



ZELINKA PRIAMO LTD

A Professional Planning Practice

October 23, 2015

Mayor and Members of Council
The Corporation of the City of London
City Hall
300 Dufferin Avenue
London, ON
N6A 4L9

Attention: Ms. Cathy Saunders, City Clerk

Dear Ms. Saunders,

RE: Report of the Planning and Environment Committee
2605 and 2651 Tokala Trail
QUI/LON/14-01

Zelinka Priamo Ltd., on behalf of Horizon Medical Developments, is pleased to provide the following information for consideration by Council at the October 27, 2015 Council meeting.

The medical facility that is proposed for the subject lands is the London Spine and MSK Centre which is a physician driven interdisciplinary clinic combining neurosurgeons, orthopaedic surgeons, specially trained primary care physicians with radiological imaging, physiotherapy and ancillary health services in a best practice, evidence-based model to treat spinal and musculoskeletal (MSK) disease. It is a novel model for the province but follows an established structure of care that is intuitive and progressive. It has the capacity to reduce wait times and the burden on London's emergency rooms significantly and is focused on a return-to-work model to minimize disability and provide a comprehensive and expedited treatment program. This clinic endeavours to be a national leader in spine care and MSK and has assembled the necessary expertise to execute the vision of its innovative healthcare program within one facility outside of the hospital setting.

At the Planning Committee meeting on Monday, October 19, 2015, there was a lengthy discussion with respect to our client's request for the use of a prescribed fee for parking on the subject lands, as part of our Zoning By-law Amendment application. To clarify some of this discussion and debate points, we note the following:

- a wood privacy fence is proposed along the rear property line of the residential lots along Tokala Trail, blocking pedestrian access from Tokala Trail, through the residential lots, to the proposed medical building. Although users of the medical building could park along Tokala Trail and walk along the westerly property line through the adjacent secondary school property and exit out to Fanshawe Park Road through a break in the chain-link fence, in our view, this is highly unlikely. This is a distance of approximately 175m through an unmaintained pathway that, through the winter months, is covered in deep snow. Moreover, the users of the proposed medical facility have chronic back and spinal issues, some requiring walkers, eliminating the opportunity for many users to walk notable distances;

- home owners in the area were provided with details of the proposed development at our recent Open House organized by the applicant and attended by ward Councillor Josh Morgan and City staff and clearly were aware of the potential for patients seeking to avoid paid parking to park on Tokala Trail. Even with this potential situation the surrounding residents were generally more supportive of the proposed development than a medium density residential development based on the current zoning regulations. The proposed development is seen as a significant improvement for the subject lands as traffic for the medical clinic is directed to Fanshawe Park Road, whereas a medium density residential use estimated at approximately 92 units on the subject lands would result in traffic being directed to Tokala Trail;
- there is a subdivision currently under development to the south of the subject lands, beyond Fanshawe Park Road. There is a window street along Fanshawe Park Road and some have suggested a potential for patients of the proposed development to park along this window street to avoid the proposed paid parking. In our view it is not likely that this would be a significant occurrence. As patients are limited in their mobility and would have difficulty crossing the high traffic arterial road safely. During winter months, the boulevard along this roadway is filled with deep snow, making pedestrian access across Fanshawe Park Road difficult and highly unlikely. While commercial centres in the area may be utilized in this way, most are a significant distance from the proposed development. Moreover, such potential additional customer traffic would likely be welcomed by the retailers and service providers within these centres; and
- all of the physicians within the developer group currently work out of London Hospitals. The parking fee at hospitals in London is \$4.00/hr up to a maximum of \$12.00/day. The parking fee related to the proposed development is to be a set rate of \$4.00, regardless of the length of time of their visit. Many of the patients requiring treatment for back and spinal issues require consultation with more than one specialist or physician. As these physicians operate under their own schedules and office hours at the hospital, it becomes difficult for patients to schedule appointments all within one day, resulting in several trips to the hospital for appointments. The proposed medical facility seeks to consolidate all of the various specialists and physicians under one roof, providing a comprehensive treatment plan for patients. This will assist with scheduling patients for appointments within the same day. Therefore, not only is the proposed parking rate much less than the rates charged by the local hospitals, the medical facility may reduce the number of visits that patients need to make, resulting in a significant reduction in their parking expenses.

We would also like to restate that the zoning regulations prohibiting paid parking were enacted in response to direct land use planning conflicts experienced in a single location in London and not meant as a broader statement of the desirability of paid parking, especially in a medical office setting. Such paid parking conditions are common in many jurisdictions. The conditions which exist in the one documented case of off-site parking impacts do not present themselves in this location. While we cannot guarantee some patients will try to avoid paying for parking, we believe the existing conditions will make it much less convenient and therefore, less desirable and more readily manageable. As such we believe Council is in a position to grant site specific permission for paid parking here while maintaining the intent of the zoning regulation as it currently exists.

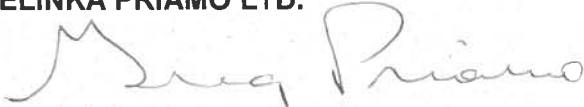
Given the additional information offered above, we urge Council to carefully consider the benefits of this nationally significant and highly innovative facility against the modest impacts of paid parking, which are largely manageable and self-regulating. The permission for paid parking is imperative to the financial viability of the project. Should Council ultimately reject our request

for paid parking, we would respectfully ask that our entire application be refused or, alternatively, refer it back to staff so that the application can be withdrawn. As without the paid parking component the proposed medical facility will not proceed. This would allow the current owner of the lands, who have no interest in such a site specific medical office zone, to proceed with a medium density residential development based on the current zoning on the lands.

If you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,

ZELINKA PRIAMO LTD.

A handwritten signature in cursive script that reads "Greg Priamo". The signature is written in dark ink and is positioned above the typed name and title.

Greg Priamo, BES, MCIP, RPP
Principal Planner

cc. Horizon Medical Developments