(DRAFT) City-wide

URBAN DESIGN GUIDELINES

City of London
City Planning
October 2019

London
CANADA

Table of Contents

Introduction

WHAT ARE URBAN DESIGN GUIDELINES?

City Council may adopt guideline documents to provide more detailed direction and context for the implementation of The London Plan policies.

These City-wide Urban Design Guidelines provide complementary written and visual information to assist with the implementation of the City Design policies of The London Plan. They are both more detailed, and more flexibile in their interpretation and implementation than The London Plan policies. These guidelines should not be considered as new policy or regulation, but rather an additional tool to assist staff, the development community, streetscape and public space designers, and the public in designing and shaping the built form of the city.

This document does not reconsider the policies of The London Plan. It does not create new regulations or alter the existing regulations in the Zoning By-law, the Site Plan Control By-law, Engineering Standards, or the Complete Streets Manual. Where there is reference to specific dimensions, they are not meant to be regulatory but rather targets based on best practices.

STRUCTURE OF THESE GUIDELINES

This document shares the same structure as the City Design policies in The London Plan. The guidelines are meant to build on the City Design policies by offering more detail on how the policies may be implemented in different contexts. Sub-categories based on common themes and consideration are provided for ease of reference.

The guidelines are flexible in their interpretation, and provide creative and innovative design solutions to meet the intent of The London Plan.

Policy Framework

There are various policy and regulatory documents that will apply to planning and development applications, as well as public works. These City Design Guidelines will be used in conjunction with the following documents:

THE PLANNING ACT

The Planning Act outlines matters of provincial interest that municipalities need to have regard for in carrying out their responsibilities. There is a provincial interest in promoting development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and, promoting a built form that is well-designed encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

THE LONDON PLAN

The London Plan is the City's Official Plan and lays out City Council's vision and priorities for the short-term and long-term growth of the city. The London Plan provides direction on the allocation of land uses, the design of built form and the degree of intensity in different areas of the city. The London Plan includes policies related to City Design, which form the basis of these City-Wide Urban Design Guidelines. All of the work and investment the City does is to be consistent with The London Plan.

SECONDARY PLANS

Secondary Plans may be established through a comprehensive study of specific existing or future neighbourhoods where it has been deemed important to coordinate the development (or redevelopment) of multiple properties. Secondary Plans provide more detailed policy guidance for that specific area. Where there is a conflict between the policies of a Secondary Plan and The London Plan, the Secondary Plan will prevail. Secondary Plans are identified in The London Plan, policy 1565.

HERITAGE CONSERVATION DISTRICTS

Heritage Conservation Districts are designated pursuant to Part V of the Ontario Heritage Act to recognize and protect areas of the City that are identified as having significant cultural heritage value or interest. To help manage change in these areas, Heritage Conservation District Plans have specific policies and guidelines to ensure that what makes these areas of significant cultural heritage value or interest are conserved. Heritage Conservation Districts are also identified in The London Plan, policy 601. Heritage Alteration Permit approval may be required to make changes to a heritage designated property. Properties may be individually designated pursuant to Part IV of the Ontario Heritage Act. Heritage Alteration Permit approval may be required to make changes to a heritage designated property.

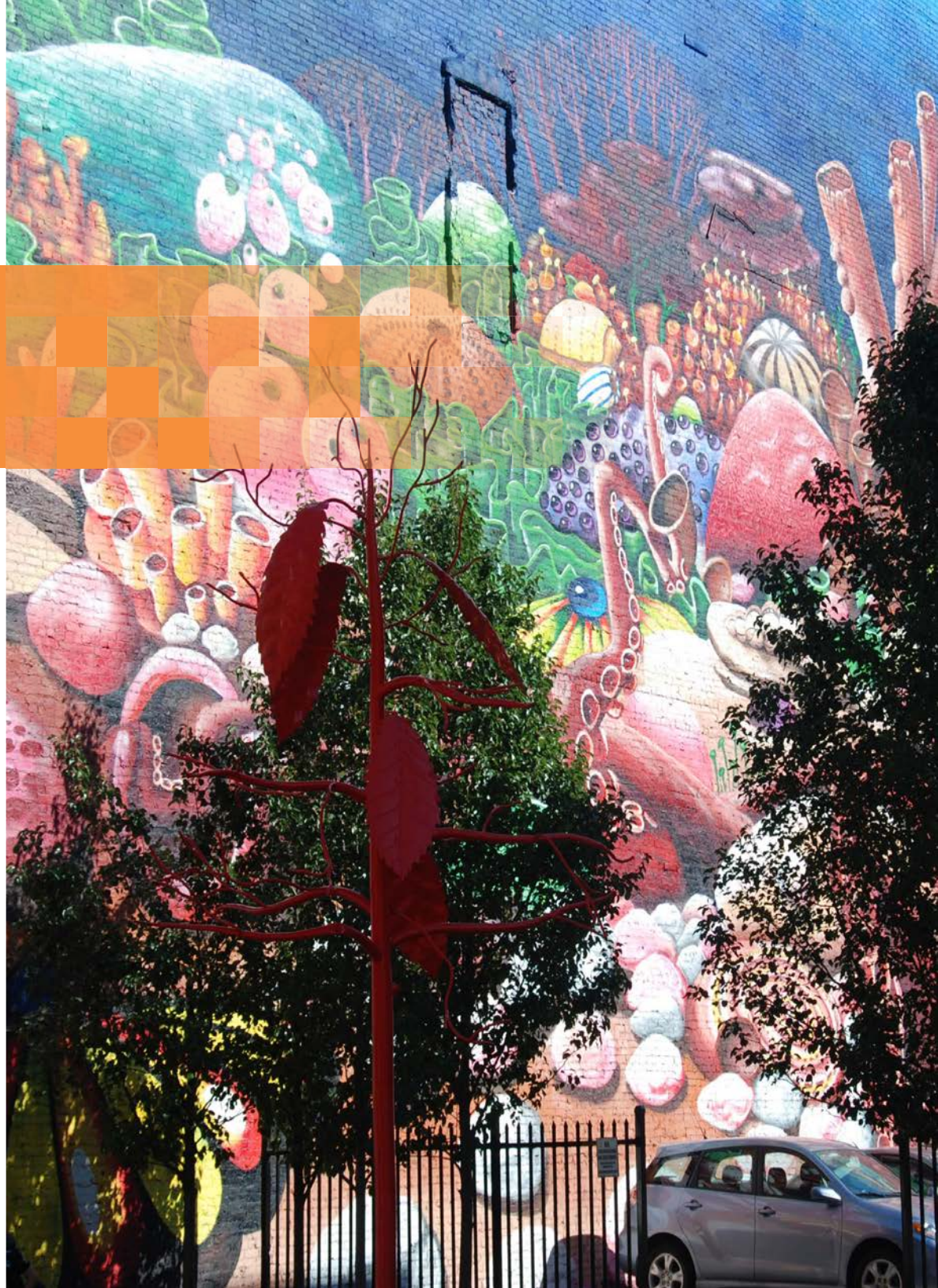
AREA SPECIFIC DESIGN GUIDELINES

Area-specific Design Guidelines may be established for areas or sites with unique contexts or circumstances which require specific direction for their longer-term development. Area-specific Design Guidelines provide detailed guidance on how the community or site should be designed including the site layout, built form and public realm components. These city-wide guidelines will be used to supplement area guidelines, where they exist, to provide a comprehensive picture of how development will fit into the larger city structure. Area-specific Design Guidelines are identified in The London Plan, policy 1716.

OTHER APPLICABLE DOCUMENTS

In addition to the above, planning and development applications need to meet the direction of various municipal policies and regulations including, but not limited to, the Zoning By-law, Site Plan Control By-Law, the Sign By-law, Access Management Guidelines, the Growth Management Implementation Strategy, Engineering Design Standards, the Ontario Building Code and the Complete Streets Manual. Other Guidelines Documents are identified in The London Plan, policy 1717 to 1722.

Character



NEIGHBOURHOOD CHARACTER

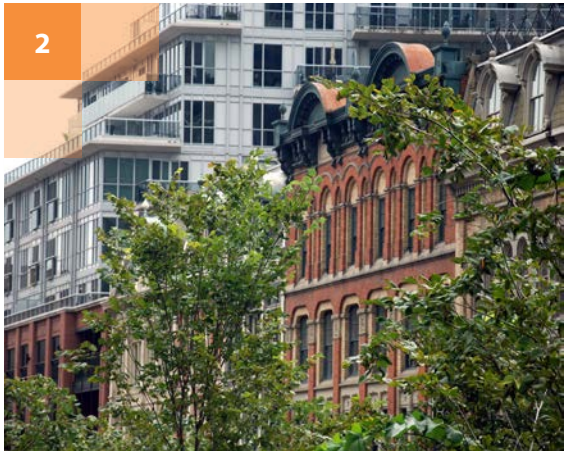
Each site and neighbourhood is unique and has different existing characteristics. The Place Types provide a planned vision for each area, but attention should also be paid to the existing features on the site and how they can contribute to the unique identity for the area and create a sense of place.

1. Strategically locate new parks, pathways and open spaces in central locations, adjacent to natural heritage features, at corners, view termini and adjacent to community facilities to form focal points and provide views throughout the neighbourhood.

2. Provide a cohesive and complementary architectural style throughout new development. Architectural style and form does not need to be the same but should be compatible to create a sense of place.

3. Consider the design of streetscapes, setbacks, façade rhythm, architectural datum lines, and landscaping, to contribute to the unique character of the neighbourhood for new or infill development.

4. Public art can be integrated into new neighbourhoods and development in the following ways:
   i. creative lighting on buildings or within the public space
   ii. gateway feature or focal point in unique districts or communities
   iii. surface treatments and paving patterns
   iv. into privately owned public spaces or integrated into building facades
   v. street furniture, tree grates, transit stops and stations



CULTURAL HERITAGE

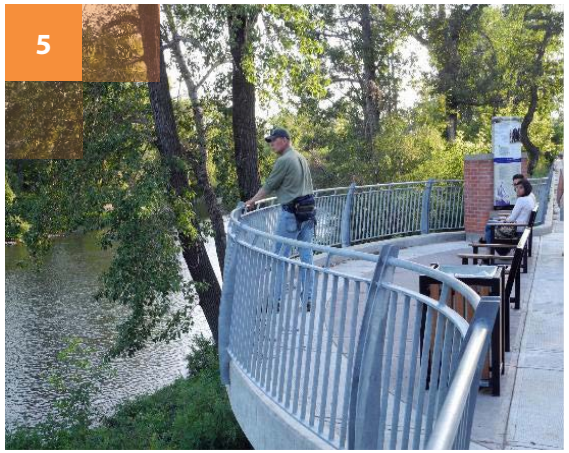
Protect and enhance existing cultural heritage resources through development that is compatible and highlights important heritage attributes.

1. Highlight distinctive heritage elements by maintaining views to these elements.
2. Design additions to heritage buildings that do not detract from the heritage features. This may include setting back the addition from the heritage resource, or using complementary materials and architectural style.
3. Incorporate materials and architectural cues (rhythm, massing and form) from the surrounding neighbourhood into the design of new buildings, additions and landscapes.
4. Continue visual datum lines from heritage buildings into new adjacent development, including floor, fenestration and cornice heights.
5. Design new development and neighbourhoods around existing cultural heritage resources and landscapes to create focal points and landmarks.

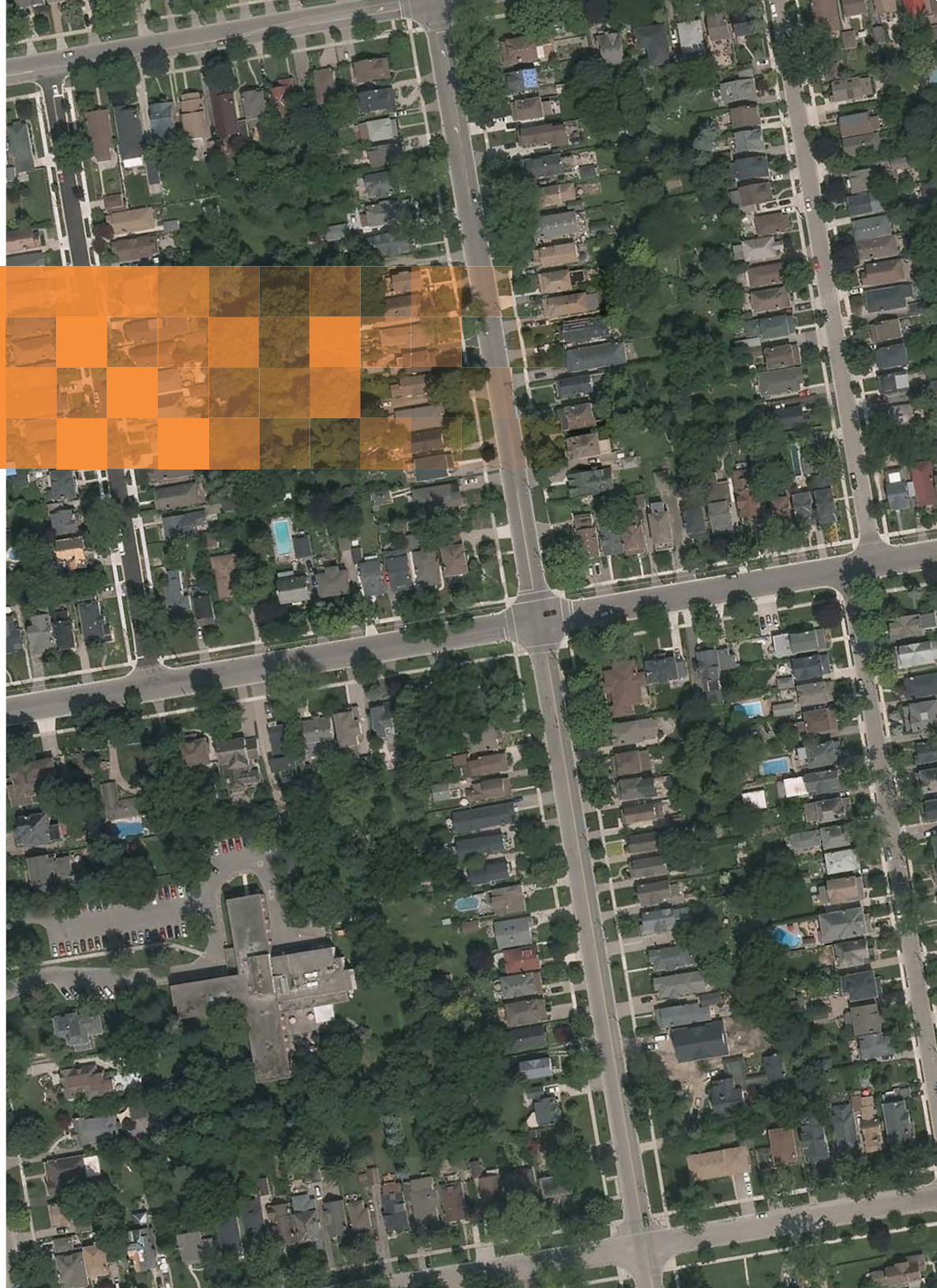
NATURAL HERITAGE

Consistent with the policies of The London Plan, protect and enhance existing natural heritage features by integrating them into the design and layout of the site or neighbourhood.

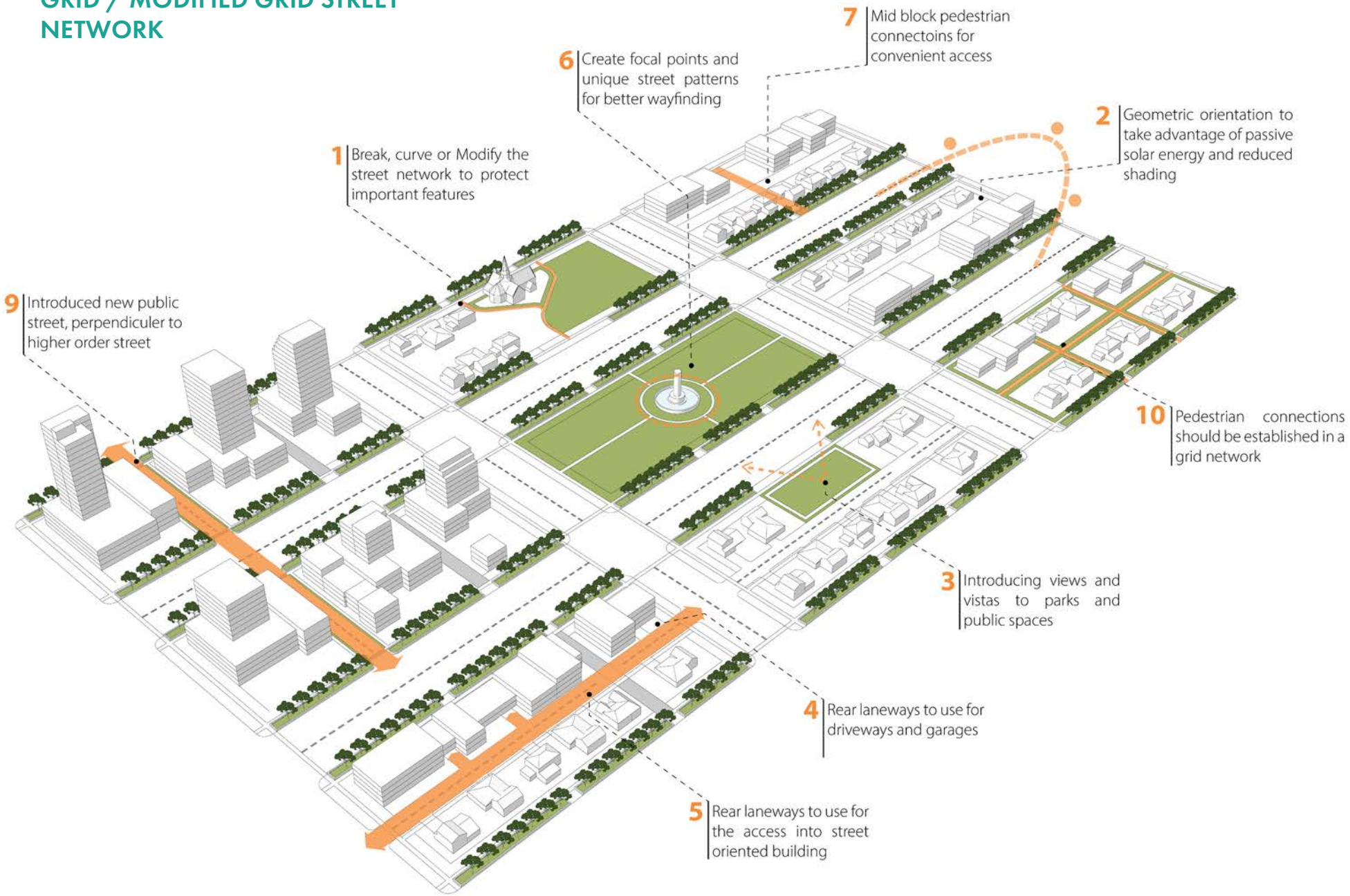
1. Lay out the street networks and development patterns to provide access and views to natural heritage features, such as creeks and woodlands. Use window streets and strategically locate buildings to provide views to natural features.
2. Locate park space next to natural features to increase views and allow for a buffer from development.
3. Choose building forms and configurations that utilize the existing topography on the side and make efforts to avoid clearing or flattening sites.
4. Resolve changes in elevation within the building form by stepping down across the building length or utilizing techniques such as walkout basements to minimize the use of retaining walls.
5. Integrate the pathway network to provide convenient access and views to natural features.
6. Utilize privately-owned rear driveways or laneways to allow for buildings to front onto natural features.



Street Network



GRID / MODIFIED GRID STREET NETWORK



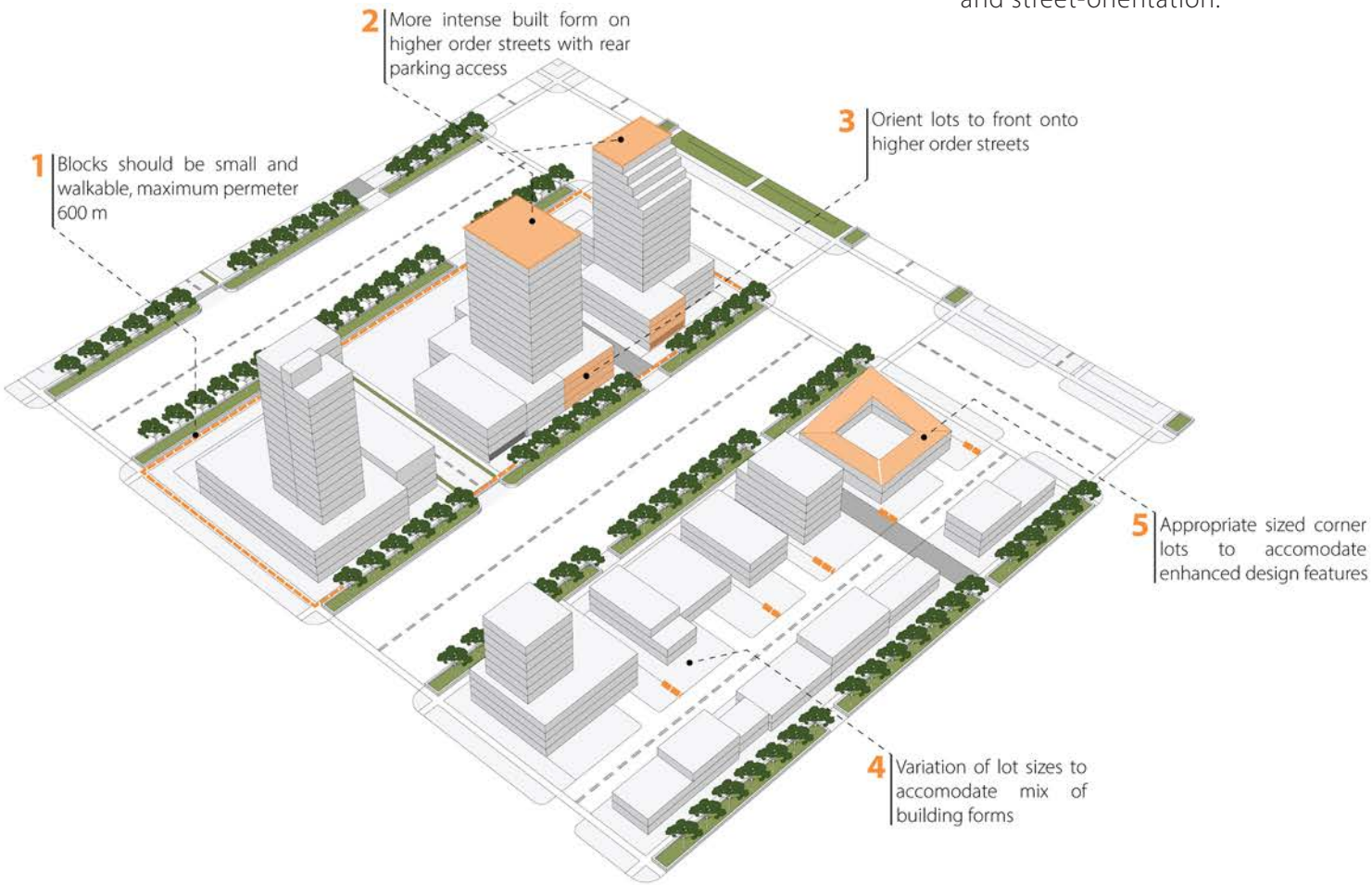
A grid network of streets provides the most direct, convenient and easy to navigate neighbourhood configuration. Sometimes the grid can be broken or modified to respond to natural features or topography, or to optimize views and access to public spaces, transit and landmarks.

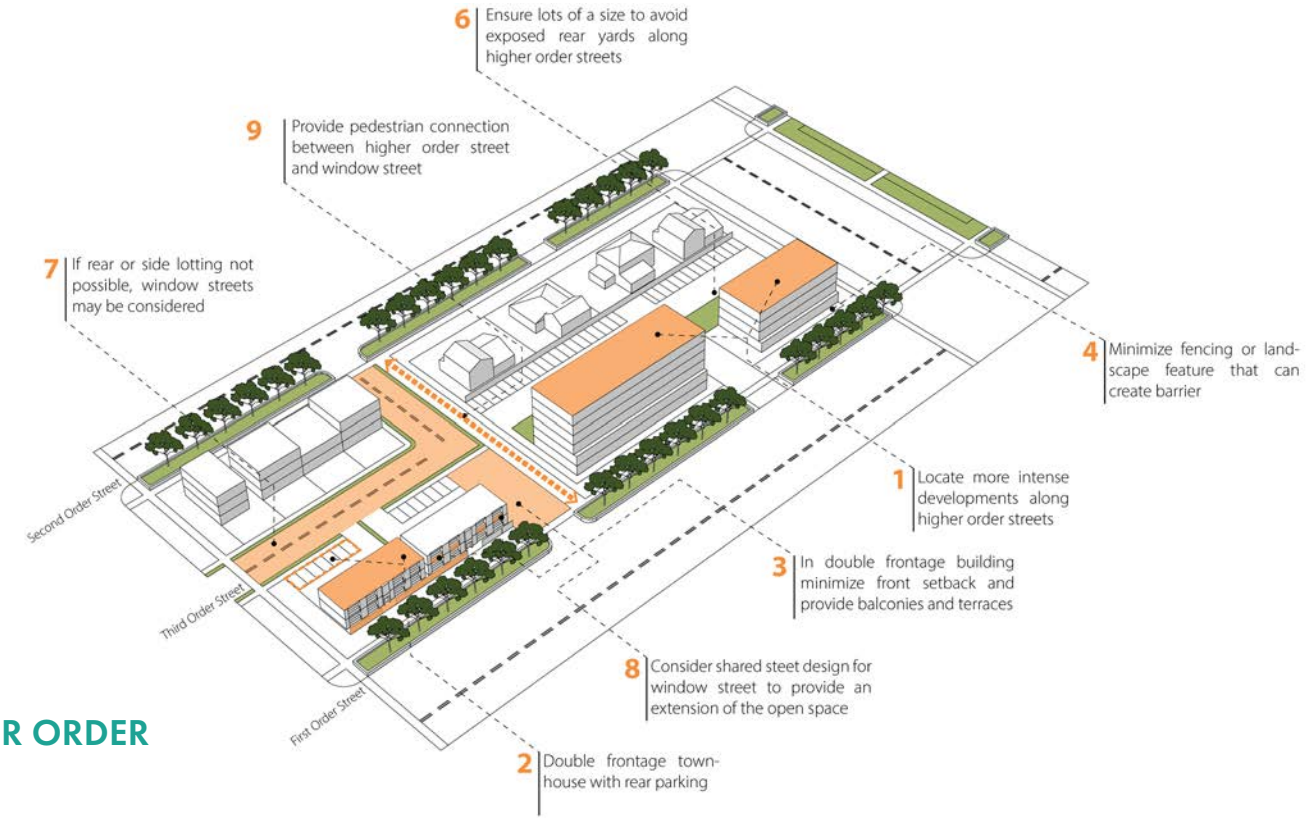
1. Break, curve or modify the street network to protect and enhance natural heritage features, cultural heritage resources and landmarks.
2. Consider the geographic orientation of streets relative to the sun to take advantage of passive solar energy and reduce shading impact on adjacent properties.
3. Protect and introduce views and vistas to parks and public spaces.
4. Use privately-owned rear laneways to reduce the impact of garages and driveways on the streetscape.
5. Along higher-order streets, consider privately-owned rear lanes to access street-oriented built form as a first priority, and window streets only where this cannot be achieved.
6. Strategically locate landmarks and focal points within neighbourhoods to help with wayfinding.
7. Introduce mid-block pedestrian connections for convenient access to transit, destinations and public space.
8. In new Neighbourhoods, the street network should protect for street connections to future development.
9. In Transit Villages, Corridors and Shopping Areas, new public streets should be introduced perpendicular to the higher-order streets to break down large blocks.
10. Where public streets are not possible, private streets or pedestrian connections can be established in a grid network.
11. Rear laneways, pedestrian connections and other private vehicle and pedestrian routes should be located and designed to ensure clear sightlines for safety.
12. Provide through streets instead of cul-de-sacs and crescents.
13. Consistent with the London Plan, a connectivity ratio of 1.5 or higher must be achieved in new neighbourhoods. The connectivity ratio is measured by dividing the number of street segments by the number of nodes, dead ends and cul-de-sacs.

BLOCK / LOT SIZING AND CONFIGURATION

Block and lot sizes and configuration should be appropriate for the scale and intensity of the development on them. Block configuration should promote street-oriented built form and accommodate all required parking and servicing on site. Block and lot sizing should also promote a mix of housing forms.

1. Blocks should be small and walkable, targeting a maximum perimeter of 600m. Block sizes adjacent to the arterial road network will be determined by minimum intersection spacing in the Access Management Guidelines.
2. Design block depths adjacent to higher-order streets to accommodate more intense built form with rear access and parking.
3. Orient lots to front higher order streets.
4. Provide a variety of lot sizes to accommodate a mix of building forms throughout new neighbourhoods.
5. Design corner lots, lots at T-intersections and lots at the end of view termini to be approriately sized to accommodate enhanced design features, such as glazing, canopies, or height elements, and street-orientation.





INTERFACE WITH HIGHER ORDER STREETS

Locate active building facades along the higher order street edge to promote safety, direct connections and animate the street.

1. Locate more intense forms of development, such as apartment buildings, along higher order streets to minimize vehicle access and parking between the building and the street.
2. In neighbourhoods, consider double frontage house forms and townhouse designs with rear parking.
3. In double-frontage building designs, minimize the front setback of buildings and deliver amentiy space such as a front porch, upper level terrace or balcony, or a rear courtyard.
4. Minimize fencing or landscape features that create a barrier between the development and the higher order street. Ensure that any fence treatment is low and decorative, provides direct access to front doors, and allow for clear sight lines for pedestrians and vehicles.
5. Where side-lotting is necessary along higher order streets, locate the garage away from the higher order street and orient the front door and active building portions to the higher order street.
6. Design lots with a size and configuration that avoids exposed rear yards along higher order streets. Use the building to provide privacy and sound barrier as much as possible and reduce fencing next to the street. Side yard fencing should be setback behind the building wall and screened with landscaping.
7. Where rear or side lotting is not possible, window streets may be considered.
8. Consider a shared street design for window streets to provide an extension of the open space.
9. Provide pedestrian connections between the higher order street and the window street.

PEDESTRIAN / CYCLING NETWORKS

Consistent with the City of London Cycling Master Plan, pedestrian and cycling routes should be integrated into the street network. Off-road options may also be provided to supplement the primary cycling routes and allow for convenient access to public spaces, destinations and the trail network.

1. Provide pedestrian and cycling connections mid-block on long blocks, to reduce the travel distance between key destinations, such as transport stops.
2. Mid-block connections may be provided for convenient access from rear parking areas to the fronts of buildings in Transit Villages, Corridors and Shopping Areas.
3. Minimize curves and blind spots when intoducing mid-block connections.
4. Design mid-block connections to be wide enough to allow for clear sightlines to and from streets and public spaces.
5. Size and orient lots adjacent to mid-block connections so that development can front onto the connection and reduce the need for blank walls and fencing.
6. Include trees, lighting and landscaping within mid-block connections in a manner that fits within the character of the Place Type.
7. Reduce the number of driveways and vehicle access points on streets that include cycling networks and primary pedestrian routes.
8. Provide benches, bike racks, landscaping and way-finding signage along cycling and primary pedestrian routes, particularly at transit stops and close to intersections.

Streetscape

COMPLETE STREETS

The Complete Streets Design Manual provides specific guidance on how the right-of-way should be designed for different classifications of streets. These City Design Guidelines will provide additional guidance on the interface between development on private property and the public streets.

TRANSIT

Design streetscapes that are comfortable and convenient to access transit.

1. Locate transit stops close to intersections with safe pedestrian crossings, with consultation from the London Transit Commission.
2. Provide an adequately sized hard surface at transit stops between the sidewalk and the curb for accessibility.
3. Consider seating at all bus stops. Shelters should be provided at transit stops with high ridership.
4. Integrate sheltered areas into the design of development in Transit Villages, Corridors and Shopping Areas.
5. Where possible, provide refuge islands where transit stops are next to bike lanes to minimize conflicts.

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TRAFFIC CALMING

All streets should be comfortable and safe for pedestrians. Traffic-calming measures can be integrated to change the speed of vehicles and the character of the area.

1. The paved vehicle portion of roads should be as narrow as possible.
2. Integrate the following traffic-calming measures into new streets and as part of street reconstruction in Downtown, Transit Villages, Corrdiors, Main Streets, and Neighbourhoods:
    i. Bump-outs
    ii. Raised intersections
    iii. Planted medians
    iv. Streets trees
    v. Wide boulevards
    vi. On-street parking
    vii. Speed Cushions
    viii. Bike lanes

VERTICAL ELEMENTS

Design streetscapes with coordinated vertical elements in the right-of-way to reduce clutter and contribute to the overall sense of place and unique character of each Place Type.

1. Locate trees, landscaping, signage, utilities and lighting between the curb and the sidewalk to reduce visual clutter and provide a buffer between pedestrians and vehicles.
2. Coordinate the location of the above elements to ensure trees do not block signage or lighting.
3. Landscaping should be low level to avoid blocking sightlines for pedestrians or vehicles, particularly at intersections.
4. Co-locate utilities and put them underground wherever feasible.
5. Wrap utility boxes in public art that adds to the character of the streetscape.

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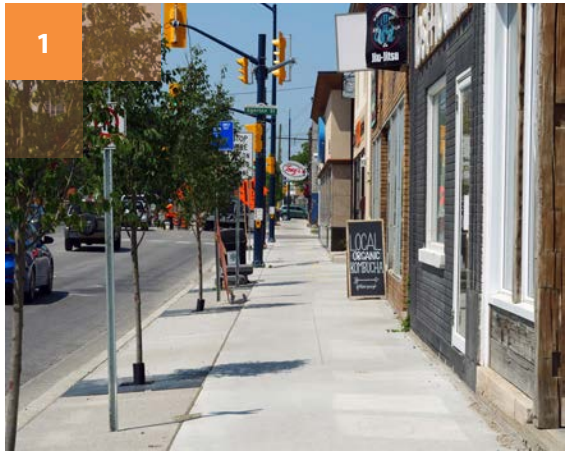


LANDSCAPING

Trees and planting in the streetscape can have a big impact on the character and quality of the area. Landscaping on public streets should use native species, be low maintenance and consistent with the visions of the Place Type.

1. Provide street trees between the sidewalk and the curb on all public street where space permits where possible.
2. In Downtown, Transit Villages, Corridors and other locations with high pedestrian traffic, street trees should be provided in tree grates or formal at-grade or raised planter beds. Silva cells or similar soil storage technology are encouraged for all urban street tree planting.
3. In Neighbourhoods, street trees can be planted in a grass boulevard.
4. Low Impact Development (LID) features should be considered for major street reconstruction projects. LIDs should generally be located between the sidewalk and the curb, unless otherwise directed by the City Engineer.
5. In Downtown, Transit Villages, Corridors and other locations with high pedestrian traffic, curb cuts should be included in any LID design to allow water to drain into planters or vegetated areas.
6. In Neighbourhoods, LID features can be provided where appropriate.
7. The use of LID features can be considered in appropriate streetscape locations and for pedestrian pathways.

NOISE AND RETAINING WALLS

Retaining walls and noise walls should be avoided as they cut development off from the streetscape. Where it is not possible to avoid them, they should contribute positively to the surrounding environment.

1. Locate retaining walls on private property and outside of the City right-of-way.
2. If retaining walls are necessary, they should be designed to include:
   i. planting beds,
   ii. seating,
   iii. terracing, and/or
   iv. stairs or ramps.

   (Railings may be required in accordance with the Ontario Building Code).
3. Provide convenient pedestrian connections around retaining walls.
4. If noise walls are necessary, they should be designed to include:
   i. compatible colours, materials and/or patterns,
   ii. public art, and/or
   iii. landscape screening on private property.
5. Break up long expanses of noise walls with different angles or heights.

Public Space

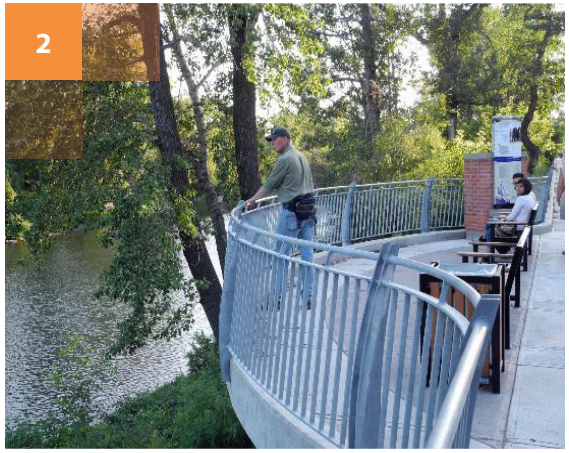
PARKS AND RECREATION MASTER PLAN

The Parks and Recreation Master Plan provides specific guidance on where public parks should be located and how they should be designed. These City Design Guidelines will provide additional guidance on the interface between development and parks and other public spaces.

LOCATION

The inclusion of each public space in the design of neighbourhoods and new developments provides a place to meet and gather, create connections, and establish the character and sense of place for the surrounding area.

1. Locate public spaces centrally within new neighbourhoods, bounded by public streets, to form a focal point. Design new neighbourhoods to have 50% of the perimeter of a park bounded by public streets.
2. Locate public open space adjacent to natural features, at corners, view termini and adjacent to community facilities.
3. In the Downtown Place Type, public spaces may take the form of mid-block connections, and plazas/forecourts associated with new development.



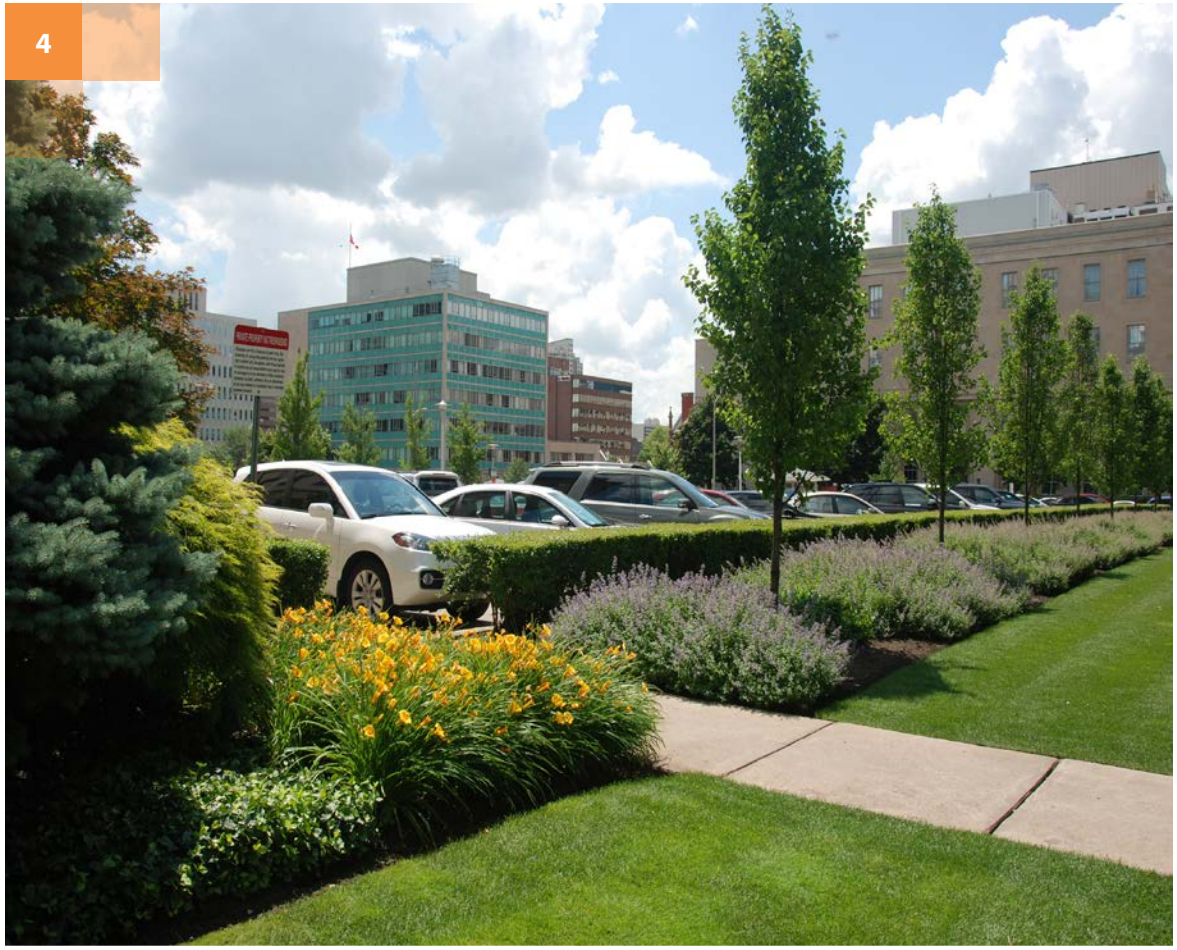
4. Locate plazas at the corners of new development to serve as an extension of the public sidewalk.

5. Introduce civic spaces to dense existing neighbourhoods by providing a more urban, hardscape space for events and gathering.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Creating public spaces that are safe and comfortable is important. The design of public space, and privately owned public space should maintain sight lines and not create hidden spaces.

1. Locate active building walls with windows and doors next to public spaces to maximize passive surveillance.
2. Maintain direct pedestrian routes from the public sidewalk to adjacent buildings.
3. Provide at least two unobstructed ways into and out of the space from the sidewalk should be provided.
4. Vertical elements including plants, landscape walls and furniture should be low enough to maintain open views.



PRIVATELY-OWNED PUBLIC SPACE (POPS)

POPS are encouraged in all Place Types. While privately owned and maintained, these spaces serve as an extension of the streetscape and/or public open space system.

1. The optimal location for POPS is on the south side of buildings and adjacent to public streets to allow sunlight penetration into the space and the building, where possible.
2. Locate POPS on corners where possible and provide entryways and doors into the space.
3. POPS should be designed with a variety of hardscape and softscape materials, coordinated with the adjacent streetscape.
4. Provide mid-block connections on large development blocks to allow pedestrians to walk from the public street through the devlopment block.
5. Mid-block connections may be designed to double as POPS or amenity space for residents and include seating and other site furniture.
6. Mid-block connections should be a minimum 8.0m wide and designed with a variety of hardscape and softscape materials, coordinated with the adjacent streetscape.
7. Mid-block connections may serve as an extension of the multi-use pathway system, or as a outdoor amenity area.

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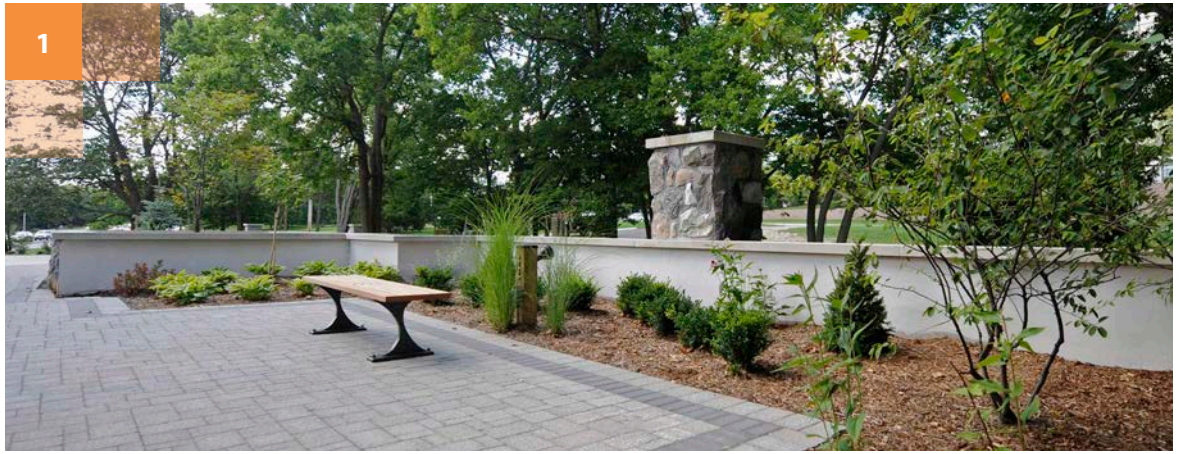
LANDSCAPE FEATURES

Incorporate landscaping and landscape features into the design of public spaces to create a sense of place, support food systems, and assist in achieving the goals of the Forest City chapter of The London Plan

1. Public spaces should be designed with a variety of hardscape and softscape material, coordinated with the adjacent streetscape.
2. Include a variety of seating options, public art and lighting that is appropriate for the Place Type.
3. Plant trees in sod or planting beds to allow for long term growth. Use Silva cells or similar soil storage technology for urban tree planting in plazas, POPS and seating areas.
4. Consider incorporating pollinator-friendly planting and edible foodscapes where they do not cause a conflict with other park elements.
5. Incorporate flexible gathering spaces that allow for neighbourhood programing such as markets, fitness classes and performances.

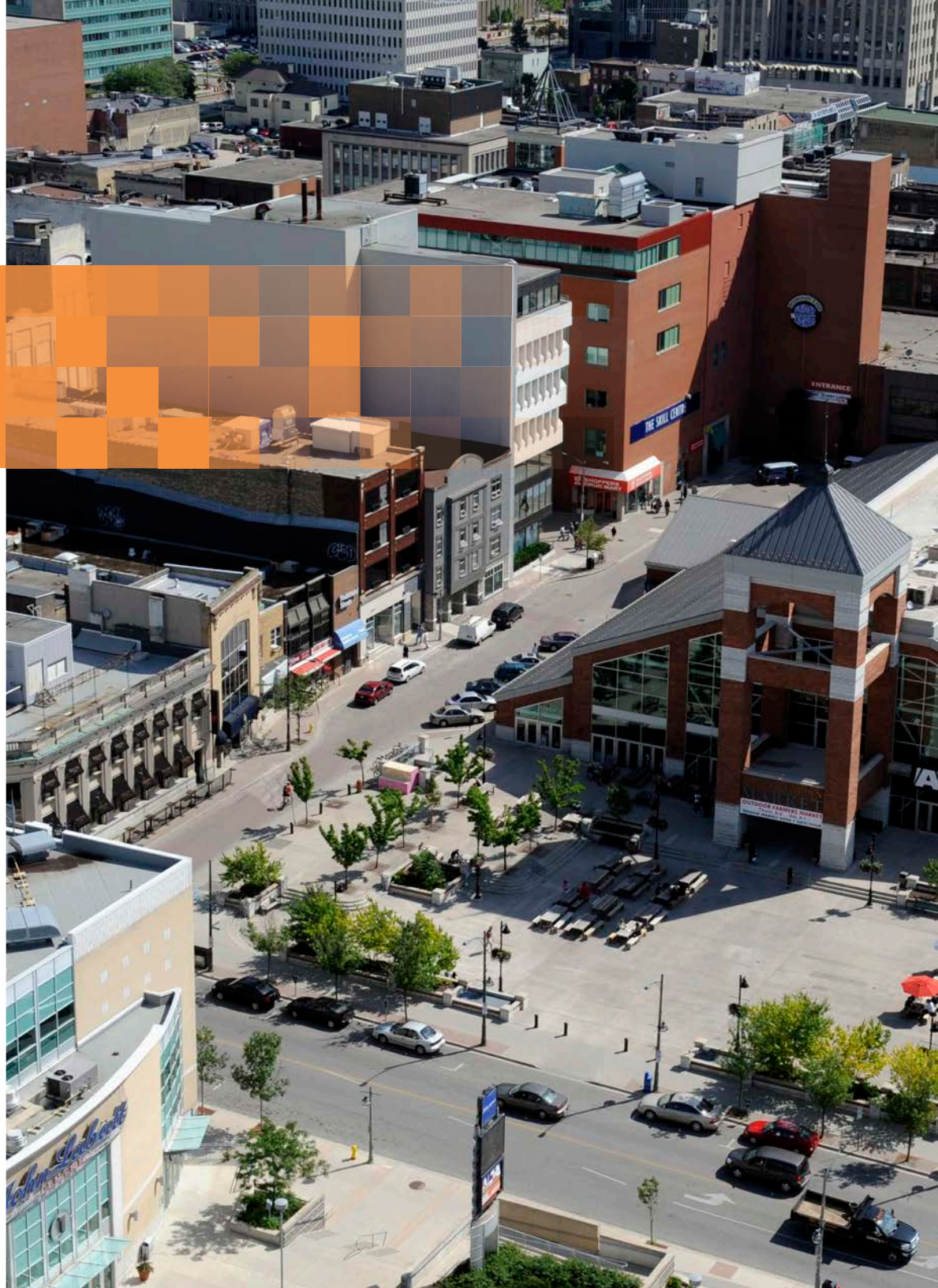


TRAILS, WALKWAYS, AND CONNECTIVITY

Trails, walkways, play equipment and recreational facilities incorporated in the design of public spaces allow for healthy and active lifestyles

1. The design of public spaces should allow for direct pedestrian routes from the public sidewalk to adjacent buildings
2. Multi-use pathways systems should be provided to support an alternative to sidewalks and extend through all Place Types, consistent with the City of London Cycling Master Plan.
3. The multi-use pathway network should extend from neighbourhoods to public transit stops.

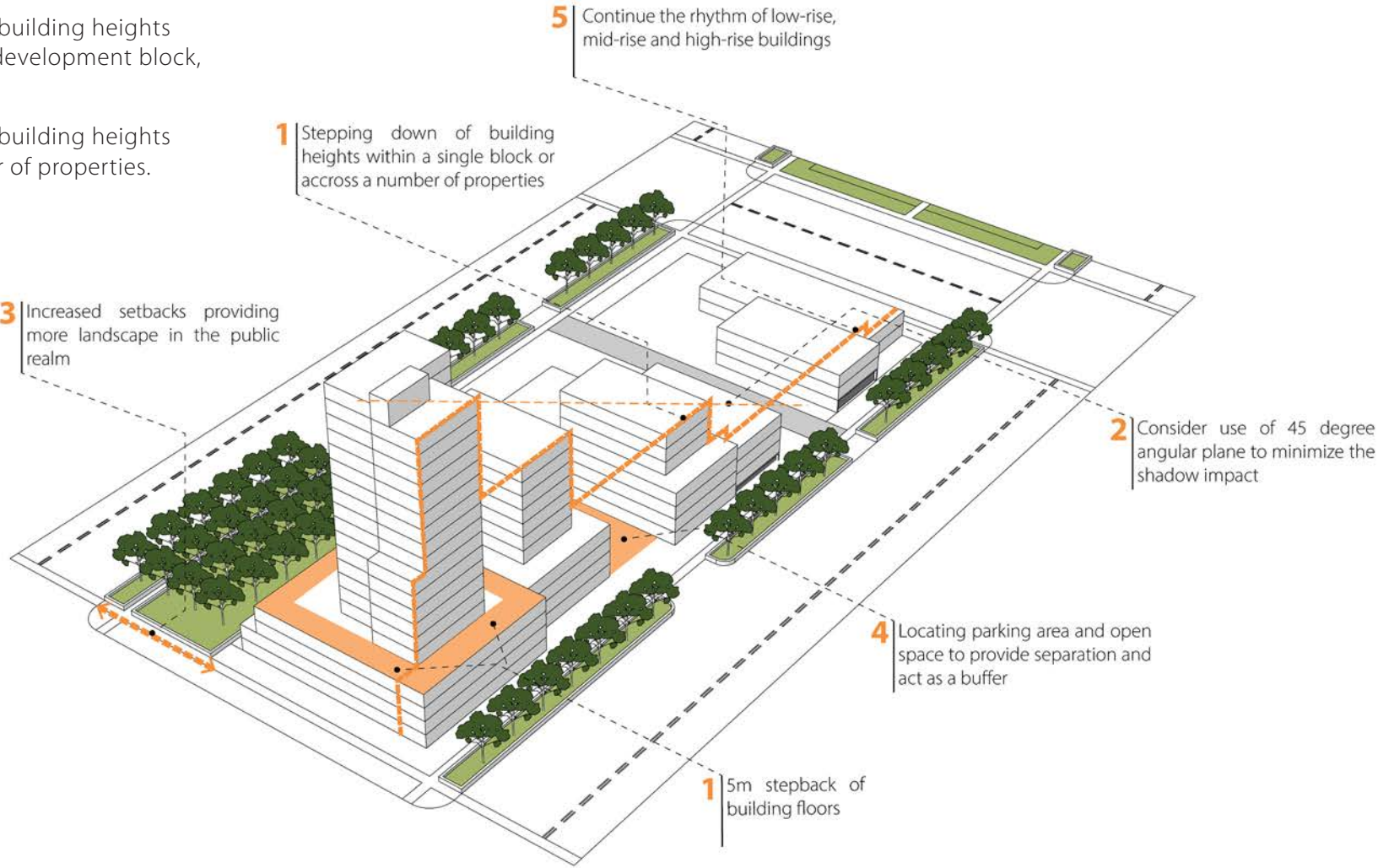
Site Layout



TRANSITION

Different intensities of development and built form can exist together if there is an effort to provide an appropriate transition between the two forms.

1. Transition development down in height and density towards lower intensity Place Types, within the Place Type boundary. This can be achieved by:
    i. stepping down building heights within a single development block, or
    ii. stepping down building heights across a number of properties.
2. Consider the use of a 45 degree angular plane to minimize shadow impacts on adjacent development.
3. Increase building setbacks as development transitions away from the most intense, urban places, to provide more landscaping in the public realm.
4. Locate parking areas and open space on site to provide separation and a buffer between new and existing buildings of different intensities.
5. Continue the rhythm of low-rise buildings into the lower levels of mid- and high-rise buildings.



EXISTING TREES AND TOPOGRAPHY

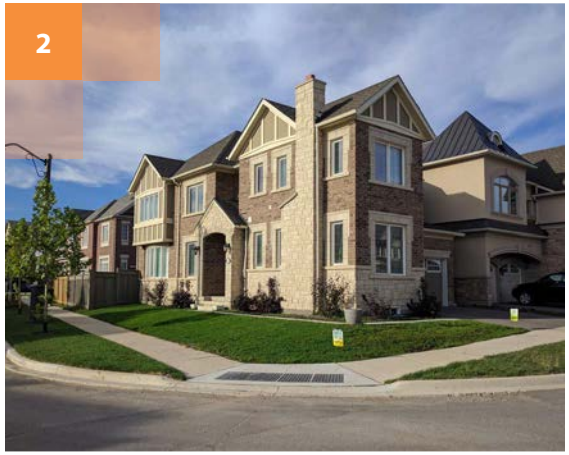
Protect and maximize retention of existing grades, natural features and healthy trees on site. These features should help determine the organization of the site and locations of new built elements.

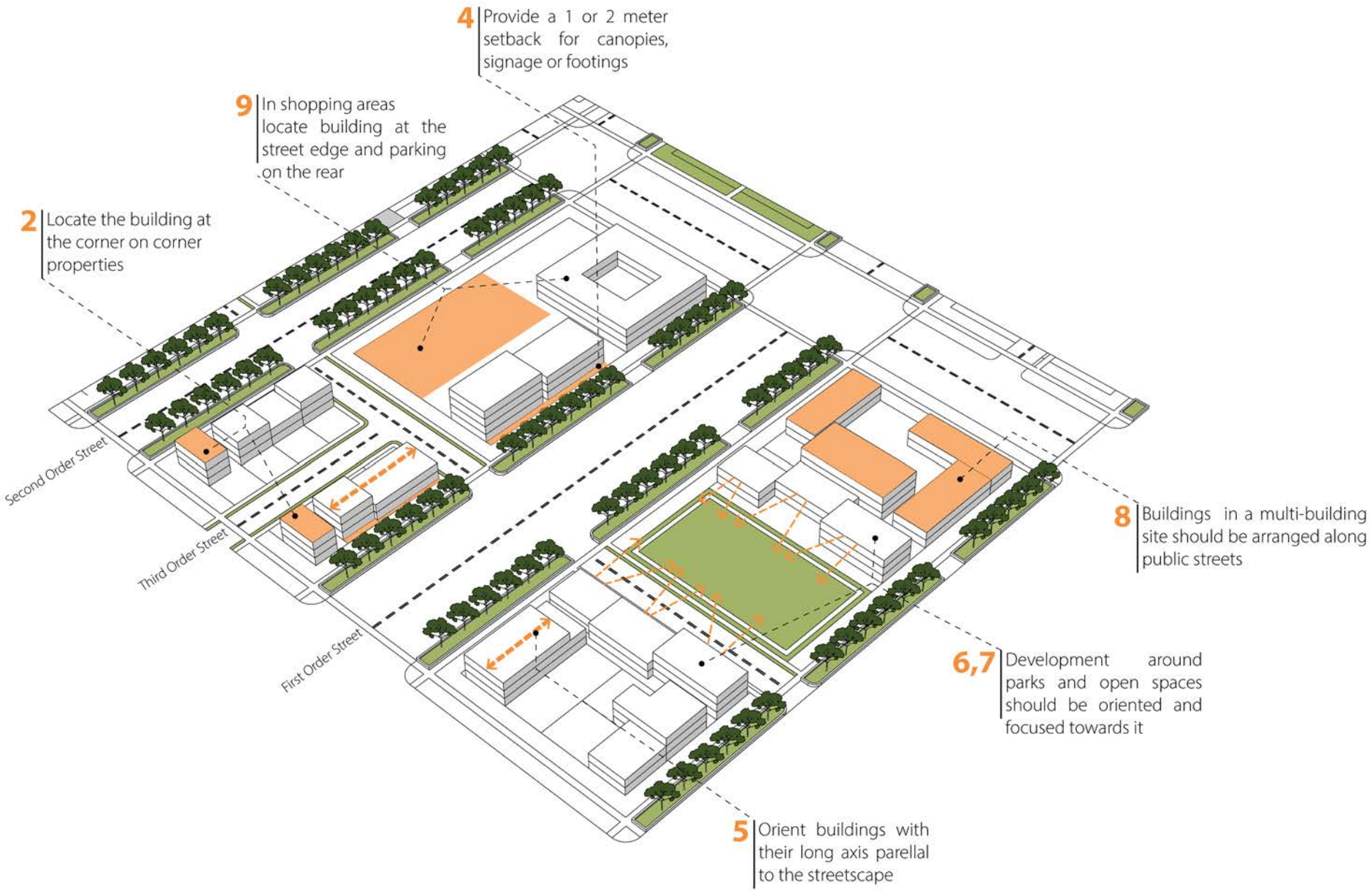
1. Locate buildings and hard surfaces away from trees and natural features.
2. Lay out parking areas to reduce impacts on perimeter trees and clusters of tree.
3. Use landscape islands to terrace large parking areas across sloping sites.
4. Address large grade changes within buildings through techniques such as side or back split buildings, or walk-out basements.
5. Step long buildings down across sloping sites to have multiple grade-related entrances and avoid exposed blank foundations.
6. Where exposed foundations are unavoidable, extend the facade materials to cover them, or use landscape terracing to raise the grade to floor level.
7. Use grade changes to optimize and hide underground parking access.

BUILDING LOCATION

Locate buildings to frame the public realm, create usable amenity space on site and allow for direct and convenient access from the public sidewalk to entrances and between buildings on the same and neighbouring sites.

1. Locate buildings close to the highest order street to create a comfortable pedestrian environment.
2. On corner properties, locate the building at the corner.
3. Locate buildings in line with existing adjacent buildings that are not anticipated to change.
4. Within new development, provide a 1 to 2 metre setback to avoid encroachment of footings, canopies and signage.
5. Orient buildings with their long axis parallel to the streetscape to provide a continuous street wall.
6. Development adjacent to parks, pathways and POPS should be oriented to and frame the open space.
7. Lay out multi-building sites to maintain views to open spaces and focal points, and to define usable amenity space.
8. Multi-building sites should be arranged to maximize the amount of building along the public streets. Additional buildings should be located along the primary drive aisles, and large scale buildings should be located to the rear of the site to minimize the impact of service and loading areas.
9. In Shopping Areas and Urban Corridors, locate buildings at the street edge and parking to the side or rear. Locate and orient entrances to be convenient for people arriving by public sidewalk and by vehicle.




4 Provide a 1 or 2 meter setback for canopies, signage or footings
9 In shopping areas locate building at the street edge and parking on the rear
2 Locate the building at the corner on corner properties
Second Order Street
Third Order Street
First Order Street
8 Buildings in a multi-building site should be arranged along public streets
6,7 Development around parks and open spaces should be oriented and focused towards it
5 Orient buildings with their long axis parellal to the streetscape

LOADING, GARBAGE AND SERVICE AREAS

Reduce the negative visual and noise impact of loading, garbage and other service areas for on-site users and the public realm.

1. Locate loading, garbage and other service areas within buildings wherever possible.
2. Use wing walls and enclosures made of the same materials as the main building to hide outdoor garage and utility areas.
3. Locate outdoor garbage and services to the rear of the building, or on the side where the rear is not possible.
4. Minimize the width of garbage and loading routes on site and screen them with low landscape walls and planting.
5. Locate utilities to the side or back of buildings and integrate them into the articulation of the building.

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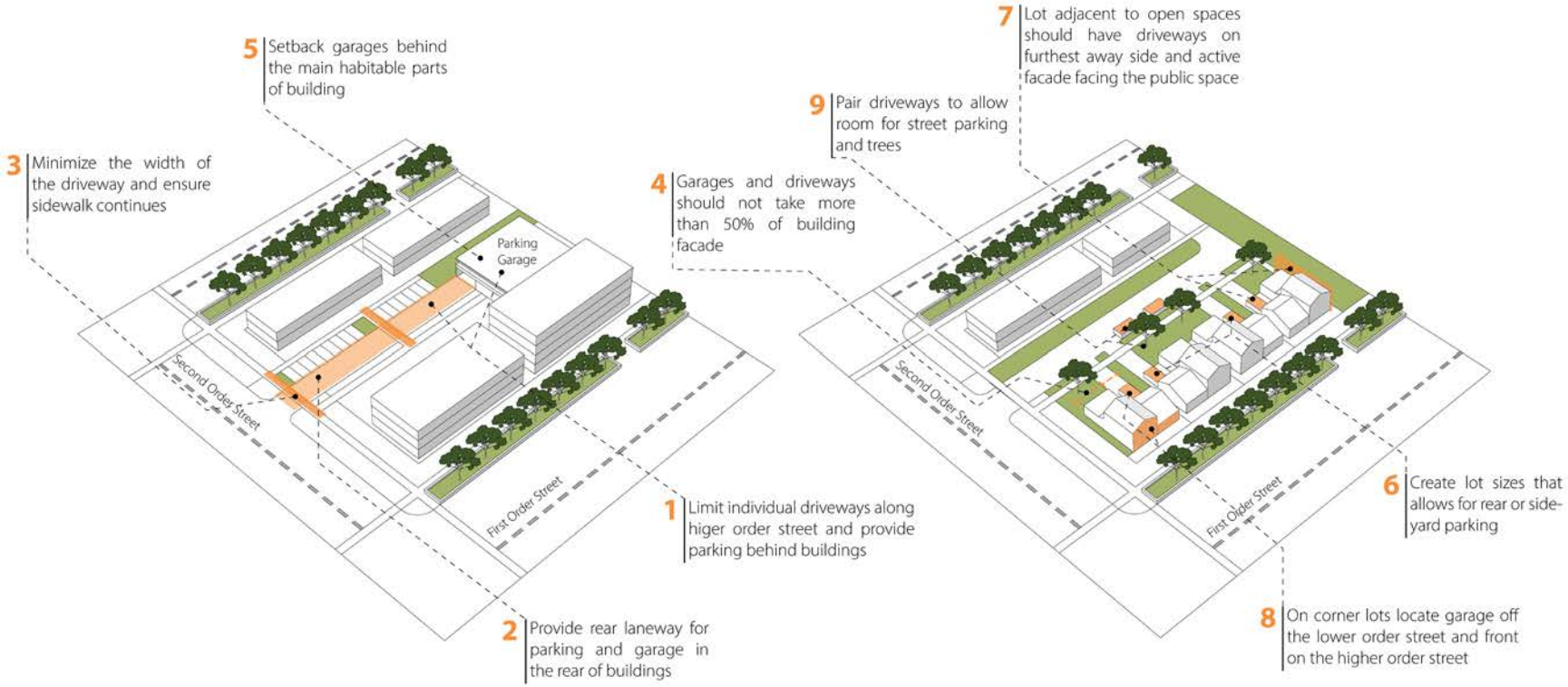
RESIDENTIAL DRIVEWAYS

Design development to provide a positive interface with the streetscape, maximize pedestrian comfort and safety and encourage social interaction.

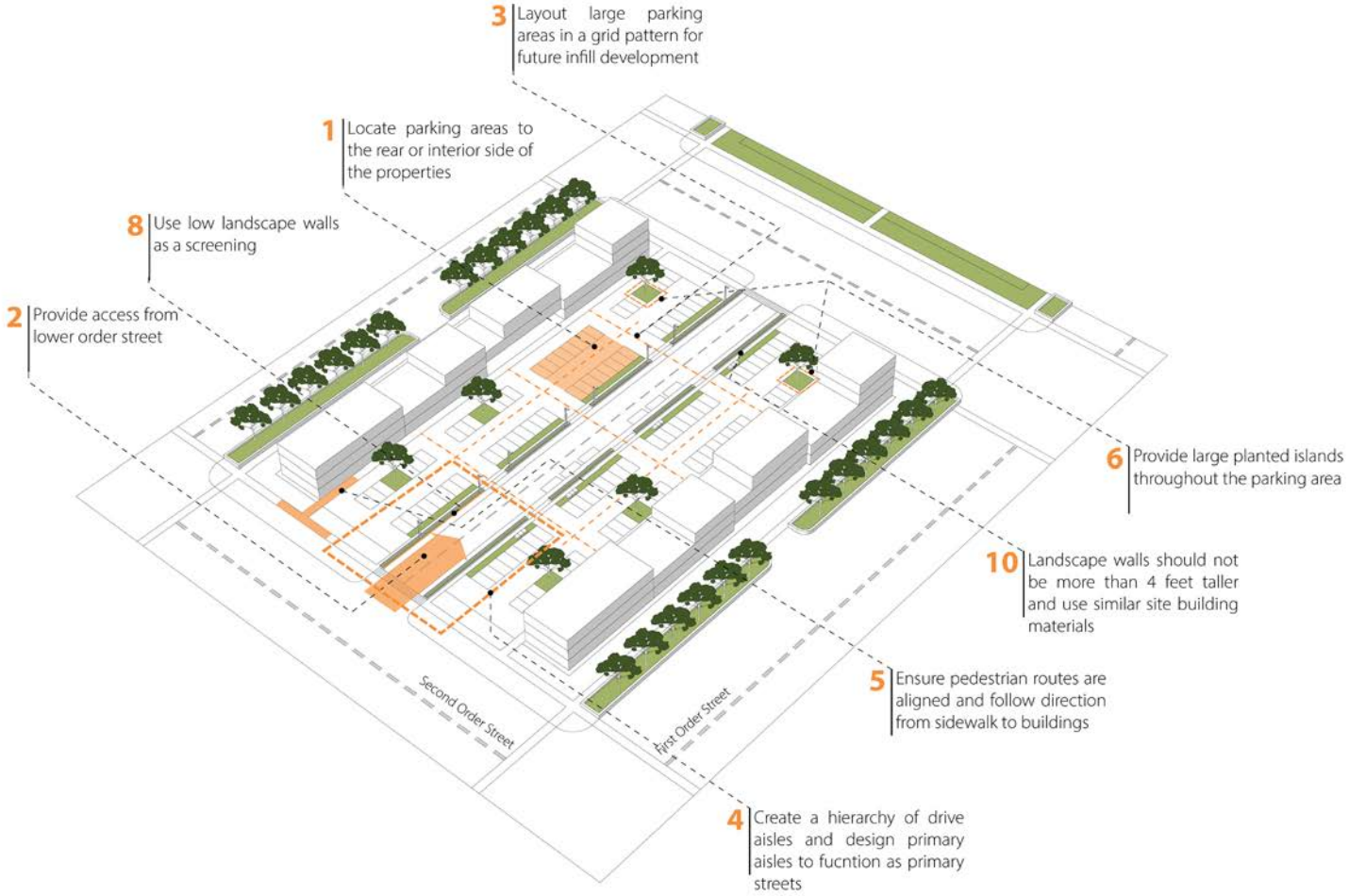
1. Limit individual driveways and garages in Downtown, Transit Villages, Corridors and along higher order streets. Instead provide underground or structured parking, or surface parking behind buildings.
2. Provide privately-owned rear laneways for development fronting higher order streets with garages, and parking in the rear of buildings.
3. Minimize the width of vehicle access points for mixed use and multi-family development. Ensure sidewalks continue across driveways.
4. Garages and driveways should not take up more than 50% of the building facade, particularly for attached forms like townhouses.
5. Setback garages behind the main habitable parts of buildings.
6. Where possible, create lot sizes that allow for rear or sideyard parking to avoid vehicles parked between the building and the street.
7. For lots adjacent to open spaces and pedestrian connections, locate garages and driveways on the side furthest away to provide active facades facing the public space and reduce conflicts between vehicles and pedestrians.
8. On corner lots, locate the garage and driveway off of the lower order street, close to the interior property line and have the front door and active uses facing the higher order street to provide active facades on the higher order street.
9. Pair driveways to allow sufficient room for trees to grow and for on-street parking.

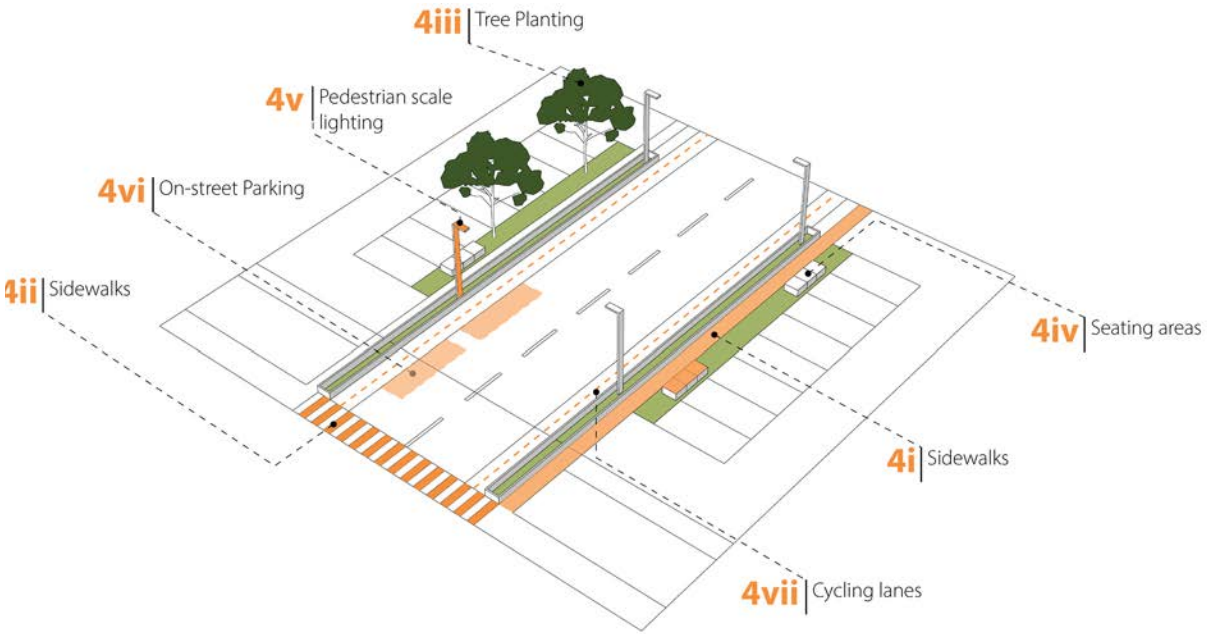


SURFACE PARKING

The location, configuration, and size of parking areas impacts the experience of pedestrians, transit-users, cyclists and drivers. Sites should provide safe, comfortable, convenient and intuitive access and connectivity throughout.

1. Locate parking areas to the rear or interior side yard of properties.
2. Provide access from lower order streets where possible.
3. Lay out large parking areas in a grid pattern to allow for future infill development.
4. Create a hierarchy of drive aisles and design primary drive aisles to function as local streets. Including the following:
   i. Sidewalks
   ii. Demarcated cross walks
   iii. Tree planting
   iv. Seating areas
   v. Pedestrian scaled lighting
   vi. On-street parking
   vii. Cycling lanes





5. Design parking lots with pedestrian routes that are aligned and direct from the public sidewalk to buildings and between buildings.
6. Provide large planted islands throughout the parking area.
7. Consider including LID features surrounding and within parking areas through curb cuts and bio-swales to assist with storm water management.
8. Screen parking areas from the public sidewalk with a combination of low landscape walls and planting.
9. Align landscape walls and screening with the front of building facades to provide a continuation of the street wall.
10. Landscape walls should be no taller than 1m and constructed of the same or complementary materials to the building(s) on site.
11. Consider designing parking areas in multi-unit developments as shared spaces with no curbs and enhanced paving materials to provide an extension of the amenity space on site.

UNDERGROUND AND STRUCTURED PARKING

Incorporating parking in buildings or providing parking structures allow for parking to be screened from the public right-of-way, reducing the visual and noise impacts on the public realm. Provide active frontages on the ground floor to allow for direct connections tp the public realm as well as the site.

1. Integrate parking structures into the design of apartment buildings and free-standing commercial buildings. Provide active uses on the ground floor of apartment buildings.
2. Provide active uses on the ground floor of parking structures.
3. Consider shared access parking for new and intensified development.
4. Consolidate parking for big box area commercial development where Zoning permits.
5. Locate underground parking entrances away from the public realm .
6. Design parking garages with entrances as a very minimal part of a façade of new buildings.

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DRIVE-THROUGH FACILITIES

Design of drive-through facilities to be integrated within the site layout to provide direct and safe pedestrian connections, allow for vehicular flow and reduce impacts on adjacent land uses and the public realm.

1. Locate drive-through facilities in the rear and interior side yard. Do not locate drive-through facilities next to public streets.
2. Design restaurants with drive-through facilities with pedestrian entrances that have direct access to public sidewalks.
3. Provide additional screening, through a mix of landscaping and low landscape walls, where any portions of the drive-through facilities are adjacent to a public street.

SITE CIRCULATION

Provide clear and convenient paths of travel for all users - pedestrians, cyclists, and drivers - to and within the site. Prioritize pedestrian and cyclist safety and convenience.

1. Design parking lots with walkways throughout directly connecting building entrances.
2. Design new development with connections to existing and new pathway systems.
3. Provide a hierarchy of walkways through a site by utilizing different walkway widths and accompanying landscaping.
4. Design parking lots in a grid pattern with drive aisles designed as local streets.
5. Provide crosswalks in parking lots where any walkway crosses a drive aisle.
6. Provide direct walkways from the front entrances of different buildings/ developments to other buildings/ development and to public sidewalks.
7. Provide landscape islands with a mix of landscaping and shade trees.

8. Delineate walkways from vehicle lanes and parking stalls with a change of colour and material and raised from the surrounding drive aisle.

9. Design pedestrian walkways through parking lots with pedestrian level lighting.

10. Design pedestrian routes to be direct and efficient paths of travel.

11. Provide internal or sheltered bicycle storage for residential, office, institutional and industrial developments with convenient access from the sidewalk and cycle routes.

12. Locate short-term cycle parking close to commercial building entrances and windows for convenient access and to provide passive surveillance.

BICYCLE PARKING

Incorporate bicycle parking into the design of new development as a component of comfortable and safe bicycling infrastructure.

1. Provide secure interior bike parking for large multi-unit residential, commercial, recreational and institutional buildings
2. Provide bicycle parking in all developments in highly accessible and visible locations, such as adjacent to main entrances.
3. Provide weather protection for bicycle parking whenever possible.

LANDSCAPING

Maintain existing trees on site and incorporate new shade trees to provide shade, screening, and enhance the user experience on site and within the public realm.

1. Incorporate and maximize the retention of mature trees for development of new sites or redevelopment of existing sites.
2. Incorporate mature trees into the design of parking lots by incorporating them into parking islands.
3. Surface parking can incorporate trees into the design through the following techniques:
    i. In a Low Impact Development system
    ii. In planters
    iii. In tree grates
    iv. Along primary pedestrian routes
    v. Around the perimeter of the site
4. Provide large shade trees along all interior and exterior property lines where hydro lines allow.

INTERFACE WITH STREETS AND PUBLIC SPACES

New development can support pedestrian activity and safety by providing public entrances, transparent windows and reducing blank walls along public rights-of-way. Providing buildings that directly front onto public spaces that allow for a defined edge and enclosure for the public spaces.

1. Provide principle entrances with direct walkway connections on facades that face public streets, public parks and open spacest. Incoporate transparent windows into the ground floor design of buildings to create an active frontage along street edges.
2. Provide a 1 to 2 metre setback to accomodate entrances, door swings, and walkways.
3. Clearly identify public entrances with signage, lighting, waiting areas, weather protection, and architecural features.
4. Locate residential units on the ground floor with direct access to the public sidewalk where zoning permits. Incorporate stoop, porch, and patio frontages into these units.
5. Evenly space commercial and residential entrances across the facade. Incorporating multiple entrances creates human scale rhythm and activates the street.
6. Include front doors on all entrances on the ground floor that are lockable from the outside, with an appropriate amount of glazing for the use. Sliding patio doors should only be used on upper floors.
7. Coordinate any built elements located in the setback between the sidewalk and the building with the materials of the building, as well as those of the streetscape.
8. Minimize the use of retaining walls that cut off development and active frontages from the streetscape and pedestrian network.
9. Minimize blank walls and locate them away from areas with exposure to the public realm and pedestrian traffic.

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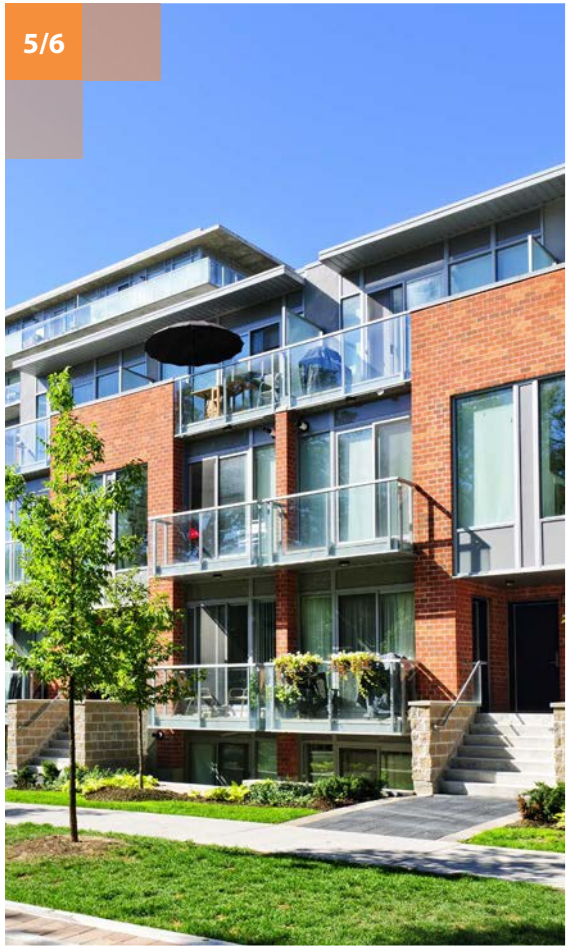
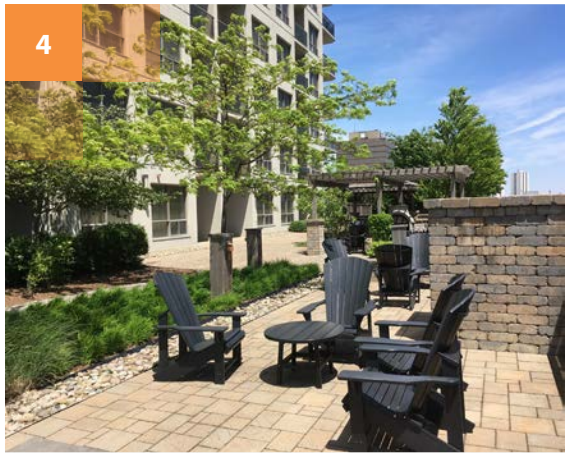


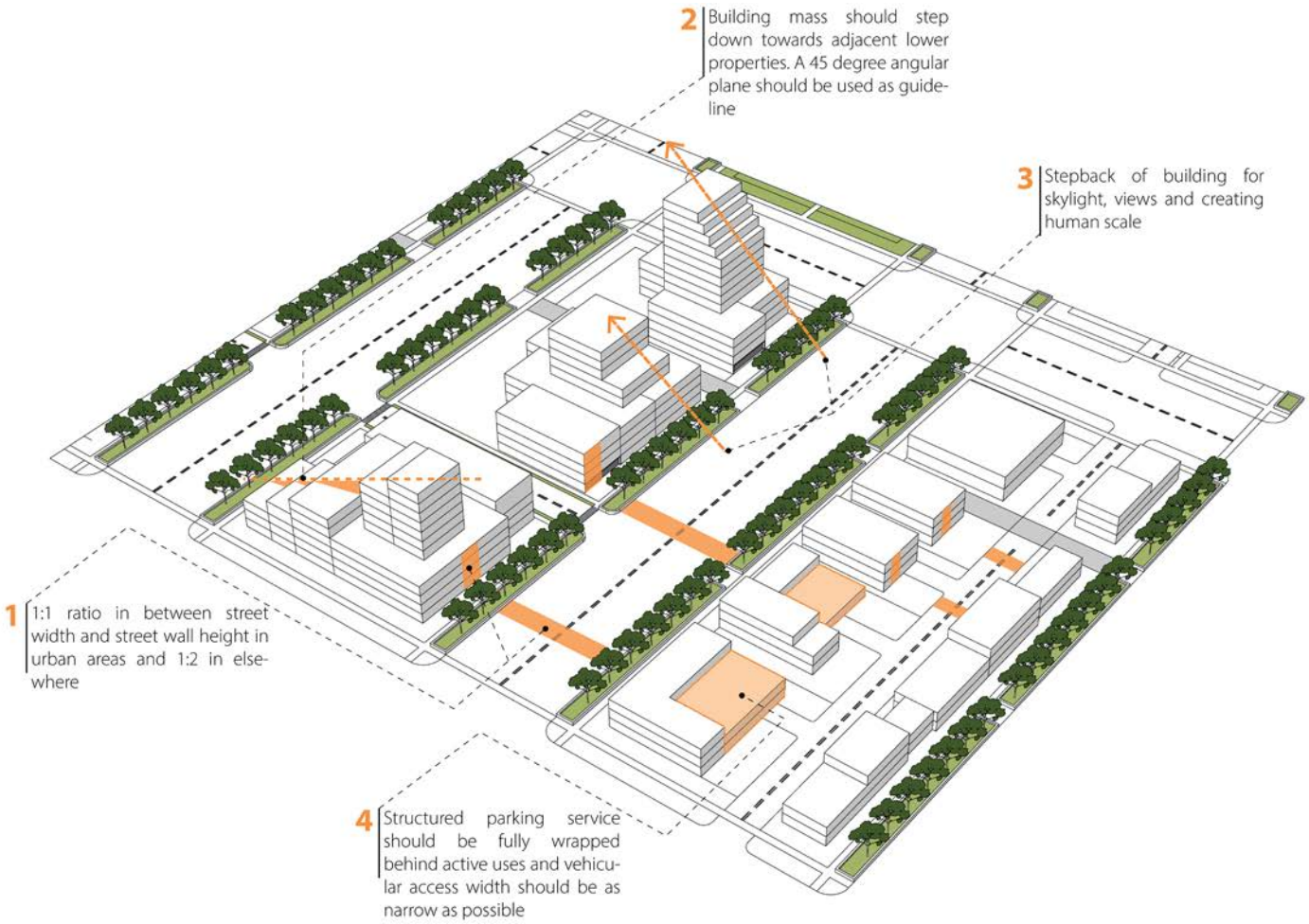


AMENITY SPACES

Include outdoor amenity spaces in the design of neighbourhoods and mixed-use buildings to enhanced the quality of life of residents.

1. Consider amenity spaces to have direct connection to pedestrian networks.
2. Provide amenity spaces adjacent to open spaces when possible.
3. Reduce negative impacts on amenity spaces by ensuring they are well buffered from parking lots, garbage and loading facilities.
4. Provide amenity space on the rooftop of mid or high-rise buildings.
5. Provide amenity space with direct ground floor access in low-rise development.
6. Consider grouping amenity spaces to ensure the space is a functional size.

Buildings



MASSING

1. The massing of buildings should aim to provide between a 1:1 and 1:2 relationship between the height of the street wall to the width of the street to provide a sense of enclosure. 1:1 should be used in more urban context such as Downtown and Transit Villages, and 1:2 elsewhere.
2. Building mass should also step down towards adjacent lower properties that are not anticipated to change, as well as towards lower intensity Place Types. A 45 degree angular plane should be used as a guideline to minimize shadow impacts.
3. Above the streetwall, the building should step back to provide access to sunlight, sky views and create a human scale. A street wall of 2 to 5 storeys generally acheives these goals.
4. Structured parking and service areas should be fully wrapped in active building uses. Vehicular entrances to these areas should be as narrow as possible while still permitting turning movements.

ACTIVE FACADES AND PEDESTRIAN ORIENTATION

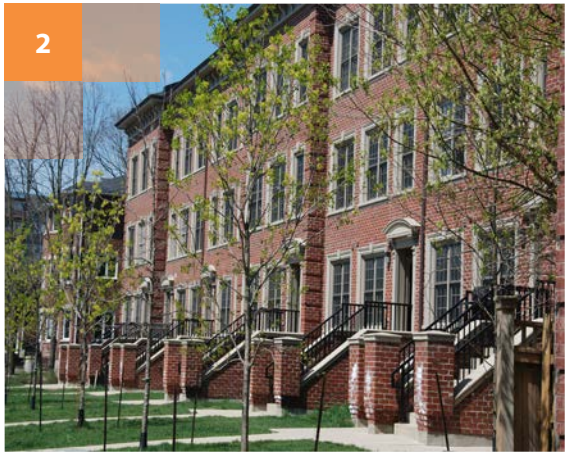
Design buildings to provide a comfortable environment for pedestrians within the public right-of-way and within the site.

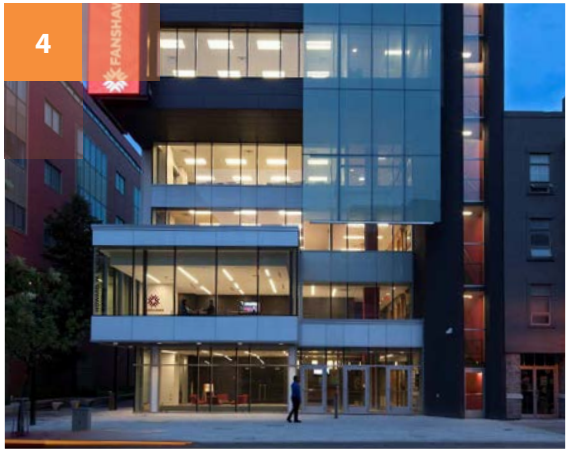
1. The building base is the bottom 1 to 3 storys of the building and should have a positive interface with the public realm. The base interface is intended to apply to all scales of buildings including low-rise attached units, commercial buildings, and mid- and high-rise buildings.

2. Interior residential and commercial units should be expressed on the exterior of the base through materials and articulation to create a human scale rhythm. This will generally appear as row houses for residential units, and individual store fronts for commercial buildings.

3. Address intersections and corner properties and establish an edge by massing buildings to the corner and providing a height element, material change, or special architectural features.

4. Break up long building facades through articulation and/or material change. Materials should generally wrap around exterior corners and change on interior corners.



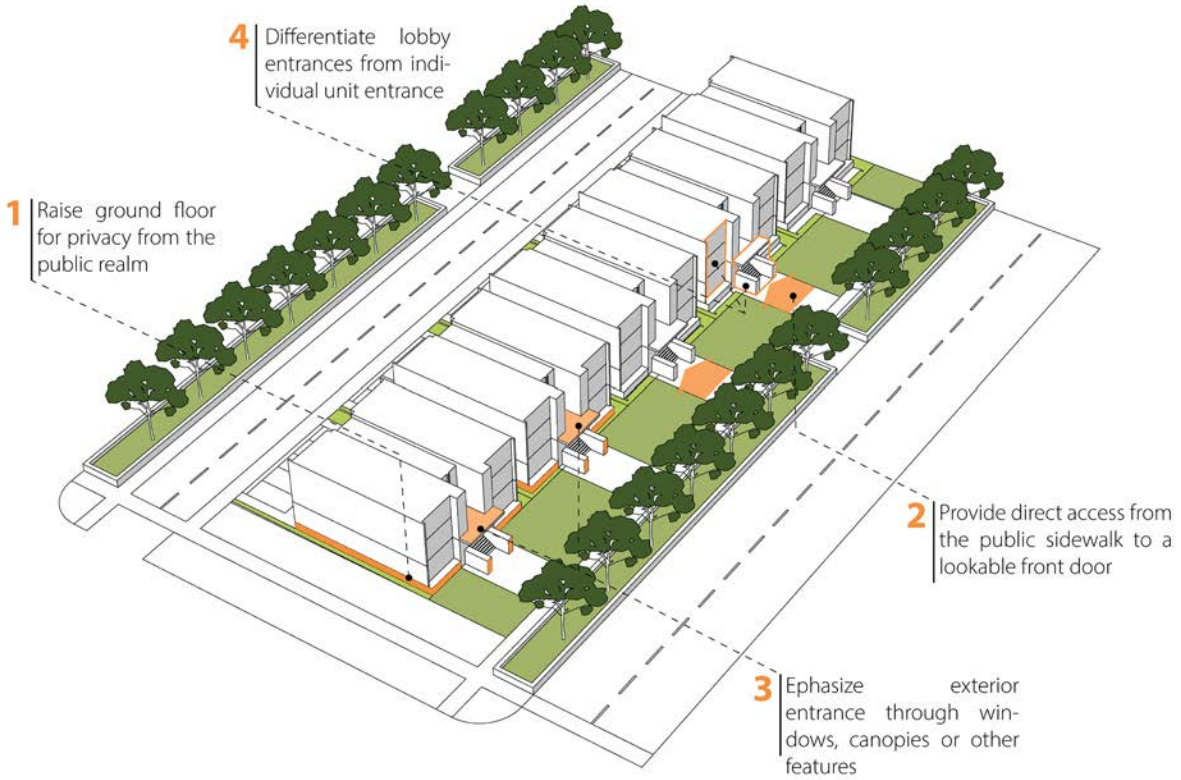


5. Blank walls should be avoided where non-active facades cannot be avoided, they should be located away from street-facing facades and minimized where possible. Material changes, building articulation, display windows and creative lighting may be used to make blank walls appear less imposing, but are not a replacement for active ground floor uses.

RESIDENTIAL FACADES

For townhouses and low-rise apartments, provide an appropriate transition of building height, scale, and massing to ensure there are no adverse effects on neighbouring properties and different Place Types. Consideration should be given to the intent and possible future development of neighbouring properties based on the identified Place Type of The London Plan.

1. Raise ground-floor residential units slightly for privacy. Porches, stoops or terraces with landscaping should be provided to offer privacy between ground floor units and the public realm.
2. Provide ground floor residential units with direct access from the public sidewalk to a lockable front door to animate the building facade. A secondary entrance may be provided through a common hallway.
3. Emphasis the exterior entrance through windows, canopies, lighting, and other features. This will also differentiate the ground floor from those above.
4. Differentiate lobby entrances from individual unit entrances through glazing, canopy and/or signage.



NON-RESIDENTIAL FACADES

1. Design non-residential ground floors to be at grade with doors oriented towards the sidewalk with direct access. Consider using raised and removable platforms to allow flexibility to convert residential ground floors to commercial in the long term.

2. Include a high proportion of vision glass to non-residential facades on the ground floors to provide a visual connection into the building and passive surveillance. Window sills should be low and entrances should be highlighted.

3. Provide signage, weather protection and lighting at a human scale, proportional to the width of the unit and integrated into the architecture of the building.

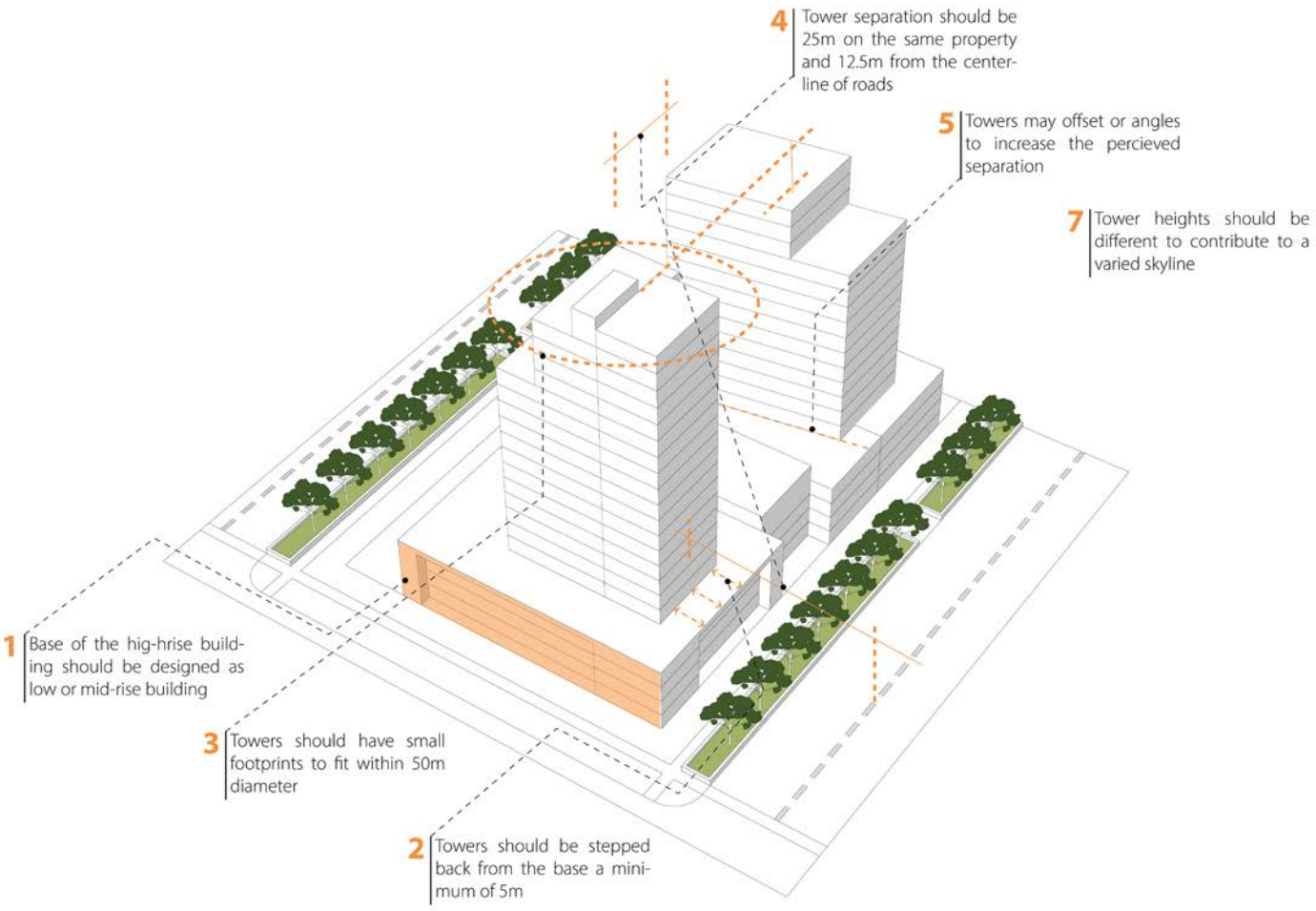
4. Design civic, and institutional buildings as landmarks, and limit access points and larger floor plates. Highlight the entrances through a greater proportion of glazing, larger canopy and/or signage.

5. Industrial buildings may have fewer windows and entrances. The largest proportion of vision glass should highlight the main entrance, in addition to other features such as signage and canopies.

HIGH RISE BUILDINGS

Design high-rise buildings to have a base, middle, and top to reduce the height and mass on the pedestrian environment, allow sunlight and reduce the wind-tunnel effect. The base establishes a human scale façade with active frontage elements. The middle will be visually cohesive but distinct from the base, and the top should provide a finishing treatment.

1. High-rise buildings should generally have a base designed as a low- or mid-rise building.
2. Locate the towers to define usable amenity space with desirable views and access to sunlight. Towers should aim to be stepped back from the base a minimum of 5 metres to create a human-scale streetwall and reduce the wind-tunnel effect.
3. Towers should be designed as point towers, with small floorplates generally designed to fit within a 50 metres diameter circle to avoid long walls, shadow impacts and visual mass.
4. Tower separation should be a minimum of 25 metres on the same property or 12.5 metres from the centerline of roads and interior property lines to protect for future development.
5. Towers may be offset or angled to increase the perceived separation between them, increase access to light, and decrease impacts on adjacent properties.
6. Provide an articulated or sculpted roof form in scale with the building, generally consisting of the top 3-5 storys to contribute to an interesting skyline. Enclose all rooftop mechanical and elevator equipment within the architectual design of the building.
7. Where two or more towers are in close proximity, the tower heights can be different to contribute to a varied and interesting skyline.
8. The middle of the tower should visually connect the top and the base through the continuation of materials, architectural elements or features.
9. Relate the window placement and design of the base of the building to the tower design.
10. Provide variation going up the tower to add interest. This may include alternating the location of vision glass and opaque materials, or balcony placement.
11. Break down the mass of teh building by providing breaks between balconies, with no more than two balconies creating a continuous form.


4 Tower separation should be 25m on the same property and 12.5m from the center-line of roads
5 Towers may offset or angles to increase the percieved separation
7 Tower heights should be different to contribute to a varied skyline
1 Base of the hig-hrise build-ing should be designed as low or mid-rise building
3 Towers should have small footprints to fit within 50m diameter
2 Towers should be stepped back from the base a mini-mum of 5m

BUILDING MATERIALS

A diversity of materials in new development will help to visually break up massing, reduce visual bulk, and add interest to the building design. Articulation is a horizontal change (recesses and projections) in building place that helps to break up the length of long buildings.

1. Provide recesses and projections that are a minimum of 1m deep. Relate articulation to the rhythm of interior units where possible. Generally, heavier materials should be projected out from lighter materials.
2. Where there is a horizontal material change, aim to include a slight articulation change to resolve the transition.
3. Recesses and projections should be a minimum 0.3 metres deep in order to be noticeable. Relate articulation to the rhythm of interior units where possible.
4. Generally, heavier materials should be located lower on the building.
5. Provide roof articulation through providing gables, dormers or varying the direction or height of pitched roofs. Roof articulation may also include providing parapets or changes in height on flat roofs.
6. Only provide parapets where they relate to a projection in the façade, or a change in material.

7. Provide a cornice or cap to finish any flat-roofed building portions. The cornice or cap should complement the style of the overall architecture and be appropriately scaled to the building design.

8. Utilize transparent glass and glazing to break up the mass of the building, activate the streetscape and provide passive surveillance for commercial, residential, office, and institutional uses. Design window treatments to be bird friendly.

9. Minimize blank walls and locate them away from areas with exposure to the public realm and pedestrian traffic.

10. Provide windows that are proportionate to the facade they are on. Generally, the space between windows, or between a window and the edge of the facade should be narrower than the window itself.

11. Glazing does not need to be evenly spaced, but minimizing the width of blank walls should be considered.

12. Utilize transparent glass and glazing along storefronts for Main Street, Rapid Transit Corridor, Shopping Area, and Institutional Place Types to maximize passive surveillance and activate public realm.

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SIGNAGE

Incorporating the design of signage in the design of new buildings or development will allow for a cohesive design and character for the building and development. The location, size, number, construction, alteration, repair and maintenance of all outdoor signs and signs visible from the exterior premises, including signs located in windows, are regulated by the Sign By-law 2017.

1. Reduce light impacts on neighbourig properties by using:

   i. Utilize individual lit letters

   ii. Gooseneck lighting, and

   iii. Avoiding the use of LED screens and uplit or backlit shadow box lights.