

Report to Planning and Environment Committee

To: Planning and Environment Committee
From: George Kotsifas, P. Eng.
Deputy City Manager, Planning and Economic
Development
Subject: Edmar Land Ltd.
415 Oxford Street West
Date: October 18th, 2021

Recommendation

That, on the recommendation of the Director, Planning and Development, with respect to the application of Edmar Land Ltd. relating to the property located at 415 Oxford Street West the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on October 26th, 2021 to amend The London Plan by **ADDING** a new policy to the Specific Policies of the Neighbourhoods Place Type that would permit building heights up to 8 storeys (12 with bonus) within 150 m of Oxford Street West and buildings up to 4 storeys beyond 150 m from Oxford Street West and by **ADDING** the subject lands to Map 7 – Specific Policy Areas – of The London Plan **IT BEING NOTED THAT** The London Plan amendments will come into full force and effect concurrently with Map 7 of The London Plan.

Executive Summary

Summary of Request

Zelinka Priamo, on behalf of the owner Edmar Land Ltd. have submitted an application to add a Specific Policy within the Neighbourhoods Place Type of The London Plan. This specific policy would permit building heights of up to 12-storeys with bonusing along the Oxford Street frontage and up to 4-storeys for buildings fronting Neighbourhood Streets.

Purpose and Effect of the Recommended Action

The purpose and effect of the recommended action is to permit a maximum building height of 8 storeys (12-storeys with bonusing) in the Neighbourhoods Place Type within 150 metres from the Oxford Street West right-of-way. The buildings within 150 metres of the Oxford Street right-of-way shall have their primary entrances and orientation towards Oxford Street. Beyond 150 metres from the Oxford Street West right-of-way in the Neighbourhoods Place Type, a maximum height of 4-storeys is permitted.

Rationale of Recommended Action

- The recommended amendment is consistent with the Provincial Policy Statement (PPS), 2020, that encourages higher density residential development within transit supportive areas. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
- The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions, the Green Space Place Type, the Rapid Transit Corridor, and the Specific Policy Areas criteria of the Our Tools Section; and,
- The recommended amendment conforms with the 1989 Official Plan, including permitting higher density development along transit corridors, encouraging diverse housing types, and the criteria for special area policies.

Linkage to the Corporate Strategic Plan

Building a sustainable City by ensuring that London's growth and development is well planned and sustainable over the long term.

Linkage to Climate Emergency Declaration

On April 23, 2019, Municipal Council declared a Climate Emergency. The London Plan amendment supports the City's commitment to reducing and mitigating climate change by encouraging sustainable development by directing higher intensity away from natural hazards to reduce flooding potential. Further, the proposed application supports the regeneration and intensification of existing urban areas that helps to mitigate sprawl.

Analysis

1.0 Background Information

1.1 Property Description

The subject site is located on the north side of Oxford Street, approximately 85 metres west of Beaverbrook Avenue and 312 meters east of Wonderland Road. Mud Creek runs along the southern portion of the subject parcel with access provided through a twined culvert bridge over Mud Creek from Oxford Street West. The subject parcel is currently occupied by the Forest Glen Golf Centre.

1.2 Current Planning Information

- Official Plan Designation – Open Space
- The London Plan Place Type – Neighbourhoods and Green Space Place Types
- Existing Zoning – Commercial Recreation (CR) and Open Space (OS) Zones

1.3 Site Characteristics

- Current Land Use – vacant and recreational
- Frontage – 190 metres
- Depth – approximately 201 metres (66 metres is Green Space and 135 metres is Neighbourhoods Place Types)
- Area – 9.62 acres (3.89 hectares)
- Shape – Rectangular

1.4 Surrounding Land Uses

- North – Esam Katz Lands, Sam Katz Development subdivision (File No. 29T-99502)
- East – Esam Katz Lands, Sam Katz Development subdivision (File No. 29T-99502)
- South – Oxford Street, Oakland Cemetery, and residential
- West – Commercial uses (Canada Post, Fit 4 Less, Petro-Canada, Pizza Projekt, Dairy Queen, and Fleetway Bowling).

1.5 Location Map

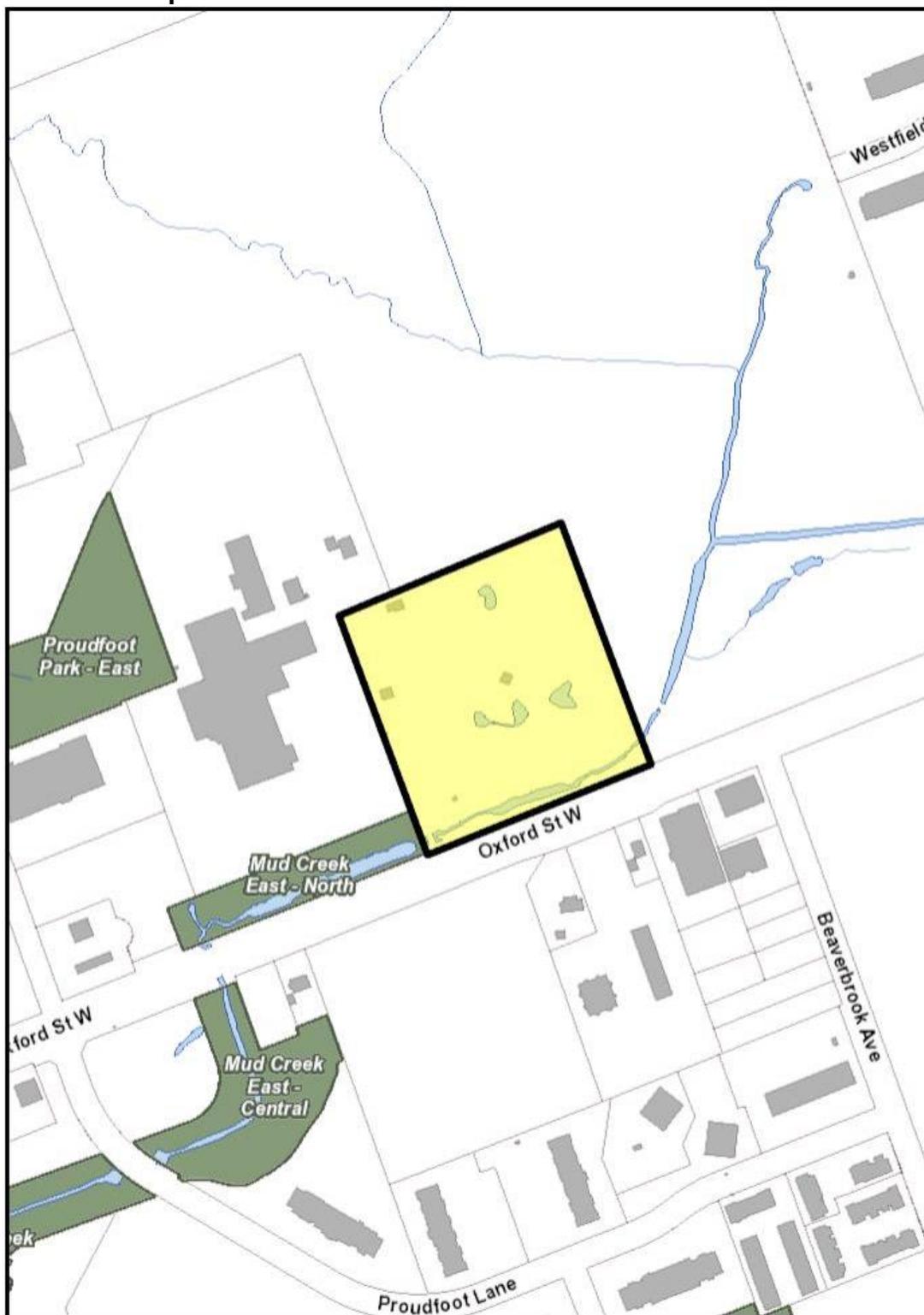


Figure 1: Location Map

1.6 Planning History

The subject lands were changed from a Green Space Place Type to Green Space and Neighbourhoods Place Types in The London Plan as a result of a 2019 LPAT Order (File No. PL170100). The Tribunal's Order for the Green Space and Neighbourhoods Place Types were determined as appropriate from the results of the Mud Creek Subwatershed Class Environmental Assessment prepared by CH2M (September 2017). Furthermore, a specific policy was put on the Neighbourhoods Place Type to prohibit development in the Mud Creek area until the Mud Creek Rehabilitation Project is complete (Policy 961A_ of The London Plan). Figure 2 illustrates the Place Types from the LPAT Order that are currently in-force.

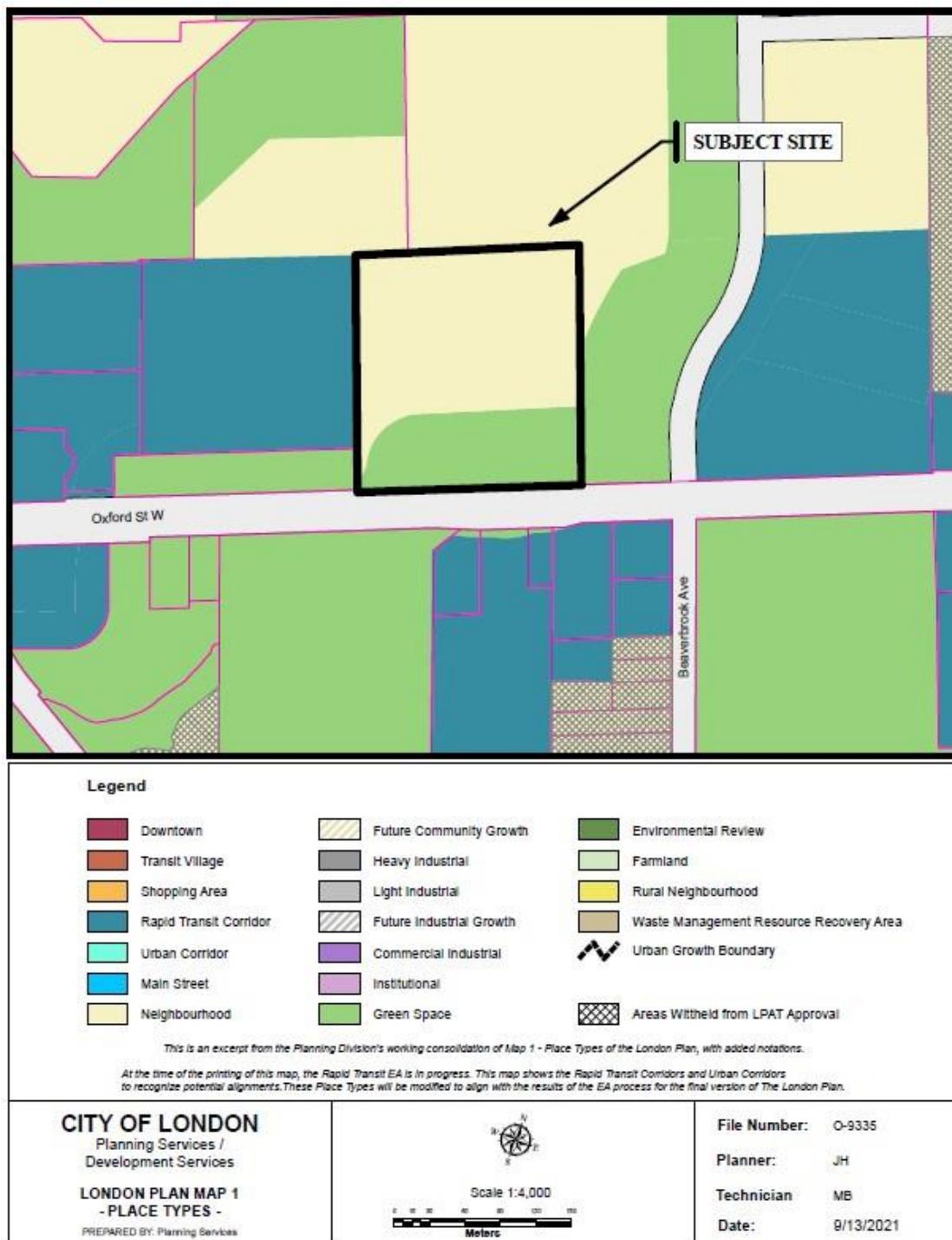


Figure 2: Place Type Map

2.0 Discussion and Considerations

2.1 Development Proposal

There is no development proposed for this application.

2.2 Requested Amendment

The requested amendment would permit heights up to 8-storeys (12-storeys with Type 2 Bonusing) in the Neighbourhoods Place Type for residential uses located within 150 metres from Oxford Street West right-of-way. The permitted uses in the Neighbourhoods Place Type on a Rapid Transit Boulevard would be stacked townhouses, back-to-back stacked townhouses, and apartments. The requirement to allow for bonusing up to 12-storeys must consider mitigative impacts of the additional height, including elements relating to building location and orientation, building design, and site design and landscape treatment. The maximum height for buildings beyond 150 metres from the Oxford Street West right-of-way is 4 storeys. The lands along the

Oxford Street frontage of the parcel are located within the Green Space Place Type. North of the Green Space, approximately 80 metres of depth is in the Neighbourhoods Place Type and is within 150 metres of Oxford Street West that would permit residential development of greater heights. The remaining lot depth (approximately 50 metres) would permit residential development of lower heights. An amendment to Map 7 – Specific Policy Areas is required to include 415 Oxford Street West.

2.3 Community Engagement

The Notice of Application was mailed to 15 surrounding property owners and circulated in *The Londoner* on April 1st, 2021. There were no written comments were received.

2.4 Policy Context (see more detail in Appendix B)

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, livable, and safe communities that are sustained by promoting efficient development and land use patterns that sustain the financial well-being of the province and municipalities over the long term. Policy 1.1.1 of the PPS states that, “healthy, liveable and safe communities are sustained by: c) avoiding development and land use patterns which may cause environmental or public health safety concern; and e) promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost-effect development patterns.”

Further, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1).

Policy 3.1.2 states that development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard.

The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). The London Plan policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. The London Plan policies under appeal are included in this report for informative purposes indicating the intent of City Council, however, they are not determinative for the purposes of this planning application.

The London Plan provides Key Directions (54_) that must be considered to help the City effectively achieve its vision. Direction #5 is to build a mixed-use compact city by implementing a city structure that focuses high-intensity, multi-use development at strategic locations along rapid transit corridors and within Primary Transit Areas (59).

The London Plan sets the maximum building heights for the Rapid Transit Corridor and the Neighbourhoods Place Types (Tables 9* and 11*). Table 10 lists the residential uses permitted fronting each street type in the Neighbourhoods Place Type. There are specific policies to the north, east, and south of the subject parcel that permit additional building heights than is otherwise allowed in their respective Place Type (1066_, 864B_, and 864D_, respectively).

Policies 833 and 834 discuss the depth of the Corridor Place Types. In general, lot depths up to 150 metres along the urban corridors may be appropriate where they meet

the evaluation criteria of this section and the Planning and Development Applications section in the Our Tools part of this Plan (Policy 834_).

The London Plan states that applications for Specific Area Policies shall be evaluated based on the Planning and Development applications section in the Our Tools part of the Plan (Policy 1732_). Specific Area Policies may be applied where the applicable Place Type policies would not accurately reflect the intent of City Council with respect to a specific site or area (Policy 1729_). The criteria to adopt a Specific Area Policy are:

- 1) the proposal meets all other policies of the Plan beyond that the specific policy identifies;
- 2) the proposed policy does not have an adverse impact on the integrity of the Place Type policies or other relevant parts of this Plan;
- 3) the proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area;
- 4) the proposed use cannot be reasonably altered to conform to the policies of the Place Type; and,
- 5) the proposed policy is in the public interest and represents good planning.

Policies for specific areas will not be permitted if there are no distinguishing or unique features of the site (1731_) and may restrict the range of permitted uses, to restrict the scale and intensity of development, or to direct the form normally allowed in a particular place type to protect other uses in an area from negative impacts (1733_). Finally, an amendment to Map 7 – Specific Policy Areas is required to include the property as a Specific Policy Area.

The Official Plan, 1989

The city structure policies of the 1989 Official Plan discusses the importance of sustainable development that is designed to be pedestrian-oriented with supportive public transit service (2.4.1.(xxi)).

Section 12 of the 1989 Official Plan discusses housing and states that the availability of housing and residential land supply shall designate and plan for sufficient lands to accommodate a range of housing types, including land suitable for low, medium, and high-density development (12.2.1(v)).

3.0 Financial Impact/Considerations

There are no direct municipal financial expenditures associated with this application.

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: Heights

Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 directs settlement areas to be the focus of growth and development. As such, land use patterns, and increased density shall be directed towards transit supported areas (1.1.1 (e), 1.1.3.2.(f), and 1.1.3.3). These are areas where transit is planned, exists, or may be developed, such as a Rapid Transit Boulevard. Furthermore, new development taking place should occur adjacent to the existing built-up area and should have a compact form (1.1.3.6).

The PPS speaks to the variety of housing that should be available and planning authorities shall provide for an appropriate range and mix of housing options by promoting densities for new housing which efficiently use land and support transit in areas where it exists or is to be developed and prioritize intensification in proximity to transit, including corridors and stations (1.4.3 (d) and (e)).

The proposed amendment to The London Plan complies with the Provincial Policy Statement, 2020 as the lands are within the settlement area along a planned transit corridor. Further, the proposed amendment provides more variety of housing options as it increases the residential uses than what was already permitted. The location of the proposed increased residential density is therefore appropriate by the criteria of the PPS and supports the provincial interest of encouraging a mix of housing options.

The London Plan

The London Plan has policies that support higher levels of intensity along Rapid Transit Corridors. Key Direction #5 is to build a mixed-use compact city to implement a city structure that focuses high-intensity development to strategic locations, such as rapid transit corridors and within the Primary Transit Area (Policy 59_).

The Neighbourhoods Place Type has policies regarding appropriate intensification of development. Policy 918_13 states that, “intensification will respect existing neighbourhood character and offer a level of certainty, while providing for strategic ways to accommodate development to improve our environment, support local businesses, enhance our physical and social health, and create dynamic, lively, and engaging places to live.” The proposed amendment to The London Plan complies with the above policy as it respects the neighbourhood character of the parcels to the north and east and offers a level of certainty while ensuring the maximum building heights are consistent with the abutting lands. Furthermore, the subject parcel is ideally located near commercial and institutional uses that allows for a lively and engaging place to live.

The following are the existing use and height permissions in the Rapid Transit Corridor and Neighbourhoods Place Types:

- i) The location of the subject site is on Oxford Street W, that is classified as a Rapid Transit Boulevard. The subject site is located within a Neighbourhoods Place Type that would otherwise be evaluated on street classifications ranging from Neighbourhood Streets to Urban Thoroughfares, as identified on Tables 10* and 11* of The London Plan. Although at this location of Oxford Street is a Rapid Transit Boulevard, the remaining segments of the Oxford Street within the City limits are classified as an Urban Thoroughfare and is why at this location these heights and uses are examined in greater detail. Tables 9* and 11* discuss the permitted heights of development. In Table 9*, buildings in the Rapid Transit Corridor Place Type are permitted a maximum height of 8 -storeys and 12 -storeys with Type 2* bonusing.
- ii) Table 11* height permissions range from 1-storey up to a maximum height of 2.5 – storeys on a Neighbourhood Street, and up to 6-storeys with bonusing when located along an Urban Thoroughfare.
- iii) Tables 10 of The London Plan identifies the permitted uses the Neighbourhoods Place Type, relative to the street classification that the property has frontage. Stacked townhouses, fourplexes, and low-rise apartments, permit a maximum height of up to 6-storeys with bonusing when located along an Urban Thoroughfare Street Type.

For context of building heights in the area, the subject site is surrounded by lands with additional height permissions. The parcels directly to the west are in the Rapid Transit Corridor Place Type within 100 metres from a Rapid Transit Station that permits up to 12-storeys in height (16-storeys with Type 2 bonusing). Furthermore, the parcels surrounding the subject parcel have specific policies within The London Plan that permit additional building heights. Directly north in the Neighbourhoods Place Type located at 323 Oxford Street, 92 Proudfoot Lane and 825 Proudfoot Lane building heights up to 13-metres may be permitted (1066_). The parcel to the east in the Rapid Transit Corridor Place Types, located at 323 Oxford Street West, permits development up to 16-storeys (864B_). To the south, 676-700 Beaverbrook Avenue and 356 Oxford Street in the Rapid Transit Corridor Place Type a maximum building height up to 16-storeys

may be permitted (864D_). In addition, the portion of 323 Oxford Street located south of Westfield Drive and east of Beaverbrook Drive in the High-Density Residential Overlay (from the 1989 Official Plan) permits building heights up to 15-storeys by way of a specific policy on the Neighbourhoods Place Type (1067A_).

Based on the above, the proposed specific policy for the subject site is considered appropriate as it is in keeping with the planned built form of the surrounding lands and will help ensure compatibility as the subject lands and surrounding community develop.

4.2 Issue and Consideration #2: Depth

Provincial Policy Statement, 2020

Access to the subject parcel traverses over a culvert bridge over Mud Creek, Figure 3. The Provincial Policy Statement, 2020 has several policies that discuss natural hazards and safe and dry access. Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. Further, Policy 1.1.1. states that healthy, liveable and safe communities are sustained by avoiding development and land use patterns which may cause environmental or public health safety concerns. Finally, Policy 3.1.2 states that development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard.

The proposed amendment to The London Plan complies with the Provincial Policy Statement, 2020 as potential development is limited to the area in the Neighbourhoods Place Type with direct access to the Rapid Transit Boulevard. It is anticipated that the access from Oxford Street West will be used on a regular basis to access the buildings fronting Oxford Street West, while the buildings to the north will be accessed by the Neighbourhood Street that will be internal to the future community. It should be noted that there is the likelihood that at times the access from Oxford Street West may not provide safe and dry access due to flooding. The site will still have access to the southernmost buildings from the internal Neighbourhood Street to the north, ensuring safe and dry access is always available to the full site. Further, limiting the area permitting additional heights to within 150 metres from the Rapid Transit Boulevard would reduce the amount of potential development on the site that would need to rely on the internal Neighbourhood Street in the event the access off Oxford Street is flooded.



Figure 3: Current site access from Oxford Street

The London Plan

The London Plan discusses the design criteria for development and the relationship to the street. Policy 841_2 states that “buildings in the Rapid Transit Corridor should be sited close to the front lot line to create a pedestrian-orientated street along the corridors and provide appropriate setbacks from properties that are adjacent to the rear lot line.” In general, lot depths up to 150 metres along the urban corridors may be appropriate where they meet the evaluation criteria of this section and the Planning and Development Applications section in the Our Tools part of this Plan (Policy 834_).

The proposed amendment complies with the policies and intent of the Rapid Transit Corridor as only buildings with primary access and orientation towards Oxford Street West and within 150 metres of Rapid Transit Boulevard right-of-way will permit the additional heights. Staff are of the opinion that it is appropriate to mirror these policies within the Neighbourhoods Place Type on the subject lands as it will provide a consistent built form along the Oxford Street West and provide greater compatibility as the corridor develops.

Development beyond the 150 metres of the Oxford Street West right-of-way would be permitted the same building heights as would be permitted on the lands to the north.

4.3 Issue and Consideration #3: Specific Area Policies

Provincial Policy Statement, 2020

The PPS Policy 1.1.3.4 states that appropriate development standards should be promoted that facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to the public health and safety. In addition, Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification.

The subject parcel is located on a transit-supported Rapid Transit Boulevard where increased residential intensity is considered appropriate. Although the subject site has limited access from Oxford Street West and the Green Space Place Type is applied along the Oxford Street frontage, the built form and additional heights and intensity could be oriented to the Rapid Transit Boulevard and develop in a compatible manner to the abutting lands that are located within the Rapid Transit Corridor Place Type. Staff is

of the opinion that the site represents an appropriate location to promote transit-supportive development and accommodate a wider range of housing options through intensification. To achieve this a specific area policy on the Neighbourhoods Place Type is appropriate.

The London Plan

The London Plan states that applications for Specific Area Policies shall be evaluated based on the Planning and Development applications section in the Our Tools part of the Plan (1732_). Special Areas Policies may be applied where the applicable place type policies would not accurately reflect the intent of City Council with respect to a specific site or area (Policy 1729_). The criteria to adopt a Specific Area policy are:

- 1) the proposal meets all other policies of the Plan beyond that the specific policy identifies;
- 2) the proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan;
- 3) the proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area;
- 4) the proposed use cannot be reasonably altered to conform to the policies of the place type; and,
- 5) the proposed policy is in the public interest and represents good planning.

Policies for specific areas will not be permitted if there are no distinguishing or unique features of the site (1731_) and may restrict the range of permitted uses, to restrict the scale and intensity of development, or to direct the form normally allowed in a particular place type in order to protect other uses in an area from negative impacts (1733_). Finally, amendment to Map 7 – Specific Policy Areas is required to include the property as a Special Policy Area.

The proposed Special Policy complies with the requirements of the Specific Policy Areas of The London Plan as the surrounding heights and the proximity to the Rapid Transit Boulevard provides a unique situation where a specific policy is warranted. Further, the proposed specific policy is scaled with respect to the depth of the parcel to reduce the negative impact on the surrounding land uses. Finally, the specific area policy is placed on the Neighbourhoods Place Type to reflect that the site is a residential parcel that happens to be fronting a Rapid Transit Boulevard. Therefore, the proposed specific area policy upholds the public interest and represents good planning.

Conclusion

The recommended amendment to The London Plan would permit a maximum height of 8 storeys (with bonus up to 12 storeys) for buildings fronting the Rapid Transit Boulevard and within 150 metres from the Oxford Street right-of-way. Beyond 150 metres from the Oxford Street right-of-way residential buildings are permitted up to 4 storeys. The proposed specific policy complies with the Provincial Policy Statement, 2020, The London Plan, and the 1989 Official Plan.

Prepared by: Jasmine Hall, RPP, MCIP
Planner II, Core Area & Urban Regeneration

Reviewed by: Mike Corby, RPP, MCIP
Manager, Planning Implementation

Recommended by: Gregg Barrett, AICP
Director, Planning & Development

**Submitted by: George Kotsifas, P. ENG
Deputy City Manager, Planning and Economic
Development**

cc: Heather McNeely, Manager Current Development

Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning and Economic Development.

Appendix A London Plan Amendment Policies for Specific Areas

Bill No. (number to be inserted by Clerk's Office)
2021

By-law No. C.P.-1284-

A by-law to amend The London Plan for the City of London, 2016 relating to 415 Oxford Street West.

The Municipal Council of The Corporation of the City of London enacts as follows:

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. The Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c. P.13*.

PASSED in Open Council on October 26, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – October 26, 2021.
Second Reading – October 26, 2021.
Third Reading – October 26, 2021.

**AMENDMENT NO.
to the
THE LONDON PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to the Specific Policies for the Neighbourhoods Place Type and add the subject lands to Map 7 – Specific Policy Areas – of The London Plan to permit stacked townhouses, back-to-back stacked townhouses, and apartment buildings with a maximum height of 8-storeys (bonus up to 12-storeys) within 150 metres from Oxford Street West right-of-way and a maximum of 4-storeys beyond 150 metres from Oxford Street West right-of-way.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 415 Oxford Street West in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the Provincial Policy Statement 2020 and conforms to the Specific Area policies of The London Plan.

D. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

1. Specific Policies for the Neighbourhoods Place Type of The London Plan for the City of London is amended by adding the following:

_ In the Neighbourhoods Place Type located at 415 Oxford Street West, a broad range of residential dwelling types including townhouses, stacked townhouses, back-to-back stacked townhouses, and apartment buildings are permitted. Residential buildings with a maximum height of 8-storeys may be permitted within 150 metres of the Oxford Street West right-of-way. Buildings within 150 metres of the Oxford Street right-of-way shall have their primary entrances and orientation toward Oxford Street West. Bonus zoning up to a maximum of 12-storeys may be permitted within 150 metres of the Oxford Street West right-of-way where the site plan and building design mitigate the impacts of the additional height. Beyond 150 metres from the Oxford Street West right-of-way in the Neighbourhoods Place Type, townhouses, stacked townhouses, and back-to-back stacked townhouses with a maximum height of 4-storeys are permitted.

2. Map 7 – Specific Policy Areas, to The London Plan for the City of London Planning Area is amended by adding a specific policy area for those lands located at 415 Oxford Street West, as indicated on “Schedule 1” attached hereto.

Appendix B Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

Provincial Policy Statement, 2020

Section 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 c)

1.1.1 e)

1.1.3.2

1.1.3.3

1.1.3.4

Section 1.2 – Coordination

1.2.1

Section 1.4 – Housing

1.4.3 b)

1.4.3 c)

1.4.3 d)

1.4.3 e)

Section 3.1 – Natural Hazards

3.1.2

The London Plan

(Policies subject to Local Planning Appeals Tribunal, Appeal PL170100, indicated with asterisk.)

Policy 42_ Our Values, be collaborative

Policy 59_ Key Directions, Direction #5 Build a Mixed-use Compact City

Policy 62_ Our Strategy, Key Directions, Direction #8 Make Wise Planning Decisions

Policy 80_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 97_ Downtown, Transit Village and Rapid Transit Corridor

Policy 98_ Downtown, Transit Village and Rapid Transit Corridor

Policy 767_ Green Space and Linkages Between Green Space Areas Public Access

Policy 792_ Urban Place Types, A Framework for Urban Place Types, Framework of Heights

Policy 826_ Place Type Policies, Urban Place Types, Rapid Transit Corridor, Our Vision for the Rapid Transit and Urban Corridor Place Types

Policy 827_ Place Type Policies, Urban Place Types, Rapid Transit Corridor, Our Vision for the Rapid Transit and Urban Corridor Place Types

Policy 833_ Place Type Policies, Urban Place Types, Rapid Transit and Urban Corridors – Interpretation of Corridor Place Type Boundaries

Policy 834_ Place Type Policies, Urban Place Types, Rapid Transit and Urban Corridors – Interpretation of Corridor Place Type Boundaries

* Table 9_ Maximum Height in the Rapid Transit and Urban Corridor Place Types

Policy 841_ Place Type Policies, Urban Place Types, Rapid Transit Corridor, Approach for Planning Neighbourhoods – Use, Intensity and Form

Policy 864B_ Place Type Policies, Urban Place Types, Rapid Transit and Urban Corridors – Special Policies for the Rapid Transit and Urban Corridor Place Types

Policy 864D_ Place Type Policies, Urban Place Types, Rapid Transit and Urban Corridors – Special Policies for the Rapid Transit and Urban Corridor Place Types

918_ Place Type Policies, Urban Place Types, Neighbourhoods, How Will We Realize Our Vision?

921_Place Type Policies, Urban Place Types, Neighbourhoods, Permitted Uses
 Table 10_ Range of Permitted Uses in Neighbourhoods Place Type
 *Table 11 Range of Permitted Heights in Neighbourhood Place Type
 Policy 937_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods
 Policy 961A_Place Type Policies, Urban Place Types, Neighbourhoods, Special Policies for the Neighbourhoods Place Type
 Policy 1066_Place Type Policies, Urban Place Types, Neighbourhoods, Special Policies for the Neighbourhoods Place Type
 *Policy 1067_Place Type Policies, Urban Place Types, Neighbourhoods, Special Policies for the Neighbourhoods Place Type
 Policy 1729_Our Tools, Specific Area Policies
 Policy 1730_Our Tools, Specific Area Policies
 Policy 1731_Our Tools, Specific Area Policies
 Policy 1732_Our Tools, Specific Area Policies
 Policy 1733_Our Tools, Specific Area Policies
 Policy 1734_Our Tools, Specific Area Policies

The Official Plan, 1989

- 2.4.1 xi) Planning Framework, City Structure Policies, Natural Heritage
- 2.4.1 xii) Planning Framework, City Structure Policies, Protection from Natural Hazards
- 2.4.1 xvi) Planning Framework, City Structure Policies, Compact Urban Form
- 2.4.1 xxi) Planning Framework, City Structure Policies, Sustainable Development
- 2.9.3 x) Planning Framework, Environmental Planning, Hazard Protection
- 10.1.1_Purposes for Specific Areas, Criteria
- 10.1.2_Purposes for Specific Areas, Planning Impact Analysis
- 10.1.3 clxxviii) _Purposes for Specific Areas, Specific Areas
- 12.2.1_Housing, Housing Supply, Availability of Housing

Evaluation Criteria for Development Applications	
Criteria	Response
All planning and development applications are to be consistent with the PPS, The London Plan, and the Official Plan 1989.	The proposed special policy complies with the PPS, The London Plan, and the Official Plan 1989.
Potential impacts of increased maximum heights on adjacent and nearby properties.	The proposed special policy has an appropriate height transition where the highest density is closest towards Oxford Street West and transitions down towards the Neighbourhoods streets to the north. Further, the proposed heights are consistent with what is permitted in surrounding parcels.
The potential impact to the access of future development from the natural hazard.	The subject parcel will have two access points: off Oxford Street and off the Neighbourhoods Street Type to the north. Therefore, there is an alternative route if the access off Oxford Street is inaccessible. Further, the area permitting additional heights is only permitted within 150 metres from the Oxford Street right-of-way to reduce the impact of additional traffic from the Neighbourhood Street

	type to the north.
Demonstrated uniqueness and need to add a Special Policy to The London Plan.	The site is located on a rapid transit corridor, is surrounded by parcels that are either in the Rapid Transit Corridor or have a special policy to permit additional building heights and has an existing access from the Rapid Transit Boulevard. Further, the special policy is added to the Neighbourhoods Place Type to ensure that the character of the development is residential in use, but with justification for additional heights due to the uniqueness of the location.