zoning by-law of Ottawa was first released in 2008. For Central Ottawa, this zoning includes Mixed-Use Downtown zone (MD zone), General Mixed-Use zone (GM zone), and Residential Fifth Density zone (R5 zone) to support denser developments. Ottawa is also updating the zoning by-law, after committing to build more housing under the Federal Housing Accelerator Fund. The new zoning bylaw is looking to better implement the policies in the Official Plan and address affordable housing crisis in Ottawa. Specific updates include removing minimum parking requirements, permitting fourplexes across the City, and ban new surface parking lot in Downtown area. The first draft of the zoning by-law is published for public consultation April, 2024.

In addition, for buildings taller than 10 storeys, Ottawa City Council approved the Urban Design Guidelines for High-Rise Buildings in 2018. The Guidelines is established to contribute to the view and character of the city, and create public realm that are pedestrian friendly. The Guidelines mainly include provisions related to respecting context, built form, and pedestrian realm.

### Built Form Requirements

For Ottawa's Central area, the densest areas are zoned as Mixed-Use Downtown zone, which allows for no yard requirements, no lot size/width requirements, and no floor space index (FSI) requirements unless specified. The maximum building heights in this zone follow the Schedule shown above. In the General

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Mixed-Use zone, the maximum building height is generally restricted to 18 metres and the maximum FSI is 2. The minimum front yard requirement in this zone is 3 metres, and the minimum rear yard requirement abutting residential area is 7.5 metres. The GM zone is then categorized into multiple subzones, with different density and yard requirements in different subzones. Similarly, the Residential Fifth Density zone is also subdivided into different subzones, and the yard requirements vary for each zone.

In addition to the requirement in the zoning, the Urban Design Guidelines for High-rise Buildings outlines provisions including transition considerations, tower floor plate size, and separation distance. For high-rise development abutting a low-rise residential area, the Guidelines requires a sufficient lot size to achieve separation distance to minimize impact on adjacent neighbourhoods. The Guidelines require a corner lot size of 1,350 square metres, and an interior or through lot size of 1,800 square metres, to establish a minimum of 20 metres of tower setback from stable low-rise area.

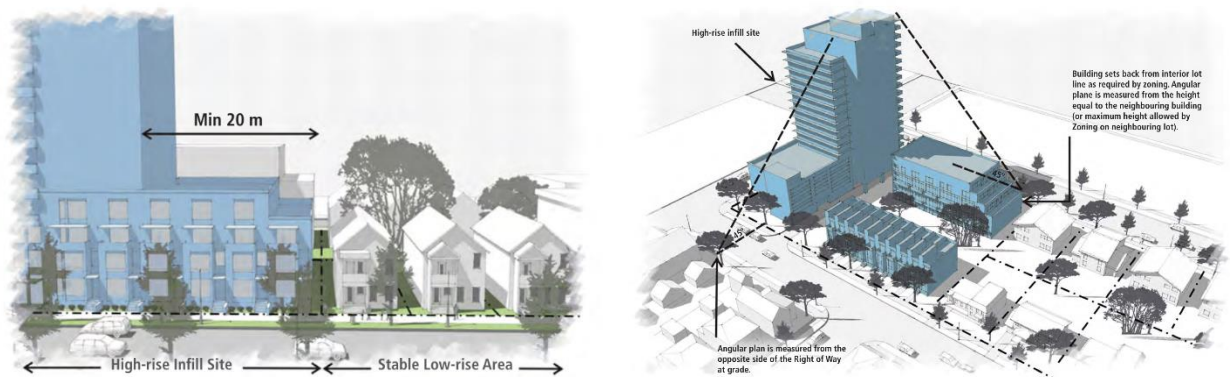


Figure 6 City of Ottawa, Tall Building Guidelines (Tower Setback and Angular Plane)

As for tower floor plate size, the Guidelines defines bar buildings (slab) as buildings with a slenderness ratio over 2:1 or more (the quotient of height:width). The Guidelines prefers point towers with a smaller floor plate, and indicates that the maximum height of a bar building (slab) should not exceed 12 storeys. The Guidelines suggests the maximum tower floor plate should not exceed 750 square metres for residential buildings, and should not exceed 2,000 square metres of office buildings. Larger floor plates could be considered in suburban areas with design features mitigating shadow and wind impact, and allow access to natural light. The Guidelines also set the minimum tower separation distance at 23 metres for tower less than 30 storeys, and 25 metres for tower more than 30 storeys.

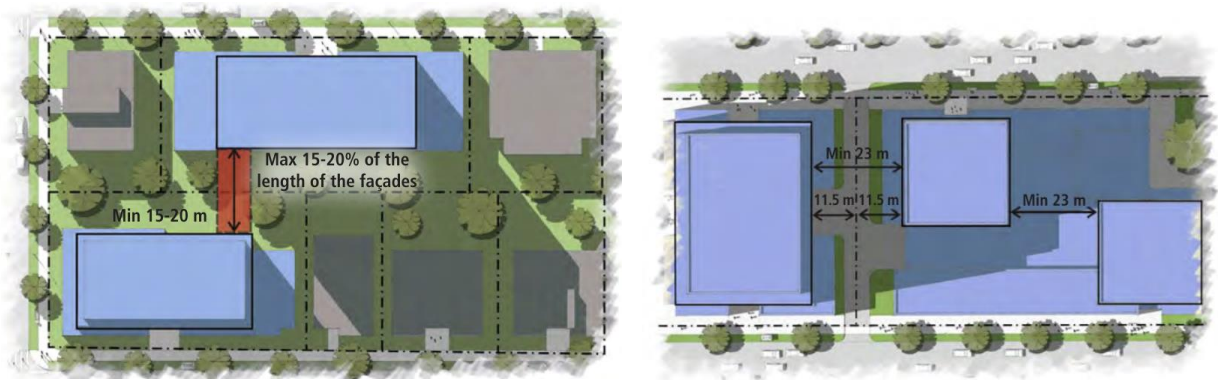


Figure 7 City of Ottawa, Tall Building Guidelines (Tower Separation)

Similar to London, Ottawa's latest Official Plan also established the growth framework that guides growth to Downtown and Mainstreet Corridors. The current zoning generally supports the OP's vision for intensification along Downtown and Corridors, but the heights permitted in zoning are still below the OP provisions. Ottawa's recent updates to the zoning bylaw could further assist in the implementation of the growth framework set in the Official Plan.

## 4.4 Kelowna

### Planning Framework

In 2022, Kelowna has adopted the 2040 Official Community Plan (OCP). The OCP sets Kelowna's Growth Strategy Districts to Urban Centres, the Core Area, the Gateway, Suburban Neighbourhoods and Rural Lands. Within the Urban Centres, Downtown is the tallest point of the city, with the required building heights ranging from a minimum of 3 storeys, and a maximum of 26 storeys. The OCP suggests to consider supporting buildings taller than 26 if the proposal contains significant benefit to Kelowna citizens, such as affordable housing, significant public amenity, offsite considerations, smaller tower floor plates, or outstanding architectural design. Built form requirements are also written under the Form and Character chapter in the OCP.

### Built Form Requirements

The OCP generally considers high-rise residential and mixed-use buildings over 13 storeys. These buildings generally have a shared main entrance and secondary accesses to units within the building. The first floor of these buildings are typically ground oriented residential units and/or commercial retail accessed from

at-grade.

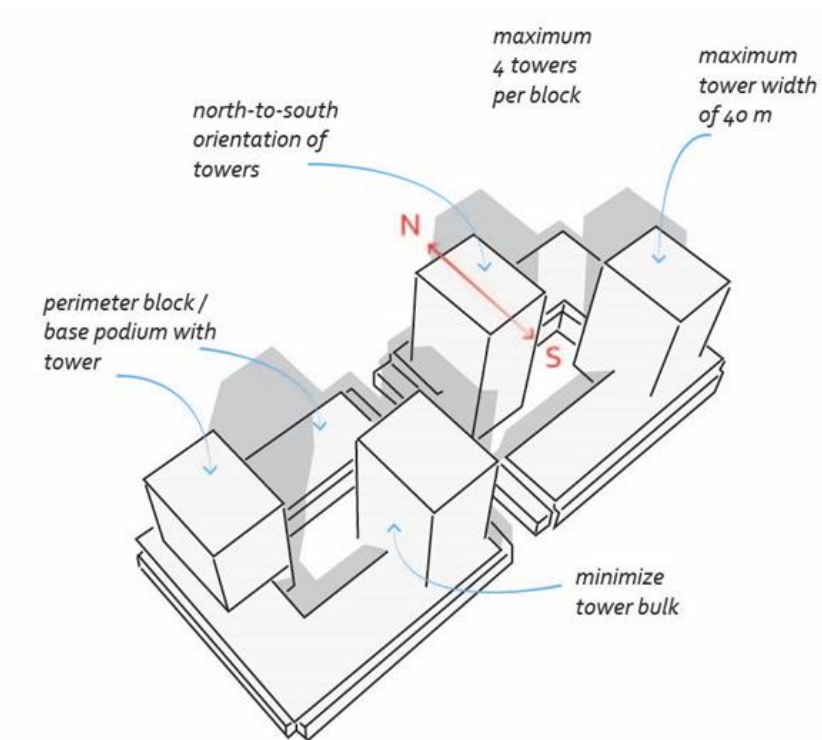


Figure 8 City of Kelowna, Tall Building Guidelines, Tower location and Orientation

These buildings are considered to be consist of the podium, the tower middle, and the tower top. For the podium, the OCP requires a minimum first floor height of 4.5 metres, and a podium height ranging from 2-4 storeys, or not exceed 80% of the adjacent street right-of-way width. The OCP also guides towers to oriented in a north/south direction, and requires a maximum of four towers should be located within an individual block. To minimize shadow impact and avoid long slabs, the OCP requires a maximum tower width of 40 metres. The OCP also requires a tower separation distance of 25 metres.

Different from Ontario municipalities that typically write built-form requirements in urban design guidelines (Hamilton) or sometimes zoning (Kitchener, Ottawa), Kelowna's OCP is a stronger tool for Kelowna to implement the height and built form requirement. The requirements on maximum tower length of 40m could effectively also limit long slabs being built, and listing smaller floor plates as part of the height bonus conditions could also encourage point towers to minimize shadow impact.

## 4.5 Victoria

## Planning Framework

Victoria's current Official Community Plan (OCP) was released in July 2012 and last updated in September 2023. The Victoria OCP looks forward to 2041, which provides an opportunity for Victoria to address challenges in climate emergency, housing crisis, social and cultural inequalities, infrastructure deficits and an aging population. The OCP is updated roughly on a 10-year basis. The latest update was in 2023, to reflect key citywide policies that had been approved in the decade since the plan was originally adopted.

With the dramatic growth in population in recent years and decades, Victoria is anticipating its population to reach 111,300 by 2041. Victoria established the growth management concept based on a strong Urban Core and network of walkable Town Centres and Urban Villages with diverse housing connected by sustainable mobility options. Victoria is expecting Urban Core to absorb 50% of the population growth by 2041; 40% of the growth is allocated towards Town Centres and large Urban Villages, with the rest of the city accommodating the remaining 10%.

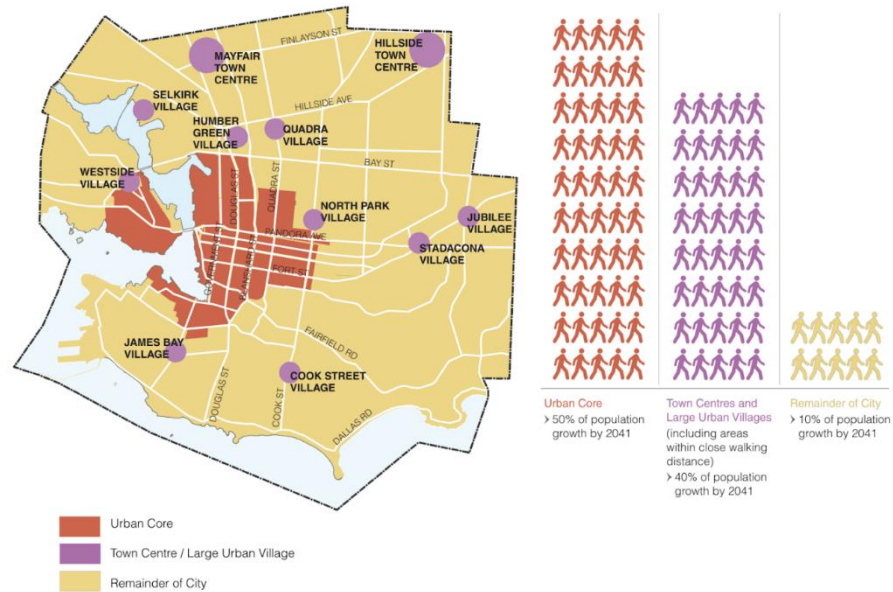
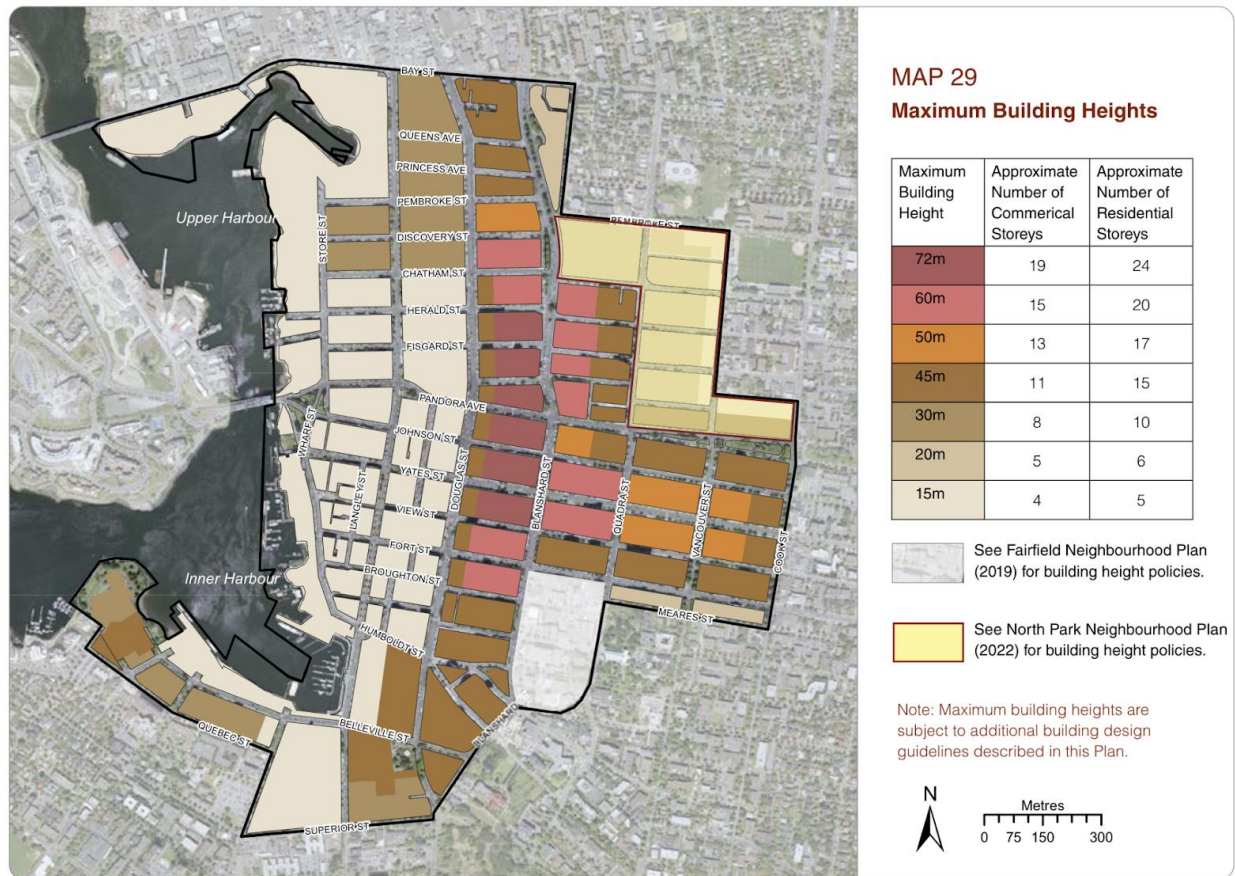


Figure 9 City of Victoria, Growth Management Concept

The OCP also sets a height range that is permitted for each area. For areas in Core, the maximum height permitted is 24 storeys. For Core Employment / Corridor areas, the height ranges from 5 to 15 storeys. Town Centres's height ranges from 4 to 10 storeys, with a maximum 3:1 FSR permitted.





UPDATED: MAY 9, 2019

Figure 10 City of Victoria, Map 29 Maximum Building Height

To specifically guide the development of the Downtown Core, the Downtown Core Area Plan (DCAP) was released in 2011 and lastly updated in July, 2022. The latest DCAP will serve to implement the policy direction for portions of the Urban Core as described in the new OCP. An Official Plan amendment was then introduced to the OCP following the update of the DCAP. The DCAP further specified the height provisions for all areas in the Urban Core.

## Built Form

The Victoria DCAP includes a set of Design Guidelines that define and regulate building heights. According to these guidelines, tall buildings are those with heights greater than 23 metres, while buildings up to 36



metres are considered mid-rise, and those taller than 36 metres are classified as high-rise. The DCAP Guidelines also stipulate that the height of a building's podium should not exceed 18 metres (approximately 5 storeys). In terms of separation distance, the DCAP Guidelines distinguish between different types of uses, requiring 20 metres between residential towers, 16 metres between commercial and residential towers, and 12 metres between commercial towers. Notably, the DCAP Guidelines do not include any requirements for the provision of an angular plane.

For floor plates, the DCAP Guidelines require only 650 square metres maximum for residential towers and further limit the tower size by requiring a floor plate width of 24 metres and north-to-south tower orientation. For commercial towers, the DCAP Guidelines require a maximum of 1,500 square metres for portions above 23 metres, 1,200 square metres for portions above 45 metres, and 1,000 square metres for portions above 50 metres. The DCAP Guidelines also recommend a 2-storey height difference between the towers in a multi-tower development.

Victoria's OCP-DCAP system was constantly reviewed and updated to provide consistent guidance for the development of Urban Core. Similar to the Kelowna example reviewed, Victoria built the design guidelines in the OCP/DCAP, which is typically considered to be a stronger tool for enforcing the built form provisions.

Though some of the provisions might be stricter than the typical requirements in Ontario (e.g., 650 square metres of maximum floor plates), Victoria's "layered" requirement on separation distance is similar to Kitchener's floor plate provision. The height difference in multi-tower development could also be referenced to achieve a differentiated skyline design.

### Summary of Jurisdictional Scan Findings

In response to the rapid growth and housing shortage, municipalities across Canada have been updating both their Official Plan and zoning framework to guide growth to areas that are transit accessible. Municipalities have attempted to permit taller buildings with as-of-right zoning in downtown areas, transit hubs (transit villages), and transit corridors. The municipalities reviewed have included a height range for urban areas, and the listed heights are generally similar to London's current provisions with variations according to city sizes. In addition, municipalities are generally willing to permit proposals taller than the maximum height if community benefits or adequate design considerations are provided in the proposal.

Among the municipalities reviewed, it is worth noting that more built-form provisions are now being included in the zoning by-law or in the Official Plans instead of the design guidelines. Incorporating built-form requirements into Official Plans and Zoning by-laws provides stronger tools to implement these provisions but could act as a deterrence and be perceived as restrictive. Typically, building heights (in



storeys or metres) are included in the OP; setbacks, stepbacks, and density (typically as floor space index or floor area ratio) are included in the zoning by-law; and tower floor plates are included in the design guidelines. Other provisions such as tower stepbacks, tower orientation, tower size, and separation distances are included in various policy documents among the municipalities reviewed.

## 5.0 Stakeholder Engagement

A series of focus group workshops was conducted to understand the challenges faced by City of London staff and the development industry. During these discussions, the project team first introduced the research's intent and findings to date and then started the conversation with initial questions covering the range of topics presented in this report. Participants at each session shared their concerns and ideas on the issues. A summary of feedback is provided below.

### 5.1 Engagement with City of London Staff

On April 16th, an online focus group discussion with City of London staff was held. The attendees featured City staff from multiple departments, including Planning Policy, Zoning and Public Property Compliance, Sewer Engineering, the City Solicitor's Office, Development, Site Plan, Planning Implementation, and Long-Range Planning. Staff shared concerns and thoughts on built form requirements and challenges in the planning process for implementing policies.

#### **Height and Density**

- London has been receiving development applications significantly over the current height framework proposed in the London Plan.
- Applications received recently are applying for 35 storeys in Transit Villages (maximum height is 22 storeys) and 25 storeys in Rapid Transit Corridors (maximum height is 16 storeys).
- Staff are finding that applications in excessive heights do not align with the growth hierarchy set up in the London Plan, given that the applications received in Transit Corridors match the building heights in Downtown.
- While staff are suggesting removing the maximum height requirement for the Downtown area, the project team and staff discussed the potential negative impacts on land value if height requirements are removed.
- Staff and the project team also discussed the proper height for London's downtown. Despite understanding that proposals are asking for heights as tall as 55 storeys, staff are concerned if London's current market could support such development across the Downtown and if one single large-scale development could impact the overall revitalization of Downtown London.
- Staff and project team discussed precedents on implementing the density





### **Built Form**

- Staff found it challenging to enforce built-form provisions, such as setback, stepback, and tower floor plate size, given these provisions are not prescribed in the zoning by-law or the London Plan.
- Other than Heritage District, which enforces a 5-metre stepback through the Heritage Team, staff generally find stepback very challenging to implement.
- Staff expressed ideas on proposing landscape buffer and separation to mitigate impact on lower-density residential areas.
- Regarding amenity area requirements, staff points out that the current by-law only provides minimum landscape space and shared interests in integrating amenity requirements in new developments (e.g. resident amenities/privately-owned public space per unit).

## **5.2 Engagement with the Development Industry**

The project team held focus group meetings with the development industry to capture the voices and perspectives of developers of different scales and focus areas. Attendees of these meetings include high-rise developers, rental housing developers, property management, planners, and lobbyist organizations. The project team introduced the intent and scope of the project, background research up to date, and initiated the conversation by asking the development industry to share the challenges they faced while developing and managing projects in London.

### **Project Scope**

- Discussion was held between the attendees and the project team about the scope of this project, to clarify that the project is limited to tall buildings and areas that tall buildings are anticipated to be built.
- While acknowledging the scope, attendees suggested that other areas, including Neighbourhoods, should also be considered to permit further intensification.

### **Height and Density**

- Majority of attendees generally agreed that the maximum height provision in the current London Plan is not sufficient
- Some attendees suggested removing the height limit in Downtown London. Attendees find development Downtown challenging unless given enough density for the following reasons:
  - Land parcels in Downtown are small and cannot be consolidated;
  - Underground parking is prohibitive, so parking needs to be built on the podium;
  - Elevator core becomes extremely costly when there are high heights and smaller floor plates
- Some attendees think that height is not an issue in areas with dense developments, especially downtown. The current infrastructure is limiting the density to further go up.
- Attendees also mentioned that there are height thresholds for buildings to remain efficient structurally out of construction, which should be considered when setting height limits.



### **Built Form**

- During the discussion, attendees shared that London has a large rental housing market. Some of the attendees have a large portfolio of apartment rentals in London. While considering built-form provisions, the attendees suggest acknowledging this is important.
- Attendees have reviewed the precedents provided by the project team and provided mixed feedback. Some attendees argue that built-form provisions are restricting development from happening and should only be kept in guidelines as suggestions. Other attendees found some of the provisions reachable and could effectively guide developments.
- For floor plates, attendees mention that London does not have a market for smaller tower plates (e.g. 750 square metres). Some attendees specifically prefer the Kitchener approach to adjusting floor plate requirements per different heights, believing that this approach is more realistic and respects the current context.
- For setback requirements, some attendees mentioned that the current requirements in R9 zone and DA2 zone would result in excessive yard requirements, even at the front yard, resulting in a “Tower in the Park” situation.
- Attendees find the stepback requirements challenging to fulfill. They suggested minimizing the requirement of stepbacks and instead using materials and windows to mitigate the visual impact.
- Attendees generally agree that the podium heights should be tied to the width of the road, but also aware that London Downtown and Heritage Conservation Districts (HCDs) historically have narrower roads. Building podiums respecting the ROW width could be challenging.

Overall, the City supports an updated planning framework that permits as-of-right developments while considering built-form requirements. While acknowledging that the received applications significantly exceed the maximum permitted height, City staff stressed the importance of maintaining the intent of the growth framework in the London Plan. The new height framework should respect the city structure and height strategy prescribed in the London Plan.

The development industry has stressed that the existing height framework no longer meets the expectations and development growth that the city is experiencing, and the maximum heights should be revised. On built form, the thoughts and ideas heard from the development industry are mixed. While some developers suggest that no prescriptive guidance should be provided to restrict developments, others accept and embrace certain built-form provisions.

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## 6.0 Recommendations

The London Plan, with its city structure, forms the basis for identifying where growth should occur in the city. The Urban Place Types, with Table 8, provide an overview of the intensity of growth. The ongoing zoning review, particularly the discussion on Urban Place Types, identifies relevant criteria for design consideration. The engagement with the building community and City staff has provided insight into the struggle to realize the municipal objective given London's market reality and development constraints. This recommendation section seeks to update the parameters for the built-form height identified in Table 8 of the London Plan; identify a range of design parameters as guidance to be implemented through the site plan process, and select parameters which are 'must-have' to be regulated through zoning or the official plan.

Measuring Density: The current zoning by-law stipulates units per hectare (uph) to regulate density for various residential uses. While units per hectare aim to regulate density to manage growth across the city, it does create an arbitrary measure that does not consider the changing nature of households, household size, or housing preferences. The measure also acts as a deterrence where the applicant has to seek an increase in uph density permissions on sites where existing density permission is lower than existing and/or planned municipal infrastructure capacity. This study proposes a combination of Floor Area Ratio (FAR) and Ground Coverage as an alternative measure to regulate site development yield. Combined with the building height direction from the proposed revised Table 8 of the London Plan, FAR and Ground Coverage regulation will provide certainty to the applicant and City staff on the development capacity and building envelope for any particular site. The proposed inclusion of a minimum threshold for larger units (i.e 25% 2B and 3B) add guidance on unit typology to achieve the London Plans' direction on providing a range of housing, including families, seniors and young adults.

## 6.1 Recommendations for Height Framework

The following section provides a series of recommendations to both regulate and guide the development of tall buildings in select urban plan types. Table 3 provides recommendations for updating Table 8 of the London Plan, seeking to update the maximum height provisions and suggesting the removal of ‘Upper Maximum Height.’ The updated table would identify minimum and maximum heights for the select urban place types reviewed in this study report.

*Table 3 Height Recommendations*

S.no	Urban Place Types	Minimum Height	Maximum Height	Condition
1	<b>Downtown</b>	3 storeys or 10.5 m	45	
2	<b>Transit Villages</b>	3 storeys or 10.5 m	30	
3	<b>Rapid Transit Corridors</b>	3 storeys or 10.5 m	15	Properties along a Rapid Transit Corridor.
		3 storeys or 10.5 m	25	Properties located on a Rapid Transit Corridor within 150m of the Transit Station or properties at the intersection of the Rapid Transit Corridor and Civic Boulevard and Urbant thoroughfare
4	<b>Urban Corridors</b>	3 storeys or 10.5 m	15	
5	<b>Shopping Areas</b>	3 storeys or 10.5 m	15	Major Shopping Areas
		2 storeys or 7.5 m	8	Community Shopping Area

## 6.2 Recommendations on Built Form

Table 4 identifies a series of built-form criteria based on the jurisdictional scan undertaken for this study report. The recommendations for municipal staff review are divided into regulation consideration and design considerations. This report envisions further refinement of the recommendations and identification of planning tools for implementing the proposed recommendations.

Table 4 Built-Form Recommendations

	Built-Form Criteria	Regulation Consideration	Design Consideration	London Plan (LP) Direction
1	<b>Height, Coverage and Floor Area Ratio (FAR)</b>	<p><b>Downtown</b></p> <ul style="list-style-type: none"> <li>- Floor Area Ratio (FAR) no maximum</li> <li>- Maximum height 136.5 m measured from average grade (excludes mechanical and equipment room)</li> <li>- No coverage restriction</li> <li>- No minimum Landscape Coverage</li> </ul>	<p><b>Downtown</b></p> <ul style="list-style-type: none"> <li>- Minimum height 3 storeys or 10.5 m, whichever is more</li> <li>- Maximum height 45 storeys</li> </ul>	High-density (LP 802_2, 3)
		<p><b>Transit Villages</b></p> <ul style="list-style-type: none"> <li>- Floor Area Ratio (FAR) 6.5 maximum</li> <li>- Maximum height 91.5 m measured from average grade (excludes mechanical and equipment room)</li> <li>- No coverage restriction</li> <li>- 15% minimum Landscape Coverage</li> </ul>	<p><b>Transit Villages</b></p> <ul style="list-style-type: none"> <li>- Minimum height 3 storeys or 10.5 m, whichever is more</li> <li>- Maximum height 30 storeys</li> </ul>	
		<p><b>Rapid Transit Corridor</b></p> <p>(i) Along the Corridor</p> <ul style="list-style-type: none"> <li>- Floor Area Ratio (FAR) 5.0 maximum</li> </ul>	<p><b>Rapid Transit Corridor</b></p> <p>(i) Along the Corridor</p> <ul style="list-style-type: none"> <li>- Minimum height 3 storeys or 10.5m, whichever is more</li> </ul>	Medium density (LP 839)



		<ul style="list-style-type: none"> <li>- Maximum Height 46.5 m, measured from average grade (excludes mechanical and equipment room)</li> <li>- Ground Coverage 70%</li> <li>- 12.5% minimum Landscape Coverage</li> </ul> <p>(ii) Within 150 m of Transit Station</p> <ul style="list-style-type: none"> <li>- Floor Area Ratio (FAR) (6.5 - 15.0) 6.5 maximum</li> <li>- Maximum Height 76.5 m, measured from average grade (excludes mechanical and equipment room)</li> <li>- Ground Coverage 80%</li> <li>- 10% minimum Landscape Coverage</li> </ul>	<ul style="list-style-type: none"> <li>- Maximum height 15 storeys</li> </ul> <p>(ii) Within 150 m of Transit Station or properties at the intersection of Rapid Transit Corridor and Civic Boulevard and Urban Thoroughfare</p> <ul style="list-style-type: none"> <li>- Minimum height 3 storeys or 10.5m, whichever is more</li> <li>- Maximum height 25 storeys</li> </ul>	
		<p><b>Urban Corridor</b></p> <ul style="list-style-type: none"> <li>- Floor Area Ratio (FAR) 5.0 maximum</li> <li>- Maximum Height 46.5 m, measured from average grade (excludes mechanical and equipment room)</li> <li>- Ground Coverage 70%</li> <li>- 12.5% minimum Landscape Coverage</li> </ul>	<p><b>Urban Corridor</b></p> <ul style="list-style-type: none"> <li>- Minimum height 3 storeys or 10.5m, whichever is more</li> <li>- Maximum height 15 storeys</li> </ul>	
		<p><b>Shopping Areas</b></p> <p>(i) Major Shopping Area</p> <ul style="list-style-type: none"> <li>- Floor Area Ratio (FAR) 4.0 maximum</li> <li>- Maximum Height 46.5 m, measured from</li> </ul>	<p><b>Shopping Areas</b></p> <p>(i) Major Shopping Area</p> <ul style="list-style-type: none"> <li>- Minimum height 3 storeys or 10.5m, whichever is more</li> <li>- Maximum height 15 storeys</li> </ul>	



		<p>average grade (excludes mechanical and equipment room)</p> <ul style="list-style-type: none"> <li>- Ground Coverage 70%</li> <li>- 15% minimum Landscape Coverage</li> </ul> <p>(i) Community Shopping Area</p> <ul style="list-style-type: none"> <li>- Floor Area Ratio (FAR) 3.0 maximum</li> <li>- Maximum Height 25.5 m, measured from average grade (excludes mechanical and equipment room)</li> <li>- Ground Coverage 70%</li> <li>- No minimum Landscape coverage</li> </ul>	<p>(ii) Community `Shopping Area –</p> <ul style="list-style-type: none"> <li>- Minimum height 2 storeys or 7.5m, whichever is more</li> <li>- Maximum height 8 storeys</li> </ul>	
2	<b>Floorplate</b>		<ul style="list-style-type: none"> <li>- Residential Floorplate maximum 950 sq.m - 1,100 sq.m (for tall buildings i.e. above 12 storeys)</li> </ul>	Mitigate the impacts of tall buildings (LP 802_2)
3	<b>Tower Separation Distance</b>	<p><b>Tower Separation external from abutting property</b></p> <p><b>Downtown</b></p> <p>12.5 m from the rear property line, 12.5 m from along the interior side yard</p>	<p><b>Tower Separation internal to the site</b></p> <ul style="list-style-type: none"> <li>- Tower separation within the site at a minimum of 25 m</li> <li>- Ensure at least 5 hrs of sunlight (summer equinox) in public parks.</li> </ul>	Mitigate the impacts of tall buildings (LP 802_2)
		<p><b>Tower Separation external from abutting property</b></p> <p><b>Transit Villages</b></p> <p>12.5 m from the rear property line, 12.5 m from along the interior side yard</p>	<p><b>Tower Separation internal to the site</b></p> <ul style="list-style-type: none"> <li>- Tower separation within the site at a minimum of 25 m</li> <li>- Ensure at least 5 hrs of sunlight (summer equinox) in public parks.</li> </ul>	Mitigate the impacts of tall buildings (LP 802_2)
		<p><b>Tower Separation external from abutting property</b></p> <p><b>Rapid Transit Corridor</b></p>	<p><b>Tower Separation internal to the site</b></p> <ul style="list-style-type: none"> <li>- Tower separation within the</li> </ul>	Mitigate the impacts of tall buildings (LP 802_2)



		<p><i>Along the corridor</i> 15.0 m from the rear property line, 12.5 m from along the interior side yard</p> <p><i>Within 150 m of Transit Station and/or the intersection of Civic Boulevard and Urban Thoroughfare</i></p> <p>12.5 m from the rear property line, 12.5 m from along the interior side yard</p>	<ul style="list-style-type: none"> <li>- site at a minimum of 25 m</li> <li>- Ensure at least 5 hrs of sunlight (summer equinox) in public parks.</li> </ul>	
		<p><b>Tower Separation external from abutting property</b></p> <p><b>Urban Corridor</b></p> <p>15.0 m from the rear property line, 12.5 m from along the interior side yard</p>	<p><b>Tower Separation internal to the site</b></p> <ul style="list-style-type: none"> <li>- Tower separation within the site at a minimum of 25 m</li> <li>- Ensure at least 5 hrs of sunlight (summer equinox) in public parks. .</li> </ul>	Mitigate the impacts of tall buildings (LP 802_2)
		<p><b>Tower Separation external from abutting property</b></p> <p><b>Shopping Areas</b></p> <p><i>Major Shopping Areas</i> 15.0 m from the rear property line, 12.5 m from along the interior side yard</p>	<p><b>Tower Separation internal to the site</b></p> <ul style="list-style-type: none"> <li>- Tower separation within the site at a minimum of 25 m</li> <li>- Ensure at least 5 hrs of sunlight (summer equinox) in public parks.</li> </ul>	Mitigate the impacts of tall buildings (LP 802_2)
5	<b>Setback</b>	<p><b>Downtown</b></p> <p><b>Front Setback</b></p> <ul style="list-style-type: none"> <li>- 0.0 m setback at the first floor with commercial, retail, and office frontage</li> <li>- 3.5 maximum setback at the first floor with residential frontage</li> </ul>	<ul style="list-style-type: none"> <li>- Use a combination of building height, setback, and/or stepbacks to allow for a gradual transition from proposed taller built-forms to existing or planned lower built-form</li> <li>- Identify setback requirements to accommodate loading and laneway access</li> </ul>	Prioritize pedestrian experience (LP 803_3)



		<p><b>Transit Villages</b></p> <p><b>Front Setback</b></p> <ul style="list-style-type: none"> <li>- 1.0 m minimum setback at the first floor with commercial or retail frontage</li> <li>- 3.5 maximum setback for residential frontage</li> </ul> <p><b>Rear Setback</b></p> <ul style="list-style-type: none"> <li>- 7.5 m where no rear lane exists or 3.5 m where a rear lane exists</li> </ul>	<ul style="list-style-type: none"> <li>- Use a combination of building height, setback, and/or stepbacks to allow for a gradual transition from proposed taller built-forms to existing or planned lower built-form</li> <li>- Identify setback requirements to accommodate loading and laneway access</li> </ul>	
		<p><b>Rapid Transit/Urban Corridor</b></p> <p><b>Front Setback</b></p> <ul style="list-style-type: none"> <li>- 3.5 maximum setback</li> </ul> <p><b>Rear Setback</b></p> <ul style="list-style-type: none"> <li>- 3.5 m minimum setback for 30% of the building face and 10.5 m for the rest of 70% of the building face</li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>- 7.5 m minimum setback for 100% building face</li> </ul>	<ul style="list-style-type: none"> <li>- Use a combination of building height, setback, and/or stepbacks to allow for a gradual transition from proposed taller built-forms to existing or planned lower built-form</li> <li>- Identify setback requirements to accommodate loading and laneway access</li> </ul>	Manage interface with adjacent, lower-intensity residential areas (LP 830_5, LP 832, LP 840))
		<p><b>Shopping Areas</b></p> <p><b>(i) Major Shopping Area</b></p> <p><b>Front Setback</b></p> <ul style="list-style-type: none"> <li>- 1.0 m minimum setback at the first floor with commercial or retail frontage</li> <li>- 3.5 maximum setback for residential frontage</li> </ul> <p><b>Rear Setback</b></p> <ul style="list-style-type: none"> <li>- 7.5 m where no rear</li> </ul>	<ul style="list-style-type: none"> <li>- Use a combination of building height, setback, and/or stepbacks to allow for a gradual transition from proposed taller built-forms to existing or planned lower built-form</li> <li>- Identify setback requirements to accommodate loading and laneway access</li> </ul>	

		<p>lane exists or 3.5 m where a rear lane exists</p> <p><b>(i) Community Shopping Area</b></p> <p><b>Front Setback</b></p> <ul style="list-style-type: none"> <li>- 1.0 m minimum setback at the first floor with commercial or retail frontage</li> <li>- 3.5 maximum setback for residential frontage</li> </ul> <p><b>Rear Setback</b></p> <ul style="list-style-type: none"> <li>- 3.5 m minimum allowance for 30% of the building face and 10.5 m for the rest of 70% of the building face</li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>- 7.5 m minimum setback for 100% building face</li> </ul>		
6	<b>Stepback</b>	<p><b>Where there is no established street wall</b></p> <ul style="list-style-type: none"> <li>- Provide a minimum stepback of 1.5 m between 2 to 6 storeys</li> </ul> <p><b>Where there is an established street wall</b></p> <ul style="list-style-type: none"> <li>- Provide a minimum stepback of 1.5 m to match the adjacent property datum line or 80% of the Right-of-way, whichever is less</li> </ul>	<ul style="list-style-type: none"> <li>- Use a combination of building height, setback and/or stepbacks to allow for transition from taller built-form to existing or planned lower built-form</li> </ul>	Prioritize pedestrian experience (LP 803_3)
6	<b>First Floor Height</b>	<ul style="list-style-type: none"> <li>- First floor height of a minimum of 4.5 m measured floor-to-floor from average grade</li> </ul>		Prioritize pedestrian experience (LP 803_3)
7	<b>Street wall and Frontage</b>	<p><b>Downtown (Street wall)</b></p> <ul style="list-style-type: none"> <li>- Minimum of 3 storeys or 10.5m</li> <li>- Maximum height not to</li> </ul>	<p><b>Downtown (Frontage)</b></p> <ul style="list-style-type: none"> <li>- Minimum 90% street wall frontage</li> <li>- 70% glazing requirement</li> </ul>	Prioritize pedestrian experience (LP 803_3)

		<p>exceed 80% of the Right-of-Way</p>	<p>along public streets and publicly accessible common areas</p>	
		<p><b>Transit Villages (Street wall)</b></p> <ul style="list-style-type: none"> <li>- Minimum of 3 storeys or 10.5m</li> <li>- Maximum height not to exceed 80% of the Right-of-Way</li> </ul>	<p><b>Transit Villages (Frontage)</b></p> <ul style="list-style-type: none"> <li>- Minimum 70% street wall frontage</li> <li>- 70% glazing requirement along public streets and publicly accessible common areas</li> </ul>	
		<p><b>Rapid Transit and Urban Corridors (Street wall)</b></p> <ul style="list-style-type: none"> <li>- Minimum of 3 storeys or 10.5m</li> <li>- Maximum height not to exceed 80% of the Right-of-Way</li> </ul>	<p><b>Rapid Transit and Urban Corridors (Frontage)</b></p> <ul style="list-style-type: none"> <li>- Minimum 70% street wall frontage</li> <li>- 50% glazing requirement along public streets and publicly accessible common areas</li> </ul>	
		<p><b>Shopping Areas (Street wall)</b></p> <p><b>(i) Major Shopping Area</b></p> <ul style="list-style-type: none"> <li>- Minimum of 3 storeys or 10.5m</li> <li>- Maximum height not to exceed 80% of the Right-of-Way</li> </ul> <p><b>(ii) Community Shopping Area</b></p> <ul style="list-style-type: none"> <li>- Minimum of 2 storeys or 6 m</li> <li>- Maximum height not to exceed 80% of the Right-of-Way</li> </ul>	<p><b>Shopping Areas (Frontage)</b></p> <ul style="list-style-type: none"> <li>- Minimum 70% street wall frontage</li> </ul> <p><b>(i) Major Shopping Area</b></p> <ul style="list-style-type: none"> <li>- 70% glazing requirement along public streets and publicly accessible common areas</li> </ul> <p><b>(ii) Community Shopping Area</b></p> <ul style="list-style-type: none"> <li>- 50% glazing requirement along public streets and publicly accessible common areas</li> </ul>	
8	<b>Vehicular Access and Primary Entrance</b>	<ul style="list-style-type: none"> <li>- Locate access to loading and servicing areas off secondary streets and not from primary thoroughfares.</li> </ul>	<p>Identify setbacks requirements to accommodate loading and laneway access</p>	



		<ul style="list-style-type: none"> <li>- The primary pedestrian entrance should be located and/or orientated toward the primary street.</li> </ul>		
9	<b>Unit Typology</b>		<ul style="list-style-type: none"> <li>- Provide a minimum percentage of large units (2B, 3B) at 25%</li> </ul>	<p>Encourage residential development (LP 799_9). Provide housing opportunities to a wide spectrum of lifestyles (including families, seniors, and young adults) (LP 796)</p>
10	<b>Amenity Area</b>	<p><b>Downtown</b></p> <ul style="list-style-type: none"> <li>- 4 sq.m per unit of indoor/outdoor amenity area</li> </ul>	<ul style="list-style-type: none"> <li>- Provide amenities space catered towards families, seniors and young adults</li> </ul>	
		<p><b>Transit Villages</b></p> <ul style="list-style-type: none"> <li>- 6 sq.m per unit of indoor/outdoor amenity area</li> </ul>	<ul style="list-style-type: none"> <li>- Provide amenities space catered towards families, seniors and young adults</li> </ul>	
		<p><b>Rapid Transit Corridor</b></p> <p>(i) Along the Corridor</p> <ul style="list-style-type: none"> <li>- 2 sq.m per unit of indoor/outdoor amenity area</li> </ul> <p>(ii) At the intersection of Rapid Transit Corridor and Civic Boulevard/ Urban Thoroughfare</p> <ul style="list-style-type: none"> <li>- 6 sq.m per unit of indoor/outdoor amenity area</li> </ul>	<ul style="list-style-type: none"> <li>- Provide amenities space catered towards families, seniors and young adults</li> </ul>	
		<p><b>Urban Corridor</b></p> <ul style="list-style-type: none"> <li>- 2 sq.m per unit of indoor/outdoor amenity area</li> </ul>	<ul style="list-style-type: none"> <li>- Provide amenities space catered towards families, seniors and young adults</li> </ul>	

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		<p><b>Shopping Areas</b></p> <p>(i) Major Shopping Areas</p> <ul style="list-style-type: none"> <li>- 6 sq.m per unit of indoor/outdoor amenity area</li> </ul> <p>(ii) Community Areas</p> <ul style="list-style-type: none"> <li>- no requirement</li> </ul>	<ul style="list-style-type: none"> <li>- Provide amenities space catered towards families, seniors and young adults</li> </ul>	
11	<b>Vehicular Parking</b>	<ul style="list-style-type: none"> <li>- Parking structures are not permitted to face a primary public street without retail and/or residential uses along the primary street frontage.</li> <li>- Vehicular Parking requirement based on By-law No. Z.-1 Office Consolidation October 2011</li> </ul>	<ul style="list-style-type: none"> <li>- Provide below-grade parking structures where possible</li> <li>- For above-grade parking structure               <ul style="list-style-type: none"> <li>- (i) First floor to have active uses facing/fronting primary streets</li> <li>- (ii) Floors above the ground floor should employ architectural screening and materiality to mitigate visual impact</li> </ul> </li> </ul>	Minimize the visual impact of parking (LP 269)
12	<b>Bike Parking</b>	<ul style="list-style-type: none"> <li>- Bike Parking requirement based on By-law No. Z.-1 Office Consolidation October 2011</li> </ul>	<ul style="list-style-type: none"> <li>- Locate and provide bicycle parking (indoor and outdoor)</li> </ul>	



## 6.3 Recommendations on Implementation Strategy

This report has reviewed a spectrum of stakeholder input from the development industry and city staff, with each highlighting the constraints encountered in delivering high-density and tall building residential typologies in London.

The report sets forth a set of recommendations for consideration by the City. The recommendations are broken into two streams – Regulation Considerations and Design Considerations. It is the understanding of this report that the recommendations provided under both sections will be assessed by City staff with recommendations made to the City Council as to which elements are to be implemented to support a higher level of certainty to the development industry, likely through proactive updates to the Zoning Bylaw that would see a revised set of zoning parameters provided in key Place Types delivering high-density development entitlements “as-of-right”. The Regulation Considerations provided in this report have been developed to provide a framework for those future Zoning Bylaw provisions.

While the Regulation Considerations above have been developed in a manner that balances development certainty and approval speed with forms of development appropriate for each Place Type and the City of London’s overall vision for the development of the City, there are a number of elements of future development that cannot be adequately regulated just through the Zoning Bylaw alone. These Design Considerations tend to relate to more nuanced elements of urban design, massing and the public realm that require a level of flexibility in application that is not easily addressed via zoning. While the focus here is on minimizing any list of Design Considerations to support more efficient approval processes along with clearer articulation and assessment of design parameters, this report anticipates that some Design Considerations will be necessary to support future development. Overall, the implementation of the recommendations in this report will require assessing the appropriate legislative or policy tool that best supports the implementation of both the Regulation Considerations and Design Considerations.

Described below are various regulatory and policy tools to support implementation:

1. **Zoning By-law:** Review, edit, and update the built-form provisions in the zoning bylaw to align with the new height framework. ReThink Zoning offers an excellent opportunity to update the provisions of various Place Types, including the ones reviewed in this report.
2. **London Plan:** Refine and edit height provisions and include density (FAR) provisions for various Place Types in the updated Official Plan to align with and enable changes to the Zoning Bylaw and limit the need for Official Plan amendments to meet the new tall building framework. Consideration may also be given to developing and adopting a set of concise, clear, and operable design guidelines to support tall building implementation that could be tailored by Place Type.
3. **Site Plan Control:** Section 41 of The Planning Act allows the local municipality council to control certain matters on and around a site, and the council may delegate decisions on site planning to



staff. Matters of pedestrian/vehicular access, landscaping and urban design are managed through the Site Plan Control process. The City of London recently updated its Site Plan control bylaw to align it with current industry/market norms and remove duplication with other bylaws and standards within the City. Where Design Considerations may not be amenable to implementation through the Zoning Bylaw or the OP, some additional provisions may be included within the Site Plan Bylaw where outcomes would be appropriate City-wide.

4. **Master Plan/Tertiary Plans:** For larger sites with medium and longer-term development potential, Master Plans offer an opportunity to include the development industry early in the conversation and gain consensus on project vision, built-from framework and site-specific performance criteria. The requirement of a master plan/tertiary plan could be implemented through the Official Plan with the goal being to support more orderly development on significant sites or within areas where servicing or other constraints might exist in a manner that simplifies future approvals and addresses issues of funding equity and flexibility.





## 6.0 Glossary

The following section defines the terms included in this report. In case of conflict, the definitions provided under Section 2 of the City of London Zoning By-law No. Z.-1 Office Consolidation October 2011 shall prevail.

**Active Uses:** Ground-level uses, or uses within the *podium*, that help to animate and create interest on the street.

**Amenity Space/ Amenity Area:** Internal and/or outdoor areas or areas within the building lot intended for use for recreation by residents of the residential or commercial building on the lot, does not include driveways, drop-off/pick-up or parking areas.

**Building Base:** The lower storeys of a tall building that frames the *public realm* with a pedestrian scaled street proportion. A density of articulated entrances, use of glazing, and active uses at the first-floor level of the podium assist in creating an attractive and animated *public realm*.

**Building Tower:** The *storeys* of above the *building base*.

**Built-Form:** Size and shape of the building, including design elements such as balconies and projections.

**Datum Line:** A horizontal plane of reference.

**Floor Area Ratio (FAR):** Gross floor area, in square metres, divided by the area of the lot, in square metres, and is expressed in a ratio of gross floor area to one square metre of lot area.

**Floorplate:** Total built area of a tower, not including balconies.

**Gross Floor Area:** Aggregate of the area of all floors in a residential building, whether at, above or below grade, measured from the exterior faces of the exterior walls or from the centre line of the common wall separating two buildings.

**Mid-Block Connection:** Pedestrian connections between buildings, both internal and external to the site, that provide permeability through large blocks and sites.

**Mixed-Use:** Multiple types of uses within a building or set of buildings. This may include a combination of residential, employment, retail, institutional, or other land uses.



**Landscape Coverage:** see definition of Landscape Open Space.

**Landscape Open Space:** Any space located at grade which is used for growth and maintenance of grass, flowers, shrubbery and other landscaping and includes any surfaced walk, patio, swimming pool or similar area, but does not include any access driveway or ramp, parking area, bus parking area, roof-top area or any open space beneath or within any building or structure.

**Podium:** see definition of building base.

**Private Realm:** Any space that is within a private property line and is perceived as being private.

**Public Realm:** Spaces under City ownership including streets, boulevards, parks, and public buildings and structures.

**Right-of-Way:** The part of the street that is publicly owned and lies between the property lines.

**Separation Distance:** The space between two built-form elements.

**Setbacks:** The distance between a property line and the front, side or rear of a building.

**Stepbacks:** An offset of one element of a building from another element below (i.e. tower from podium). *Stepbacks* help to create a *transition* between *built-form* elements.

**Storeys:** A habitable or occupiable level within a building, excluding raised basements.

**Streetwall:** The condition of enclosure along a street created by the fronts of buildings, and enhanced by the continuity and height of the enclosing buildings.

**Transition:** The physical design elements of a building or site that contribute to an appropriate height reduction as tall buildings approach more low-rise uses, including mid-rise buildings, exiting residential neighbourhoods, and parks and open spaces.