

# Planning Justification Report

415 Oxford Street West

London, ON

*Edmar Land Ltd.*



February 22, 2021





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## INTRODUCTION AND SUMMARY

Edmar Land Ltd. has made an application to the City of London to amend the 2016 Official Plan (also known as *The London Plan*) to broaden the range of permitted uses and building heights by way of a special policy on the lands at 415 Oxford Street West (the “subject lands”). The overall intent of the Official Plan Amendment application is to permit the range of residential uses and building heights consistent with the *Rapid Transit Corridor* place on the developable portions of the subject lands. An associated, City-initiated amendment to the 1989 Official Plan may also be required.

The purpose of the following Planning Justification Report is to evaluate the proposed Official Plan Amendment within the context of existing land use policies and regulations, including the 2020 Provincial Policy Statement, the 1989 City of London Official Plan (1989 OP), *The London Plan* (2016 OP), and the City of London Z.-1 Zoning By-Law.

No specific development concepts for the subject lands have been proposed at this time.

This report concludes that the proposed Official Plan Amendment is appropriate for the following reasons:

- The lands have frontage on a *Rapid Transit Boulevard* street type (Oxford Street West) with existing transit service and planned bus rapid transit service;
- The lands are surrounded by *Rapid Transit Corridor* and *Green Space* land uses;
- The current use and existing permitted uses do not fully utilize the subject lands;
- The proposed special policy supports and implements the planned function of the *Rapid Transit Boulevard* road typology and the broader intent of the 2016 OP; and,
- The existing residential and commercial uses would benefit from a greater intensity of residential units in an area of London.

## SUBJECT LANDS

The subject lands, known municipally as 415 Oxford Street West, are located on the north side of Oxford Street, approximately 730m east of Wonderland Road, and approximately 80m west of Beaverbrook Avenue. The lands are generally square-shaped, with a lot frontage of approximately 194.2m (637.25ft) along Oxford Street W. and a lot area of approximately 3.89ha (9.62ac) (Figure 1).

FIGURE 1: SUBJECT LANDS



The subject lands are currently occupied by Forest Glen Golf Centre, consisting of a mini-golf course and small, 'pitch and putt' golf course. Large cedar trees line the north property line. Mud creek runs along the south property line (Oxford Street frontage). Access to the lands is currently provided from a full turns driveway on Oxford Street West with a twinned concrete culvert bridge over Mud Creek.

The subject lands are designated “Open Space” in the current City of London 1989 OP; are within the “Neighbourhoods” and “Green Space” Place Types in the 2016 OP; and are zoned “Commercial Recreation (CR)” and “Open Space (OS4)” in the City of London Z.1 Zoning By-law.

## SURROUNDING LAND USES

The subject lands abut commercial land uses to the west (Fleetway Bowling, Canada Post, Fit 4 Less, Petro-Canada, Pizza Projekt); are proximate to high density residential to the northwest and east (Pineridge, Cherryhill cluster of apartment buildings); and are proximate to high density, institutional and open space land uses to the south (i.e. Timbercreek Apartments, Oxford Park Towers, Long Term Care Facility, Eagle Heights Public School and Mount Pleasant Cemetery respectively). Lands to the south are anticipated to redevelop for several high-rise mixed-use buildings.

FIGURE 2: SURROUNDING LAND USE



The lands also abut the ESAM / Katz proposed Draft Plan of Subdivision (City File No. 39T-99502) on lands located at 323 Oxford Street West, to the north and east. These lands are proposed for development for a range of medium- and high-density residential land uses, including high rise buildings proximate to Oxford Street West.

Mud Creek runs from east to west through the subject lands along Oxford Street West. Mud Creek is the drainage route for a large area of the City, including lands to the north, on the north side of the CP railway (CN Railway is to the south of the subject lands). The Mud Creek Environmental Assessment (Mud Creek EA) has set out specific plans for re-routing and modifying Mud Creek to improve storm water management qualities in the area, and to reduce the flood hazard impacts associated with the Creek. The Mud Creek EA provides the basis for contemplating future development in the area, including the subject lands and abutting ESAM lands. More information on Mud Creek and the Mud Creek EA is provided later in this report.

## PROPOSED PLANNING ACT APPLICATION

As a result of settlements to appeals of the 2016 Official Plan, for which Edmar Land Ltd. was not a party to, the subject lands were designed "*Neighbourhoods*" and "*Green Space*" in the 2016 OP (Figure 3). Generally, the delineation between the two place types is the anticipated limit of flood hazard as a result of future Mud Creek re-alignment and infrastructure works, as set out in the Mud Creek EA.

The subject lands retain functional frontage along Oxford Street West, a "*Rapid Transit Boulevard*" road type in the 2016 OP. Abutting lands to the west are within the "*Rapid Transit Corridor*" place type, as well as lands to the east, on the east side of the future Beaverbrook Avenue extension. Given the above, it is proposed that a special policy area be applied to the "*Neighbourhoods*" place type on the subject lands to permit the full range of residential land uses and building heights contained in the "*Rapid Transit Corridor*" place type. No additional commercial or office uses are proposed at this time. More specifically, the proposed special policy is as follows:

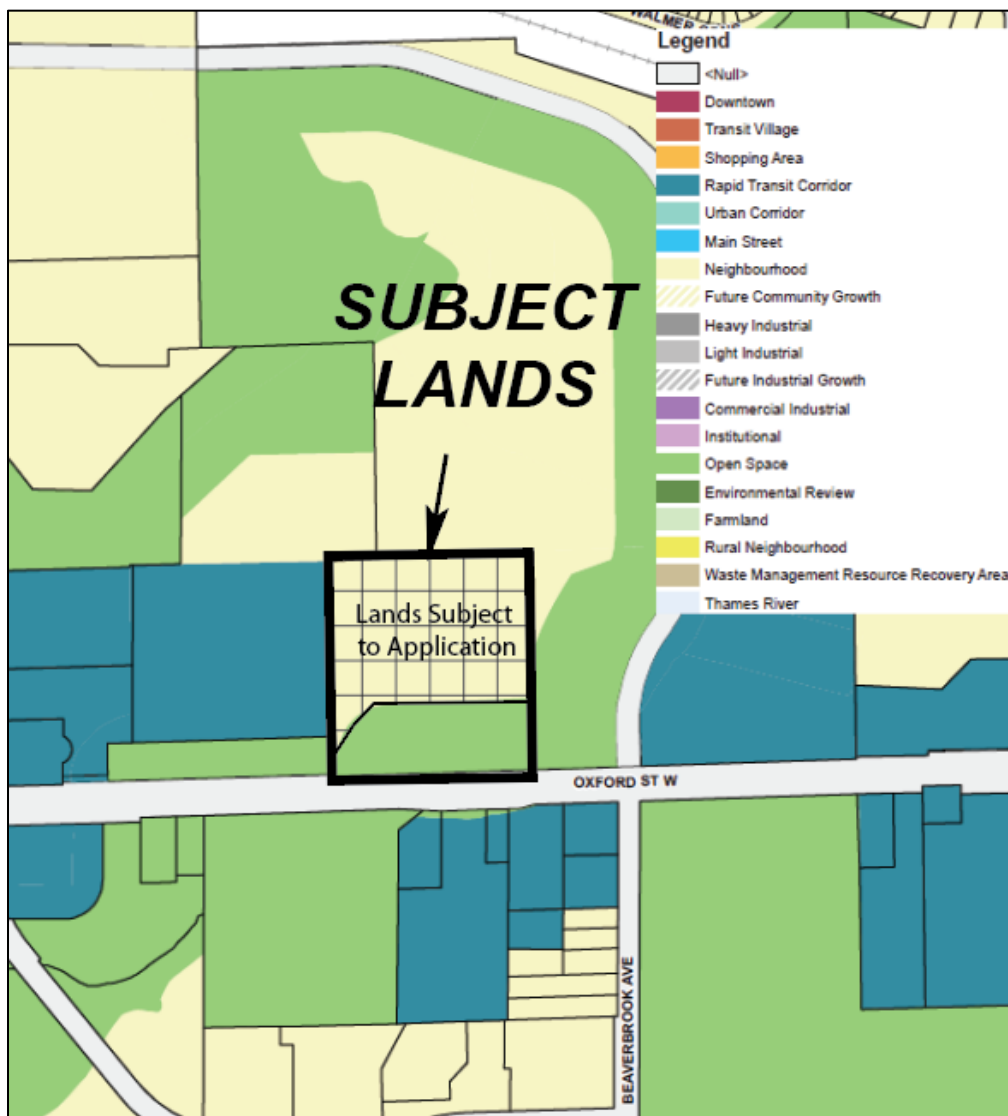
*"Specific Policy Area (\_\_\_) - 415 Oxford Street*

*For lands within the "Neighbourhoods" place type, the full range of residential uses and building heights of the "Rapid Transit Corridor" place type are permitted."*

There is currently no specific development proposal contemplated for the subject lands. To ensure compatibility with abutting and adjacent land uses, the implementing policies of both Official Plans will be used to evaluate a future Zoning By-Law Amendment application. As such, urban design matters typically analyzed in a development application are not evaluated in this report.

Figure 3 (following page) shows the area subject to the proposed special policy.

FIGURE 3: THE LONDON PLAN MAP 1 (LPAT DECISION)



As the subject lands are currently within the "Neighbourhoods" place type along the highest order road in the City, current land use permissions contemplate a wide range of residential uses, including apartment buildings, up to 6 storeys in height. The overall effect of proposed special policy would therefore be to set the range of permitted building heights at 4 to 16 storeys.



# PLANNING REVIEW and POLICY ANALYSIS

## 2020 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement is issued under Section 3 of the Planning Act and “provides policy direction on matters of provincial interest related to land use planning”. All planning applications, including an Official Plan Amendment application, are required to be consistent with these policies.

In this analysis section, relevant policies are *bordered and in italics*, with discussion on how the proposed application is consistent with that policy immediately after.

### ***Policy 1.1.1***

*Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity;*

Along a Rapid Transit Boulevard (Oxford Street West), additional land use permissions consistent with other properties along Oxford Street is a logical extension of development and planned function in an area where the land use varies from high density residential, to commercial, retail and office. The proposed additional building height will increase the usability, efficiency, and intensity of the subject lands proximate to the broad range of uses along Oxford Street West, and a Transit Village further west. Such additional intensity on the subject lands will accommodate transit-supportive, market-based forms of housing in an area outside of any natural hazards. Development is directed outside of any hazard areas and a naturalization plan will be a component of future development on the subject lands.

**Policy 1.1.3.1**

*Settlement areas shall be the focus of growth and development.*

The subject lands are within the City of London Urban Growth Boundary, a defined settlement area.

**Policy 1.1.3.2**

*Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed.*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

The proposed additional building height on the subject lands contributes to the efficient use of land and resources. Given that the subject lands front on to a Rapid Transit Corridor, and abut other lands designated "Rapid Transit Corridor", it is appropriate to provide similar land use permissions.

As the subject lands are located along a planned transit corridor, transit use is expected. Additionally, new multi-use pathways are planned as part of the Mud Creek infrastructure works, which will facilitate higher connectivity and convenience for various modes of active transportation.

**Policy 1.1.3.3**

*Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

The subject lands are located along a planned rapid transit route and should be redeveloped at a density that supports transit usage. Given the planned function of lands along Oxford Street West, and the upcoming Mud Creek infrastructure works, the subject lands are an appropriate location for such development.

**Policy 1.1.3.4**

*Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

The proposed special policy is an appropriate development standard implementable through the Official Plan. A subsequent Zoning By-Law Amendment will further refine development limits on the subject lands based on a specific development proposal.

Based on the Mud Creek EA and ongoing flood modeling, development of the subject lands will avoid risks to public health and safety

**Policy 1.1.3.5**

*Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*

The 2016 OP sets out a target of 45% of all new residential development to be within the Built-Area Boundary. The proposed OPA will help achieve to this goal by permitting additional residential units on the subject lands.

**Policy 1.1.3.6**

*New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

The subject lands abut existing and planned development and, as part of the proposed OPA, would be permitted to develop with an appropriate range of residential uses and densities that allow for the efficient use of land, infrastructure, and public service facilities.

**Policy 1.4.3**

*Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- b) *permitting and facilitating:*
  - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
  - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed OPA is intended to make more efficient use of the subject lands and implement provincial and municipal intensification objectives. Any development on the subject lands that makes full use of the proposed height permissions will be inherently efficient and will make cost-effective use of municipal services. As Oxford Street West is anticipated to accommodate high-order transit service, the subject lands are well located to support, and be supported by, such transit services. Detailed development standards, such as building setbacks and other site-specific regulations, will be implemented through a future Zoning By-Law Amendment.

**Policy 1.6.6.2**

*Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential health risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

Any development on the subject lands will make use of full municipal services.

**Policy 2.1.8**

*Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

There are no natural heritage features on the lands subject to the proposed OPA, and City staff have confirmed that an Environmental Impact Study (EIS) is not required. Future development of the subject lands will have regard for the naturalization program that is to be implemented as part of the Mud Creek infrastructure works

**Policy 3.1.1**

Development shall generally be directed to areas outside of:

- b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards

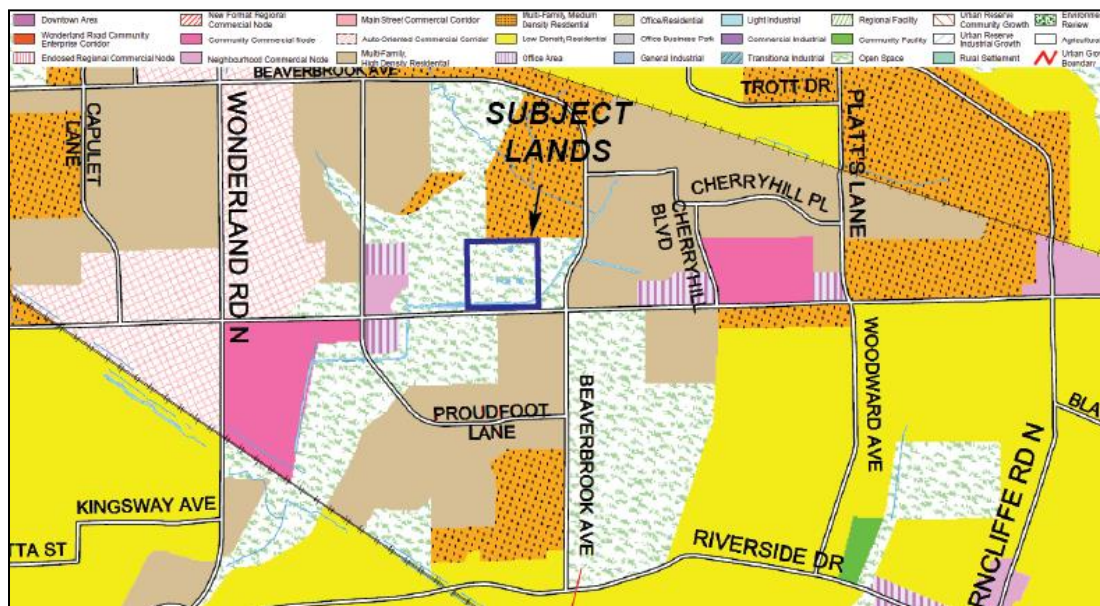
Extensive work has been undertaken to determine the developable limits of the subject lands, being lands outside of the regulatory flood limit. As the physical infrastructure works for Mud Creek are implemented, it is understood that flood modeling will be refined. At this time, the development limit of the subject lands is coincident with the "Neighbourhoods" and "Green Space" land use policy boundary, as denoted in Figure 3. Future development of the subject lands will proceed on best available hazard mapping. The proposed OPA does not impact flood hazards, or risks to health and safety, on the subject lands.

Given the above analysis, the proposed OPA is consistent with the policies and intent of the 2020 PPS.

**1989 CITY OF LONDON OFFICIAL PLAN**

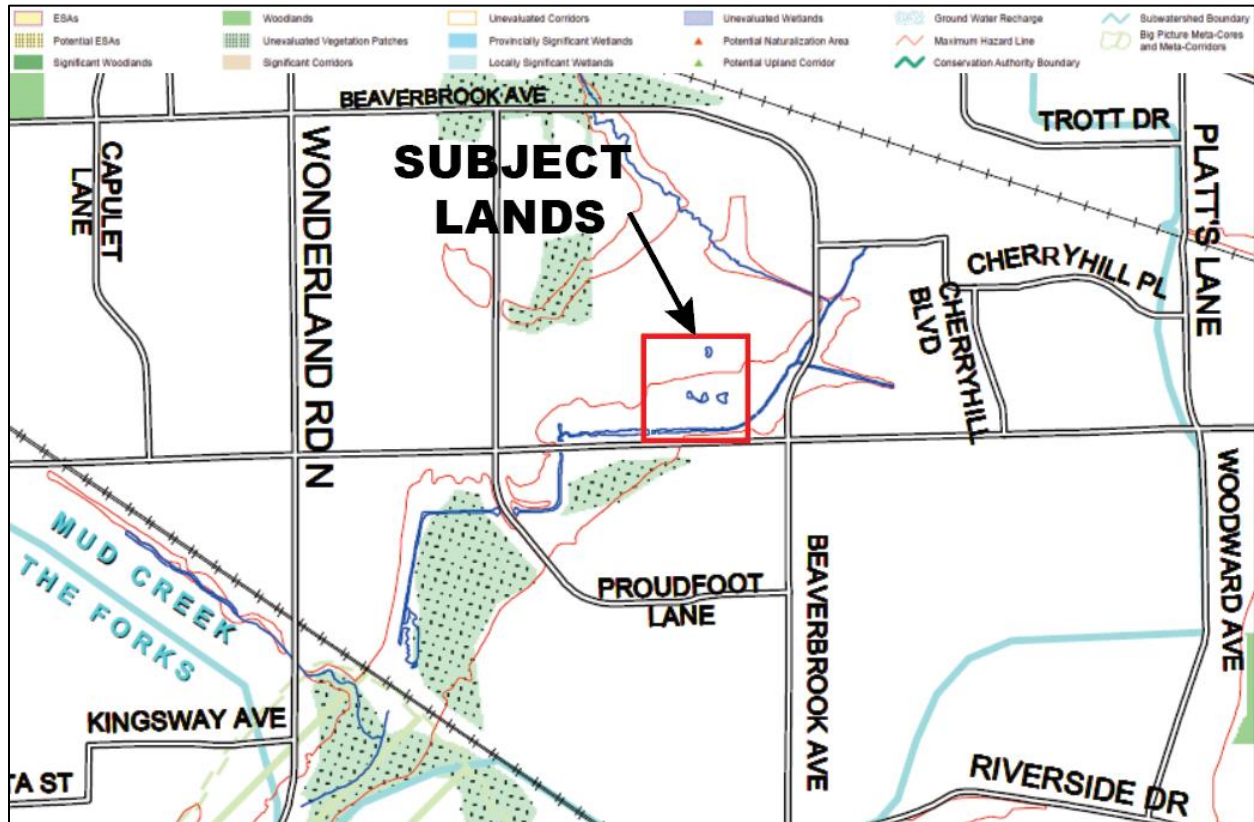
The subject lands are designated "Open Space" according to "Schedule A – Land Use" in the 1989 City of London Official Plan (Figure 4). This designation is generally applied to lands which are to be maintained as outdoor recreation, park space, or in a natural state. These lands include public and private open space, flood plain lands, lands susceptible to erosion and unstable slopes and natural heritage areas which have been recognized by Council as having city-wide, regional, or provincial significance (Section 8A.).

**FIGURE 4: SCHEDULE A - LAND USE MAP**



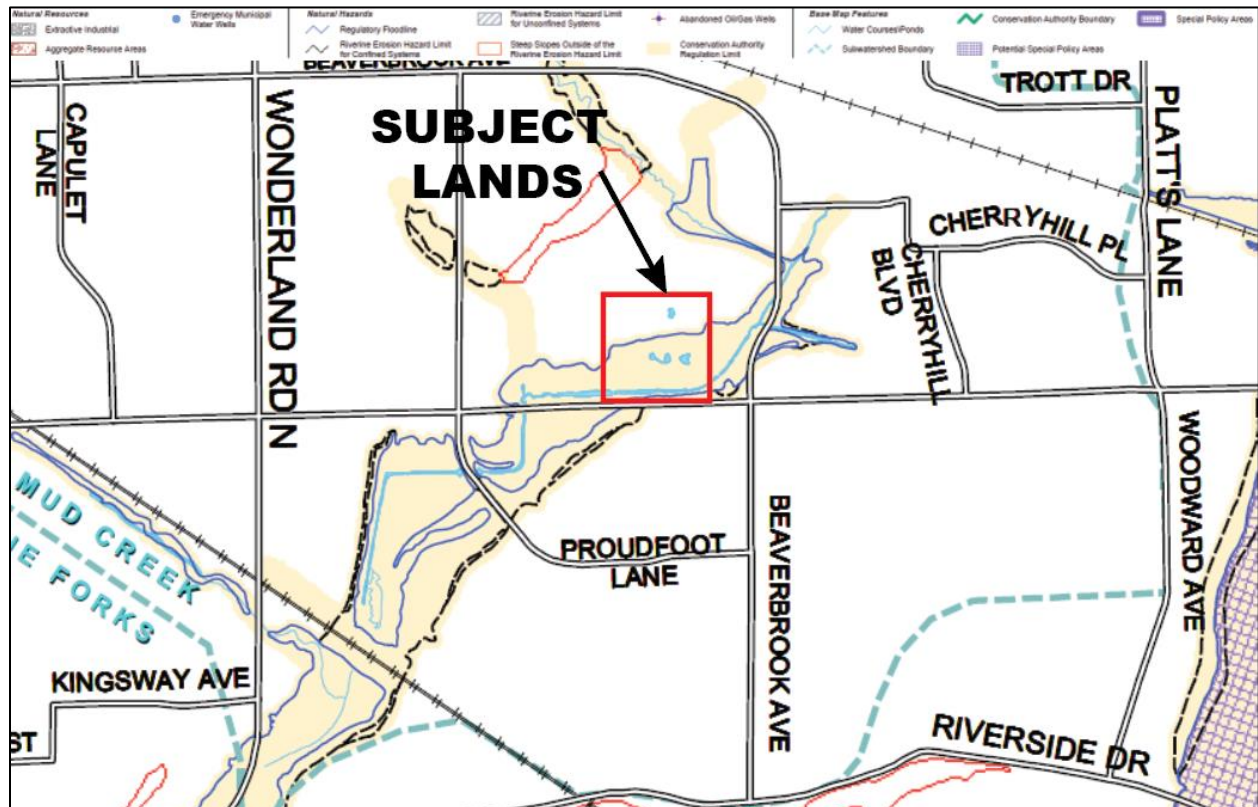
The subject lands show a maximum hazard line within its limits as per Schedule B-1 Natural Heritage Features (Figure 5).

FIGURE 5: SCHEDULE B-1 NATURAL HERITAGE FEATURES



The southern portion of the subject lands are within the Upper Thames River Conservation Authority (UTRCA) limits according to Schedule B-2 Natural Resources and Natural Hazards (Figure 6).

FIGURE 6: SCHEDULE B-2 NATURAL RESOURCES AND NATURAL HAZARDS



The 1989 OP has not been amended to reflect the Mud Creek EA and results of the ESAM appeal settlement, and is considered out of date. The 1989 OP is not reflective of the current planned function of the subject lands and areas proximate to Mud Creek. As the 2016 OP (The London Plan) is reflective of the current planned function and flood analysis for Mud Creek, the proposed OPA is more appropriately analyzed through the policies of that plan, rather than the 1989 OP.

Given that the 1989 OP is considered out-of-date as applicable to the subject lands and Mud Creek, it is proposed that the City of London initiate an Official Plan Amendment to update the 1989 OP to be consistent with the 2016 OP for the subject lands, including the proposed special policy.

## **2016 OFFICIAL PLAN (THE LONDON PLAN)**

The 2016 City of London Official Plan, sometimes referred to as The London Plan (2016 OP), is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications), and represents Council's intended vision for land use planning. Subsequent to Council adoption and Ministry approval, a number of appeals were filed to LPAT and a number of policies, and all mapping, is not in force and effect. However, as the land use policies applicable to the subject lands were the result of a settlement, all in-force policies and site-specific mapping are considered applicable to the subject lands. Furthermore, as noted in the previous section of this report, the 2016 OP reflects the findings of the Mud Creek EA and is therefore the more appropriate Official Plan to evaluate the proposed Official Plan Amendment.

The subject lands were placed in the "*Neighbourhoods*" Place Type as a result of an LPAT settlement decision to re-designate the lands from the "*Green Space*" Place Type which reflects the findings of the Mud Creek EA. However, the subject lands were not designated "*Rapid Transit Corridor*" consistent with other properties fronting onto Oxford Street West, despite having such frontage. It is unclear why this decision was made. The "*Neighbourhoods*" designation is therefore anomalous at this location as there are no other "*Neighbourhoods*" designated lands fronting onto the same street classification. Furthermore, Tables 10-12 do not provide permitted uses and building heights for "*Neighbourhoods*" lands fronting onto a "*Rapid Transit Boulevard*" as this combination of place type and road frontage were never contemplated in the 2016 OP. Lands abutting to the west have a similar configuration as the subject lands, including Mud Creek running between the developable portion and Oxford Street West, and are within the "*Rapid Transit Boulevard*" place type.

It is therefore proposed that a special policy be added to the subject lands to permit the range of residential uses and building heights consistent with the "*Rapid Transit Corridor*" Place Type.

The principal differences between the current permitted uses and building heights and the proposed permissions through a special policy area are as follows:

- Currently, the "*Neighbourhoods*" designation would permit the maximum range of residential uses (including apartment buildings and mixed-use buildings) with a maximum standard height of **4 storeys, or 6 storeys with bonusing**;
- The proposed special policy area would permit the same range of uses, but with maximum standard **building heights up to 12 storeys, or 16 storeys with bonusing**, as the subject lands are within 100m of a proposed transit station

The increased building height will allow for a significant increase in the number of residential units that may be developed on the subject lands, making much more efficient use of the lands, consistent with the planned function of the Oxford Street West corridor.



The section below highlights how the proposed special policy conforms to the intent of the 2016 OP and is appropriate for the subject lands:

Policy 55 Key Direction #1 “Plan Strategically for a Prosperous City” states that this key direction is to create a strong civic image by improving neighbourhoods as well as revitalizing business areas. The proposed special policy contributes to the creation of a complete community, where residents can live, work, play, and shop, all in the same area. Intense, developments, proximate to a range of other uses, facilitate, create, and sustain great neighbourhoods for residents. Through the proposed redevelopment of the subject lands, the lands additional residential density will contribute to vitalization of the neighbourhoods and proximate business areas.

Key Direction #5 “Build a Mixed-Use Compact City” works to provide direction on achieving a city pattern of building inward and upward with a mix of housing types. The proposed amendment will contribute to building “inward and upward” in a compact, contiguous fashion along a road that is specifically planned for this purpose. The proposed land use permissions are consistent with the planned character of the neighbourhood and, given the proximity to commercial and recreational amenities, and the planned trail system along Mud Creek, will enhance walkability.

The proposed amendment to add a special policy to the “Neighbourhoods” Place Type, which better reflects the planned function of the “*Rapid Transit Boulevard*” road type, can assist in achieving a strong and positive neighbourhood character, sense of place, and identity.

All planning and development applications are to be evaluated with consideration for use, intensity, and form that is being proposed. The following criteria are used to evaluate all planning and development applications (Policy 1577-1578):

1. *Consistency with the Provincial Policy Statement and in accordable with all applicable legislation;*

The proposed OPA is consistent with the intent and policies of the 2020 Provincial Policy Statement (see Planning Review and Policy Analysis section of this report).

2. *Conformity with the Our City, Our Strategy, City Building, and Environmental policies of this Plan;*

The proposed planning applications are consistent with the intent and policies of the Our City and Our Strategy policies of this plan (see Planning Review and Policy Analysis section of this report). Importantly, the proposed OPA is consistent with, and will help achieve, the planned function of the “*Rapid Transit Boulevard*” street type, a fundamental principle of the 2016 OP.

3. *Conformity with the policies of the Place Type in which they are located;*

The proposed development is consistent with the intent of the “*Neighbourhoods*” Place Type and the “*Rapid Transit Corridor*” Place Type by permitting additional building height on one of the highest order roads in the City.

4. *Consideration of the applicable guideline documents that apply to the subject lands;*

There are no guideline documents that apply to the subject lands. The existing land use boundary limits are informed by the Mud Creek EA.

5. The availability of municipal services, in conformity with the Civic Infrastructure chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools Part of this Plan;

The subject lands will make full use of existing municipal services along Oxford Street West.

6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.

Although there is no specific development concept proposed at this time, any redevelopment of the subject lands will be required to comply with the implementing design policies of the 2016 OP, including general compatibility with abutting and adjacent uses. The subject lands are uniquely positioned abutting non-sensitive commercial uses to the west, open space to the south and east, and future medium density residential to the north. It is unlikely that the proposed additional building height will have any significant impact on proximate lands, given existing and planned uses. While the proposed OPA sets out a broad height permission across the entire developable portion of the subject lands, specific building designs such as terracing, podiums, and multiple-towered buildings may be used to ensure compatibility with abutting future development. Such specifications may be refined through a future Zoning By-Law Amendment application.

It is important to note that the proposed special policy would place similar land use permission on the subject lands as abutting lands to the west, which have a similar configuration; Mud Creek is located between the developable lands and Oxford Street (refer to Figure 3). In both instances, functional frontage is retained with direct pedestrian and vehicular connections to Oxford Street West. Therefore the proposed special policy is in keeping with the planning principles already applied to lands to the west along Oxford Street West.

Redevelopment of the subject lands under the current 2016 OP land use permissions would result in a gross under-use of the property and is not consistent with the purpose and intent of the "*Rapid Transit Boulevard*" street type.

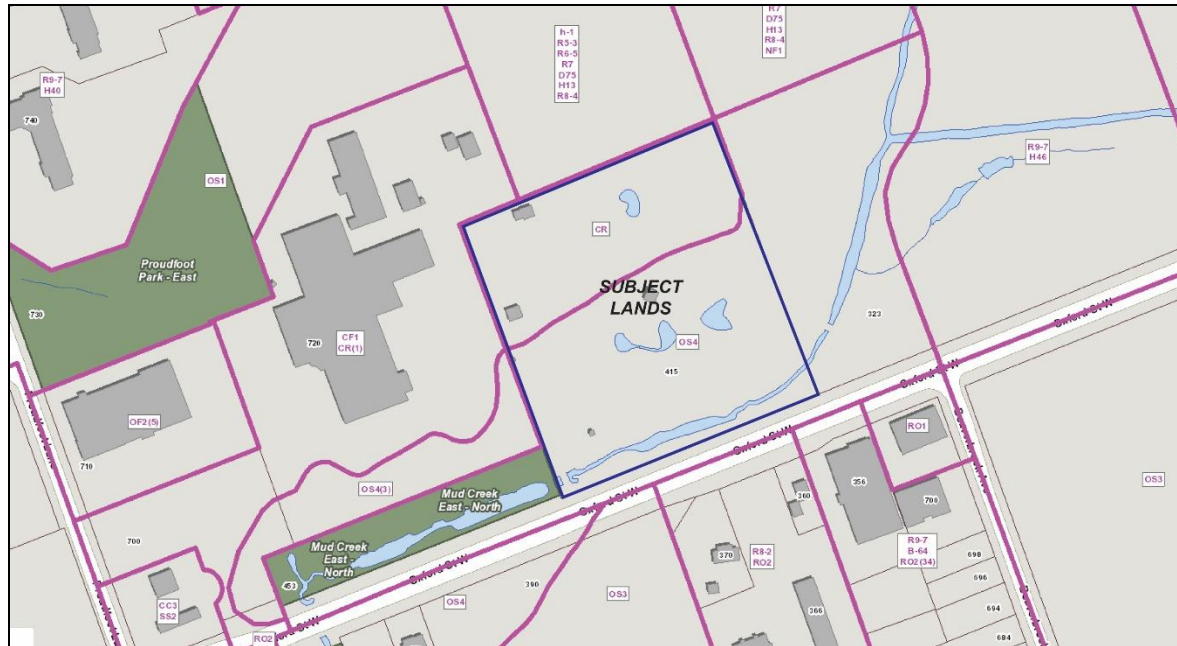
Based on the above, the proposed planning act applications represent an appropriate and compatible form of development and is consistent with the intent of the "*Rapid Transit Corridor*" and "*Neighbourhoods*" Place Type in 2016 OP. It has been demonstrated that the proposed special policy permitting increased height and form permissions represents good planning for the subject lands, and will help achieve the objectives and goals of the 2016 OP

## **THE CITY OF LONDON ZONING BY-LAW**

The subject lands are currently zoned with two different zones; the north portion of the lands is zoned "*Commercial Recreation (CR) Zone*"; and the southerly portion of the lands is zoned "*Open Space (OS4) Zone*" (Figure 7). The existing zones permits a commercial recreation establishments; golf courses; private clubs; private outdoor recreation clubs; private parks;

recreational buildings; recreational golf courses. The OS4 zone reflects the current (pre- re-alignment of Mud Creek) flood characteristics of the area.

**FIGURE 7: ZONING BY-LAW MAP**



The existing zoning is not representative of the planned function of the subject lands in the 2016 Official Plan. However, as no specific development is proposed at this time, there is no proposal to amend the Zoning By-Law for the subject lands. It is expected that a Zoning By-Law Amendment will be submitted in the future once a defined development proposal is proposed for the subject lands.

## **ADDITIONAL STUDIES**

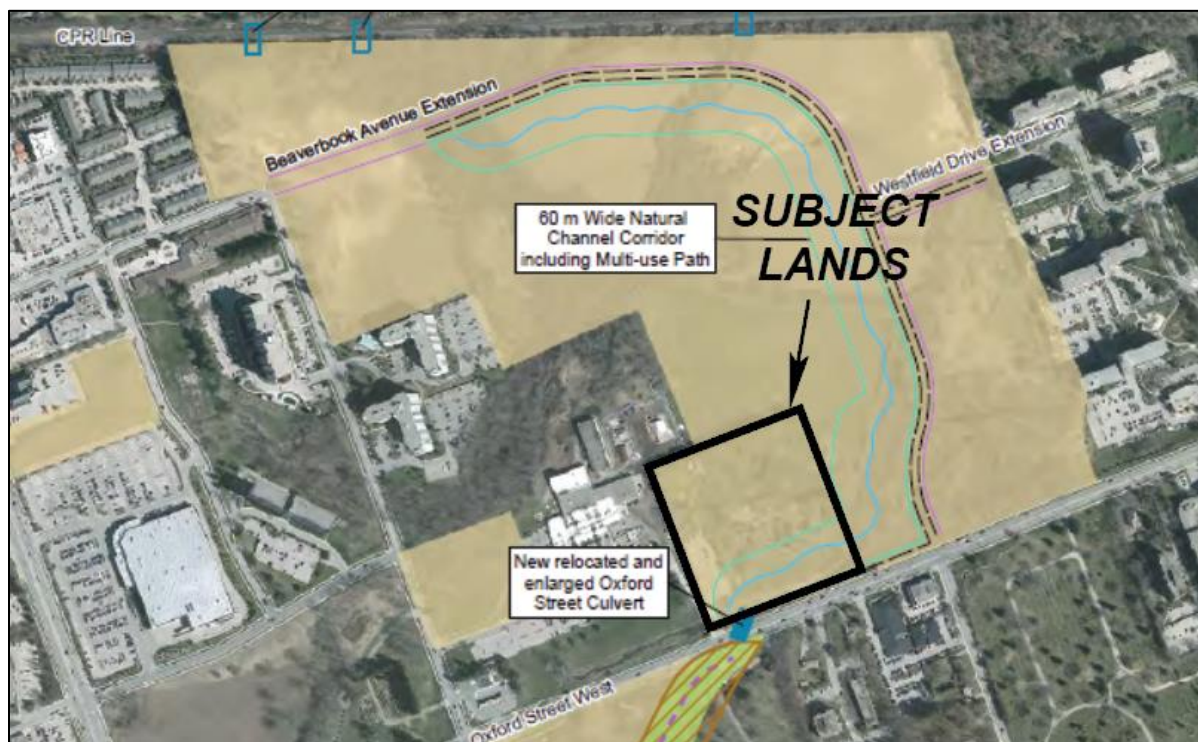
### ***Mud Creek EA***

The Mud Creek Subwatershed Class Environmental Assessment was prepared by CH2M HILL Canada Limited for the City of London in September 2017. Mud Creek functions as a key component to manage stormwater in the subwatershed's urban and natural areas, and provides valuable habitat for many aquatic and terrestrial species. As such, it is important to the City and its residents that the creek function properly in its roles in stormwater conveyance, and in supporting areas of natural environment.

The objectives of the Mud Creek EA strategy are:

1. To mitigate the flooding impacts on developed and undeveloped public and private lands, and to reduce the frequency of flooding of the proposed Oxford Street Rapid Transit Corridor;
2. To rehabilitate sections of the Mud Creek corridor to a sustainable creek cross-section, which will improve the aquatic habitat in the short term and the terrestrial habitat in the long-term; and,
3. To protect natural heritage features and functions through retention where possible and where necessary, to provide appropriate mitigation/compensation so proposed or upgraded infrastructure satisfies Official Plan Policy 15.3.3.

**FIGURE 8: MUD CREEK SUBWATERSHED ENVIRONMENTAL ASSESSMENT (excerpt)**



The preferred solution for Mud Creek includes a variety of channel works, including clean out, new culverts, and importantly, re-alignment of the watercourse proximate to the subject lands. The overall impact to the subject lands is reduced flood hazard, more developable area, a new naturalized creek channel, and a multi-use pathway. More specifically, future development of the subject lands is to incorporate all, or a portion of, physical works set out in the Mud Creek EA as follows:

- Construction of an approximately 1 kilometer long natural corridor channel generally 60-metres wide from north of Oxford Street to the CP Railway. These lands are owned by Edmar Land Ltd (i.e. subject lands) and ESAM Lands;
- Compensation measures include the following:

- Wetland and terrestrial habitat re-creation for Species at Risk, and other wildlife;
  - Pools and riffles within the stream corridor to enhance the aquatic habitat;
  - A multi-use pathway and 5 metre buffer along the west side of the corridor; and,
  - Realignment of the sanitary trunk sewers to the road network to mitigate impacts from future sewer maintenance/replacement.
- Onsite storm water management controls (private permanent systems).

Figure 8 highlights “Potential Development Lands (on-site stormwater control)” in light brown, which includes the subject lands. Future development of the lands shall have an onsite stormwater management plan and could support a larger range of uses, height and form with this onsite plan.

The City of London is currently undertaking Phase 1 works, consisting of lands between Wonderland Road and the CP railway. Phase 2 works, between the CP railway and Oxford Street West, are anticipated to be started in 2022. The subject lands are located within the Phase 3 area, which is to be developer-led (i.e. not City of London), including refining the channel design details and updated flood mapping. Preliminary discussions suggest that Phase 3 works may proceed immediately after Phase 2 works.

The Mud Creek EA is the document which sets out the framework to consider intensive development of the subject lands. When combined with the policies and objectives of the 2016 OP, the Mud Creek EA sets up significant development potential on the subject lands, which the proposed OPA is intended to implement.

## CONCLUSION

This report has been prepared in support of an Official Plan Amendment application to apply a special policy within the *"Neighbourhoods"* place type on the lands at 415 Oxford Street West to permit residential uses and building heights consistent with the *"Rapid Transit Corridor"* place type. The overall effect of the proposed special policy will allow apartment buildings with heights of up to 16 storeys.

The subject lands are an appropriate location for such residential intensity as they abut lands planned for the same intensity and are located with frontage on a *"Rapid Transit Boulevard"* road type. The proposed intensity on the subject lands is consistent with the fundamental planning principles of the 2016 OP and will help achieve the plan's goals of permitting intensive, transit-oriented development at key locations in the City. Furthermore, the Mud Creek EA sets out a framework for permitting intensive development on the lands.

The proposed special policy is appropriate for the subject lands and will result in forms of development that are compatible with abutting and adjacent lands.

The proposed OPA is consistent with the policies of the 2020 PPS; the policies and intent of the 2016 OP; and, represents good planning practice.