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File: OZ-8552  
Planner: M. Tomazincic

<b>TO:</b>	<b>CHAIR AND MEMBERS PLANNING &amp; ENVIRONMENT COMMITTEE</b>
<b>FROM:</b>	<b>JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER</b>
<b>SUBJECT:</b>	<b>APPLICATION BY: TEXTBOOK (ROSS PARK) INC. 1234-1246 RICHMOND STREET PUBLIC PARTICIPATION MEETING ON SEPTEMBER 19, 2016</b>

<b>RECOMMENDATION</b>
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That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of Textbook (Ross Park) Inc. relating to the properties located at 1234-1246 Richmond Street:

- (a) the request to amend the Official Plan to change the designation of the subject lands **FROM** a Low Density Residential designation, **TO** a Multi-Family, High Density Residential designation, **BE REFUSED** for the following reasons:
  - i) the subject lands are considered to be in the floodway (not the flood fringe);
  - ii) development within the floodway is contrary to Policy 3.1.2 of the PPS 2014 which prohibits development and site alteration within areas of flooding hazards;
  - iii) development within the floodway is contrary to Policy 15.6.3.(v)(a) of the Official Plan which prohibits development within areas of flooding hazards;
  - iv) notwithstanding clause (i), if the subject lands were considered to be located within the flood fringe, the development proposal does not demonstrate that safe vehicular and pedestrian access requirements can be satisfied;
  - v) further to clause (iv), policy 3.1.7.(b) of the PPS 2015 does not permit development within the flood fringe where it has not been demonstrated that vehicles and people have a way of safely entering and exiting the area during times of flooding.
  
- (b) the request to amend Zoning By-law No. Z.-1 to change the zoning of the subject lands **FROM** a Residential R1 Special Provision (R1-5(3)) Zone, **TO** a Residential R9 Bonus (R9-7•B(\_)) Zone, **BE REFUSED** for the following reasons:
  - i) the subject lands are considered to be in the floodway (not the flood fringe);
  - ii) development within the floodway is contrary to Policy 3.1.2 of the PPS 2014 which prohibits development and site alteration within areas of flooding hazards;
  - iii) development within the floodway is contrary to Policy 15.6.3.(v)(a) of the Official Plan which prohibits development within areas of flooding hazards;
  - iv) notwithstanding clause (i), if the subject lands were considered to be located within the flood fringe, the development proposal does not demonstrate that safe vehicular and pedestrian access requirements can be satisfied;
  - v) further to clause (iv), policy 3.1.7.(b) of the PPS 2015 does not permit development within the flood fringe where it has not been demonstrated that vehicles and people have a way of safely entering and exiting the area during times of flooding.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
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**Z-7949 - Report to Built and Natural Environment Committee (October 17, 2011)** - This report recommended refusal of a site-specific request for a Zoning By-law amendment for the site at 1240 Richmond Street to permit a converted dwelling (maximum 2 dwelling units). Council's decision to refuse the requested amendment was appeal to the OMB and the appeal was dismissed on June 29, 2012.

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**PURPOSE AND EFFECT OF RECOMMENDED ACTION**

The purpose and effect of *requested* amendment to the Official Plan and Zoning By-law is to permit the development of a 15-storey apartment building with 199 residential units (maximum 2-bedrooms per unit) and commercial uses on the ground floor serviced by 49 parking spaces

The purpose and effect of the *recommended* action is to refuse the requested amendment (described above).

**RATIONALE**

- The rationale for the recommendation to refuse the requested amendment is that the subject lands are considered to be located within the floodway within which development is prohibited by Provincial policy and Official Plan policy.
- Furthermore, the proposed development has not demonstrated the ability to provide safe access to and from the site by vehicles and people during times of flooding which is also contrary to the Provincial policy.
- The requested amendment is inconsistent with the policies of the London Plan which prohibit Residential Intensification within the Floodway.

**BACKGROUND**

<b>Date Application Accepted:</b> November 24, 2015	<b>Agent:</b> Harry Froussios (Zelinka Priamo Ltd.)
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**REQUESTED ACTION:** Initial Application:  
Change Official Plan land use designation from Low Density Residential to Multi-Family, High Density Residential. Change Zoning By-law Z.-1 from a Residential R1 Special Provision (R1-5(3)) Zone, to a Residential R9 Bonus (H54\*R9\*B-\_\_) Zone to permit an increase in maximum height and density; and to permit reduced parking and setback requirements in return for services, facilities and matters, as determined by Council, such as the construction of a specified building design, with the purpose and effect to permit the establishment of a 17-storey apartment with a 6-storey podium totaling 219 dwelling units comprised of a mix of 1- and 2-bedroom.

**REQUESTED ACTION:** Revised Application  
Change Official Plan land use designation from Low Density Residential to Multi-Family, High Density Residential. Change Zoning By-law Z.-1 from a Residential R1 Special Provision (R1-5(3)) Zone, to a Residential R9 Bonus (R9-7•H50•B-\_\_) Zone to permit: Apartment buildings; Lodging house class 2; Senior citizens apartment buildings; Handicapped persons apartment buildings; and, Continuum-of-care facilities, constructed at a maximum height of 50m (approx. 16 storeys) and at a maximum density of 150 units per hectare and a Bonus B-(\_) Zone to permit an increase in the maximum density of up to 654 units per hectare and to permit commercial uses on the ground floor in return for services, facilities and matters, as determined by Council, such as the construction of a specified building design. The application also requests to modify various standard zoning regulations to permit: a minimum of 49 parking spaces; a maximum of 2-bedrooms per dwelling unit; northerly rear yard setback of 0.8m; a southerly front yard setback of 4.5m from Raymond Avenue; and, an easterly side yard setback of 0.0m from the public right-of-way (i.e. rear laneway).

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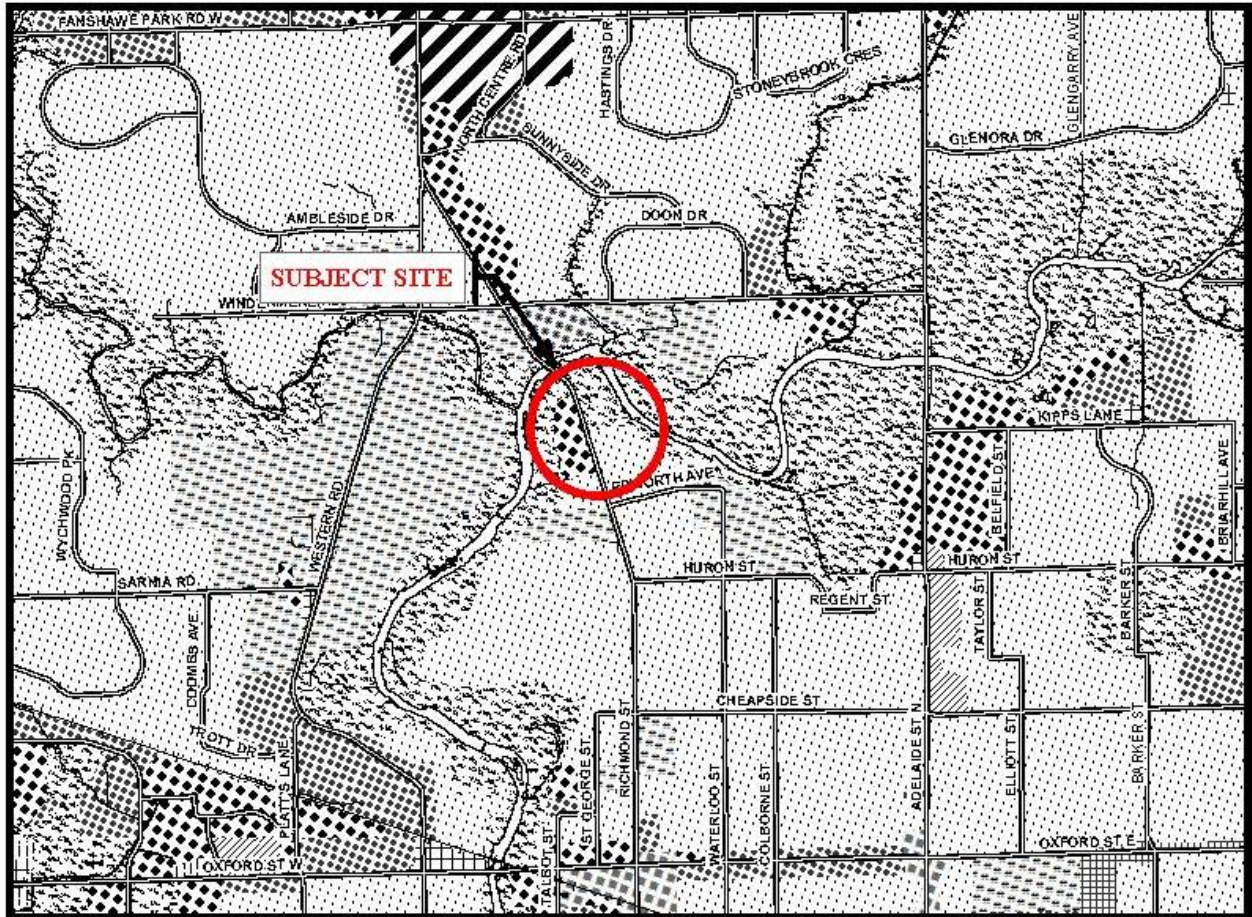


<p style="text-align: center;"><b>LOCATION MAP</b></p> <p>Subject Site: 1234 - 1246 Richmond St                  Applicant: ZELINKA PRIMO LTD.                  File Number: OZ-8552                  Planner: Michael Tomazincic                  Created By: Michael Tomazincic                  Date: 2016-08-31                  Scale: 1:2500</p>	<p style="text-align: center;"><b>LEGEND</b></p> <table border="0"> <tr> <td style="text-align: center;">□</td> <td>Subject Site</td> </tr> <tr> <td style="text-align: center;">■</td> <td>Parks</td> </tr> <tr> <td style="text-align: center;">▤</td> <td>Assessment Parcels</td> </tr> <tr> <td style="text-align: center;">▣</td> <td>Buildings</td> </tr> <tr> <td style="text-align: center;">123</td> <td>Address Numbers</td> </tr> </table>	□	Subject Site	■	Parks	▤	Assessment Parcels	▣	Buildings	123	Address Numbers
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<p>Corporation of the City of London                  Prepared By: Planning and Development</p>											



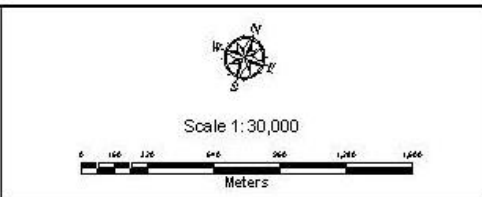
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Legend	
	Downtown
	Wonderland Road Community Enterprise Corridor
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density Residential
	Multi-Family, Medium Density Residential
	Low Density Residential
	Office Area
	Office/Residential
	Office Business Park
	General Industrial
	Light Industrial
	Regional Facility
	Community Facility
	Open Space
	Urban Reserve - Community Growth
	Urban Reserve - Industrial Growth
	Rural Settlement
	Environmental Review
	Agriculture
	Urban Growth Boundary

**CITY OF LONDON**  
 Department of  
 Planning and Development  
**OFFICIAL PLAN SCHEDULE A**  
 - LANDUSE -  
 PREPARED BY: Graphics and Information Services



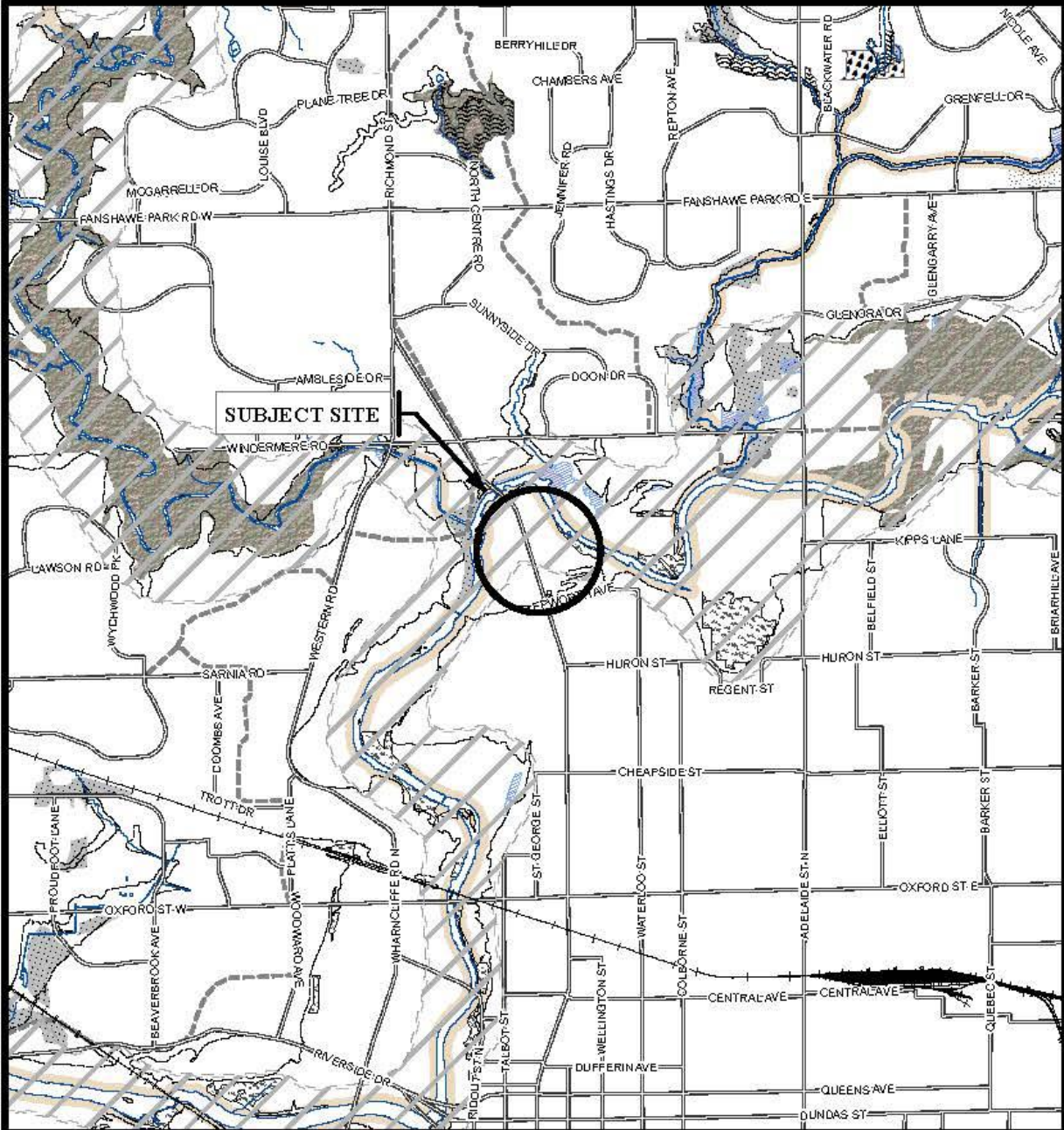
**FILE NUMBER:** OZ-8552  
**PLANNER:** EL  
**TECHNICIAN:** MB  
**DATE:** 2016/02/26

PROJECT LOCATION: e:\planning\projects\p\_official\plan\work\cons\00\excerpts\mxd\_templates\scheduleA\_b&w\_8x11\_with\_SWAP.mxd



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**NATURAL HERITAGE SYSTEM**

-  ESAs
-  Potential ESAs
-  Significant Woodlands
-  Woodlands
-  Unevaluated Vegetation Patches
-  Significant River, Stream, and Ravine Corridors
-  Unevaluated Stream and Ravine Corridors
-  Provincially Significant Wetlands
-  Locally Significant Wetlands
-  Unevaluated Wetlands
-  Potential Naturalization Areas
-  Potential Upland Corridors
-  Ground Water Recharge Areas

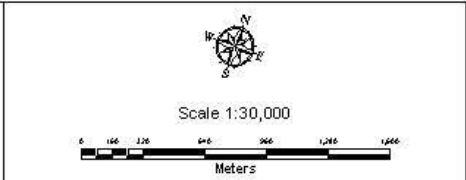
**NATURAL HAZARDS**

-  Maximum Hazard Line
- NOTE 1: Hazard lines shown on this map are approximate. The precise delineation of hazard line mapping is available from the Conservation Authority having jurisdiction.
- NOTE 2: Flood Fringe mapping for certain areas of the city is available from the Upper Thames River Conservation Authority.

**Base Map Features**

-  Railways
-  Water Courses/Ponds
-  Streets (refer to Schedule "C")
-  Conservation Authority Boundary
-  Subwatershed Boundary
-  Big Picture Meta-Cores and Meta-Corridors

**CITY OF LONDON**  
Department of  
Planning and Development  
**OFFICIAL PLAN SCHEDULE B1**  
**- NATURAL HERITAGE FEATURES -**  
PREPARED BY: Graphics and Information Services

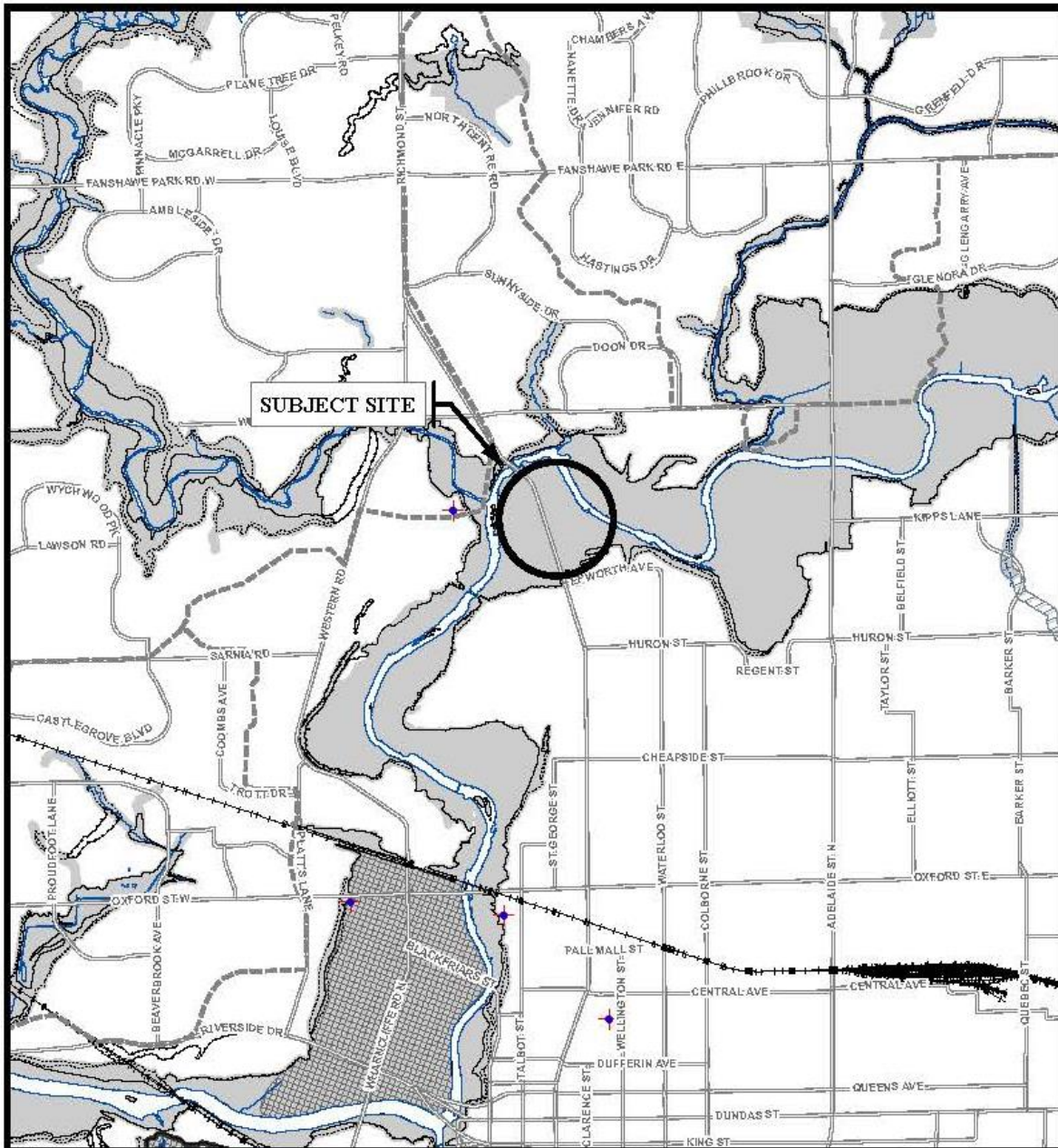


**FILE NUMBER:** OZ-8552  
**PLANNER:** MT  
**TECHNICIAN:** MB  
**DATE:** 2016/09/08



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**NATURAL RESOURCES**

- Aggregate Resource Areas
- Extractive Industrial
- Emergency Municipal Water Wells

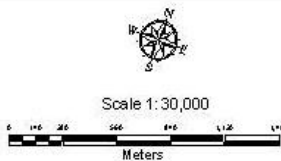
**Base Map Features**

- Railways
- Water Courses/Ponds
- Streets (refer to Schedule "C")
- Conservation Authority Boundary
- Subwatershed Boundary
- Potential Special Policy Areas
- Special Policy Area

**NATURAL HAZARDS**

- Regulatory Flood Line  
*NOTE 1: Flood Lines shown on this map are approximate. The precise delineation of flood plain mapping is available from the Conservation Authority having jurisdiction.*  
*NOTE 2: Flood Flood mapping for certain areas of the city is available from the Upper Thames River Conservation Authority.*
- Riverine Erosion Hazard Limit For Confined Systems
- Riverine Erosion Hazard Limit For Unconfined Systems
- Steep Slopes Outside of the Riverine Erosion Hazard Limit
- Abandoned Oil/Gas Wells
- Conservation Authority Regulation Limit

**CITY OF LONDON**  
Department of  
**Planning and Development**  
OFFICIAL PLAN SCHEDULE B2  
NATURAL RESOURCES  
AND  
NATURAL HAZARDS  
PREPARED BY: Graphics and Information Services



**FILE NUMBER:** OZ-8552  
**PLANNER:** MT  
**TECHNICIAN:** MB  
**DATE:** 2016/09/08

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**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-5(3)**

1) **LEGEND FOR ZONING BY-LAW Z-1**

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>R1 - SINGLE DETACHED DWELLINGS</li> <li>R2 - SINGLE AND TWO UNIT DWELLINGS</li> <li>R3 - SINGLE TO FOUR UNIT DWELLINGS</li> <li>R4 - STREET TOWNHOUSE</li> <li>R5 - CLUSTER TOWNHOUSE</li> <li>R6 - CLUSTER HOUSING ALL FORMS</li> <li>R7 - SENIOR'S HOUSING</li> <li>R8 - MEDIUM DENSITY/LOW RISE APTS.</li> <li>R9 - MEDIUM TO HIGH DENSITY APTS.</li> <li>R10 - HIGH DENSITY APARTMENTS</li> <li>R11 - LODGING HOUSE</li> <br/> <li>DA - DOWNTOWN AREA</li> <li>RSA - REGIONAL SHOPPING AREA</li> <li>CSA - COMMUNITY SHOPPING AREA</li> <li>NSA - NEIGHBOURHOOD SHOPPING AREA</li> <li>BDC - BUSINESS DISTRICT COMMERCIAL</li> <li>AC - ARTERIAL COMMERCIAL</li> <li>HS - HIGHWAY SERVICE COMMERCIAL</li> <li>RSC - RESTRICTED SERVICE COMMERCIAL</li> <li>CC - CONVENIENCE COMMERCIAL</li> <li>SS - AUTOMOBILE SERVICE STATION</li> <li>ASA - ASSOCIATED SHOPPING AREA COMMERCIAL</li> <br/> <li>OR - OFFICE/RESIDENTIAL</li> <li>OC - OFFICE CONVERSION</li> <li>RO - RESTRICTED OFFICE</li> <li>OF - OFFICE</li> </ul> | <ul style="list-style-type: none"> <li>RF - REGIONAL FACILITY</li> <li>CF - COMMUNITY FACILITY</li> <li>NF - NEIGHBOURHOOD FACILITY</li> <li>HER - HERITAGE</li> <li>DC - DAY CARE</li> <br/> <li>OS - OPEN SPACE</li> <li>CR - COMMERCIAL RECREATION</li> <li>ER - ENVIRONMENTAL REVIEW</li> <br/> <li>OB - OFFICE BUSINESS PARK</li> <li>LI - LIGHT INDUSTRIAL</li> <li>GI - GENERAL INDUSTRIAL</li> <li>HI - HEAVY INDUSTRIAL</li> <li>EX - RESOURCE EXTRACTIVE</li> <li>UR - URBAN RESERVE</li> <br/> <li>AG - AGRICULTURAL</li> <li>AGC - AGRICULTURAL COMMERCIAL</li> <li>RRC - RURAL SETTLEMENT COMMERCIAL</li> <li>TGS - TEMPORARY GARDEN SUITE</li> <li>RT - RAIL TRANSPORTATION</li> <br/> <li>"h" - HOLDING SYMBOL</li> <li>"D" - DENSITY SYMBOL</li> <li>"H" - HEIGHT SYMBOL</li> <li>"B" - BONUS SYMBOL</li> <li>"T" - TEMPORARY USE SYMBOL</li> </ul> |
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**CITY OF LONDON**  
PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

**ZONING BY-LAW NO. Z.-1**  
**SCHEDULE A**



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:  
**OZ-8552** **MT**

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MAP PREPARED:  
**2016/09/08** **MB**

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**1:3,000**

0 15 30 60 90 120  
Meters

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<b>SITE CHARACTERISTICS:</b>
<ul style="list-style-type: none"> <li>• Current Land Use – Six Single Detached Dwellings</li> <li>• Frontage – 38.1 metres (125 feet)</li> <li>• Depth – 80 metres (262 feet)</li> <li>• Area – 3,048 square metres (0.75 acres)</li> <li>• Shape – Rectangular</li> </ul>
<b>SURROUNDING LAND USES:</b>
<ul style="list-style-type: none"> <li>• <b>North</b> – Public Park (Ross Park)</li> <li>• <b>South</b> – Single Detached Dwellings</li> <li>• <b>East</b> – Public Park (northern half) and Single Detached Dwellings (southern half)</li> <li>• <b>West</b> – High Density Residential apartment buildings</li> </ul>

<b>OFFICIAL PLAN DESIGNATION:</b> (refer to Official Plan Map)
<b>LOW DENSITY RESIDENTIAL - Schedule A (Land Use)</b>
<b>BIG PICTURE META CORES/META CORRIDORS AND MAXIMUM HAZARD LINE - Schedule B-1 (Natural Heritage Features) -</b>
<b>CONSERVATION AUTHORITY REGULATION LIMIT - Schedule B-2 (Natural Resources and Natural Features) -</b>
<b>EXISTING ZONING:</b> (refer to Zoning Map)
Residential R1 Special Provision (R1-5(3))

**PLANNING HISTORY**

In July 2011, an application for a site-specific Zoning By-law amendment for the lands at 1240 Richmond Street was submitted to regularize the internal conversion of the existing single detached dwelling into 2 residential dwelling units that had already existed in contravention to the Zoning By-law.

The recommendation was to refuse the requested amendment largely on the basis that the policies of the Official Plan recognize the importance of considering a comprehensive planning approach and discourage *"Site specific amendments to the Zoning By-law to allow dwelling conversions within primarily single detached residential neighbourhoods..."*

Municipal Council supported the Staff recommendation and refused the requested amendment. Council's refusal of the requested amendment was appealed to the Ontario Municipal Board by the applicant which dismissed the appeal thereby upholding Council's decision.

**SIGNIFICANT DEPARTMENT/AGENCY COMMENTS**

Urban Design Peer Review Panel (UDPRP)  
*The Panel is supportive in general of the intensification of the assembled subject site for a higher density of residential land use.*



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*We are not supportive of the proposed and predominantly high-rise building for the following reasons: height, mass, servicing, and associated impact on the single-family residential land use east of the subject site. A mid-rise building development may be more appropriate for the site.*

*Considered in relation to the high-rise buildings on the west side of Richmond Street only, a high rise might seem appropriate for the subject site; however, the visual constriction of Richmond Street by two such buildings is unprecedented and unjustifiable given the right-of way width. As well, the proposed building is too massive for the site given the adjacency of park open-space and the single-family residential neighbourhood on the east side of Richmond Street. A less abrupt transition in building form, height and scale is called for.*

*Stepping from 17 storeys to 6 on a northwest-southeast axis as proposed does respond somewhat to the residential buildings to the southeast on Richmond Street but the 6 storey block is still too great a transition to the residences on Raymond Avenue, especially given the location of the zero-lot line, one storey residence on the alley it shares with the proposed building.*

*That alley right-of way is under 4 metres in width so cannot serve two-way traffic. Given the median barrier in Richmond Street, a left turn onto Richmond from the proposed shared driveway currently serving Ross Park is not possible. Similarly, a vehicle could not turn left into that driveway from Richmond Street; therefore left turns to and from the site would be by way of Raymond Street which provides a route to an inadequate alley way with a residence on the right-of-way boundary. Further to this, the proposed ramp to the parking appears to have been designed to require entry and exit from the north only – the direction that would accommodate only right in and outs from the site by way of the existing driveway servicing the park currently. Vehicle entry, exiting and circulation needs to be resolved regardless of building form.*

*The project urban design brief speaks to a widened and re-profiled Richmond Street; however, no information on the details or timing of such changes was presented by the City. The modification of the portion of Richmond Street under consideration has to be clear especially in light of the loss of a lay-by as proposed in relation to the high-rise development across the road from the subject property. Pedestrian and vehicular safety necessitates simultaneous redevelopment of the public and private realms.*

*The shadow studies provide compelling evidence of the negative impact of the proposed building on the residential neighbourhood. That impact cannot be dismissed as it modifies and diminishes the environmental quality of effected properties. The shade could have an adverse effect on existing mature trees, for example. Residents' quality of life will also be adversely affected.*

*This UDPRP review is based on City planning and urban design policy, the submitted brief and noted presentation. It is intended to inform the ongoing planning and design process in support of a zoning amendment to allow for the intensification of the subject land assembly; however, the proposed building does not justify such an amendment. The project is just too much building for the location in terms of mass and height given the very real negative impact such a building would have on the neighbouring residential area. We are also concerned that the latest iteration of building elevations seen seem to suggest a reduction of architectural detail indicative of a lower design standard as compared to an earlier architectural rendering.*

London Hydro  
 No objection

Upper Thames River Conservation Authority (24 December 2015)

*The subject lands are located on the east side of Richmond Street in the Broughdale neighbourhood. In 1991, improvements made to the Broughdale Dyke were designed to provide protection to the regulatory flood level. The improvements allowed for a two-zone concept to be applied. The area protected by the dyke could be treated as flood fringe and the remaining area as floodway. The area protected by the Broughdale Dyke could be considered for development, primarily infilling and additions, provided that any structures are floodproofed to the Regulatory Flood Elevation. These lands are subject to the North London/Broughdale Neighbourhood (area*

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generally bounded by the Thames River on the north and west, Oxford Street on the south and Adelaide Street on the east) special policies (Section 3.5.9 of the City of London Official Plan) which include guidelines that direct future residential development to suitable locations. These policies are consistent with the PPS which require municipalities to identify and promote opportunities for intensification and redevelopment where it can be accommodated, taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate the projected needs, while maintaining appropriate levels of public health and safety.

Section 3.1.7 of the PPS stipulates that:

Further to policy 3.1.6 and except as prohibited in policies 3.1.2 and 3.1.5, development and site alteration may be permitted in those portions of hazardous lands and hazardous sites where the effects and risk to public safety are minor so as to be managed or mitigated in accordance with provincial standards, as determined by the demonstration and achievement of all of the following:

- a) development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;
- b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;
- c) new hazards are not created and existing hazards are not aggravated; and
- d) no adverse environmental impacts will result.

As previously noted, while development may be permitted in the flood fringe, proponents must first demonstrate that the development will not result in any new hazards, that existing hazards are not aggravated and that the development is consistent with the PPS. When the UTRCA was first approached regarding this potential project in autumn of 2014, we advised that the Conservation Authority would be updating the modelling for the North Branch of the Thames River. Several projects are currently underway to update and improve flood information for this area including the updating of the traditional 1D HECRAS hydraulic model of the Thames River North Branch. Consultants have been engaged to create a 2D hydraulic model for the Broughdale area which should provide much more detailed flood information for the area. The 2D model has not yet been received by UTRCA, as the consultant continues to work on this project.

Because of the timing of the UTRCA's modelling updates which are still ongoing, the proponent has elected to undertake their own hydraulic floodway analysis which is required in order to assess the potential impacts of this development on flooding depths and velocities as well as potential impacts on adjacent properties. We understand that the analysis has been initiated, but a report has not yet been provided to the UTRCA for our review. Further, we have advised that a 1D hydraulic model may not be sufficient for evaluating the complex hydraulics in the vicinity of the subject property. A 2D analysis may be more appropriate to evaluate flood depths and velocities to assess site access during flood conditions. The modelling is also required to determine whether safe access can be provided to the proposed 17 storey, 219 unit high-rise apartment building.

The 2D modelling is also intended to assist the City of London to address policy 3.1.3 of the Provincial Policy Statement: 3.1.3 Planning authorities shall consider the potential impacts of climate change that may increase the risk associated with natural hazards.

While we appreciate that the proponent is anxious to move forward with their project, given the level of intensification that is being proposed, the UTRCA requires this information prior to being in a position to provide a recommendation on the Planning Act application. The requirement for the hydraulic floodway analysis cannot be addressed through a holding provision, should the City determine that the proposed development is appropriate for this location in the North London/Broughdale neighbourhood. The proponent must provide the necessary supporting documentation to the UTRCA in order to demonstrate that the proposed development will not impact (or be impacted by) the riverine flooding hazard.



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**RECOMMENDATION**

*As indicated, the UTRCA has advised the proponent that a hydraulic floodway analysis is required in order to confirm that the proposed development will not impact the riverine flooding hazard and adjacent landowners and will be safe with respect to access and floodproofing. Until such time that this information has been accepted by the UTRCA, we are not in a position to confirm whether the necessary Section 28 approvals could be issued and therefore request that this application be deferred.*

*Should the City determine that this application is consistent with the PPS and the Official Plan/ London North-Broughdale Neighbourhood Special Policies and could be approved, it is our opinion that the inclusion of a holding provision pertaining to the completion of a hydraulic floodway analysis would not be appropriate given the level of intensification that is being proposed.*

Upper Thames River Conservation Authority (25 February 2016)

*Based on a cursory review of the submission titled 1234-1246 Richmond Street Floodplain Analysis (Stantec, December 21, 2015), it is evident that the report is insufficient with regard to providing the necessary supporting information for the application to amend the Official Plan & Zoning By-Law for 1234-1246 Richmond Street. Two fundamental requirements of concern that the analysis does not appear to address are whether the subject lands can be considered to be within the flood fringe and, if so, how vehicular/pedestrian access requirements could potentially be satisfied. With the omission of an analysis regarding flood fringe and vehicular/pedestrian access requirements, the submission was deemed to be insufficient, and therefore a detailed technical review was not completed.*

*One statement of note in the submitted analysis pertains to the overtopping of the Broughdale Dyke: ‘...model results suggest that the dyke is overtopped during the 250-year design event.’ As noted previously, a dyke needs to protect to the flood standard (i.e. not be overtopped during the 250yr event) as a minimum requirement to be considered as potentially reducing flood risk sufficiently to consider applying flood fringe policies. It would seem that model results suggest that the current Broughdale Dyke should not be considered in determining flood fringe status for the subject lands.*

*Given the severe stability issues identified at the Broughdale Dyke and it being rated as having a very high hazard potential, the reported overtopping of the Broughdale Dyke during the 250-year design event by Stantec, combined with the magnitude of predicted flood depths in the vicinity of the subject lands (including adjacent access routes), it appears unlikely that vehicular/pedestrian access requirements can be satisfied, and in our opinion the subject lands should likely not be considered to be located within the flood fringe.*

**SUMMARY/RECOMMENDATION**

*The UTRCA has the delegated authority for commenting on Section 3.1 of the Provincial Policy Statement. In our opinion, the application to amend the Official Plan Designation from Low Density Residential to Multi-Family High Density Residential and to rezone the lands from R1 special provision to R9 Residential bonus to permit an increase in the maximum height and density and reduced parking and setback requirements is premature. The submission titled 1234-1246 Richmond Street Floodplain Analysis dated December 21, 2015 prepared by Stantec is clearly insufficient in supporting the application as it does not contain the necessary analysis regarding flood fringe and vehicular/pedestrian access requirements. We therefore recommend that the application continue to be deferred to provide the applicant with the opportunity to address these comments or alternatively that it be refused.*

Upper Thames River Conservation Authority (19 July 2016)

*On June 14, 2016, the Upper Thames River Conservation Authority (UTRCA) received a submission titled Assessment of Flood Path of 1234-1246 Richmond Street, City of London prepared by MMM Group dated June 2016. It is understood that the Applicant intends this submission to support the Planning Act application to amend the Official Plan & Zoning By-Law*

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for 1234-1246 Richmond Street. Based on a cursory review of the submission, we offer the following comments.

*In the UTRCA's February 25, 2016 correspondence (regarding the Applicant's December 21, 2015 Floodplain Analysis [Stantec]), we advised that the two fundamental requirements of concern had not been addressed: whether the subject lands could be considered to be within the flood fringe and, if so, how vehicular/pedestrian access requirements could potentially be satisfied.*

Regarding whether the subject lands could be considered to be within the flood fringe: *the June 2016 MMM submission clearly states that 'The identification of the site located in flood plain or flood fringe limit is not the subject of this memo' and therefore, the MMM submission clearly does not attempt to address this identified concern. As previously conveyed, it remains the UTRCA's opinion that the subject lands should not be considered to be located within the flood fringe portion of the flood plain.*

Regarding vehicular/pedestrian access requirements: *MMM Group's submission references a short excerpt from Appendix 6 of The Technical Guide – River & Stream Systems: Flooding Hazard Limit (Ministry of Natural Resources 2002) as providing criteria for access requirements for emergency services based upon flood depths and velocities. However, as described in the Technical Guide, criteria for vehicular/pedestrian access are significantly different than criteria applied to emergency services requirements (significantly more stringent requirements for vehicular/pedestrian access – i.e. lower depths and velocities). Satisfying such vehicular/pedestrian access criteria would need to be demonstrated for an access route to the subject lands, in addition to within the subject lands; the MMM submission demonstrates neither.*

*In summary, the MMM submission does not demonstrate that the subject lands can be considered to be within the flood fringe, nor does the MMM submission demonstrate that vehicular/pedestrian access requirements can be met in a manner consistent with applicable Policy.*

*Furthermore, the UTRCA is currently reviewing the recently submitted first draft Broughdale Dyke Flood Characterization (DRAFT – May 2016) report prepared by AECOM pertaining to an ongoing 2D modelling exercise for the Broughdale area. The Draft AECOM exercise/report is not intended to directly address questions regarding floodway/flood-fringe/access in the Broughdale area, but does provide some technical information that can inform such questions. Based on a preliminary review of this report, the 2D modeling exercise provides information which further confirms that safe access does not appear feasible for the subject lands, and that the subject lands should be considered to be located within the floodway(not within the flood fringe).*

*The policies which apply in this case are as follows;*

*Provincial Policy Statement Section 3.1.2 states that Development and site alteration shall not be permitted within:*

- d) a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.*

*Policy 16.6.2 iii) of the City of London Official Plan states:*

*iii) Unless otherwise provided for under the Special Policy Area provisions in Section 15.6.4., development within the flood plain will be restricted to:*

- (a) flood and/or erosion control structures;*
- (b) facilities which by their nature must locate near watercourses;*
- (c) ancillary facilities of an adjacent land use which are of a passive, non-structural nature and do not adversely affect the ability of the flood plains to pass floodwaters; and*
- (d) essential public utilities and services.*

*UTRCA Floodway Policies 3.2.3.1 state:*

- 1. Floodway policies apply to all land within the Regulatory Flood Plain except for specifically identified flood fringe areas and specifically identified Special Policy Areas.*



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2. Development and site alteration is generally prohibited within the floodway of any watercourse regardless of whether the area of inundation contains high points of land not subject to flooding.

*In conclusion, it is the opinion of UTRCA that the subject lands are located within the floodway. Accordingly, we recommend the application to amend the Official Plan and Zoning By-Law to permit a 17 storey apartment be refused, as it is not consistent with Provincial Policy, City of London policy and UTRCA policy.*

Urban Forestry

*A consensual removal for City trees identified as 10 and 12 on the tree preservation report submitted to site plan is not recommended. These are City trees in good condition and the developer should try to preserve them in their site plan.*

*The use of an impervious surface is recommended in this area and increasing the setback of the building to preserve tree 12, a 63cm Norway Maple. The tree is multi-stemmed above 2m but there is no indication of splits or cracks in the crotches or any decay. There has been a large limb removed, but the wound is healing over nicely and I would expect the tree to be around for decades if left and protected. In addition, if the boulevard is left as grass with a sidewalk to access the side door, there would be more room for additional tree planting.*

Environmental and Parks Planning

*Parkland dedication has not been collected for the subject lands and is subject to this application; development on this site will be subject to the requirements of the Planning Act.*

*Subject site is within the Thames Valley Corridor. Consistent with the Council approved study, the design of the building and layout of the site shall be sympathetic and complementary with the character of the natural environment. The current design does not reflect the unique location of the site.*

*Ross Park is located immediately to the north of the site. The character and facade of the building should complement the park space. Consideration shall be given to the types of building materials, massing, access, parking and lighting. The current design provides an open vehicular access ramp on the east side of the building, visible to the park (public realm). Further the north face of the building is does not provide character the park. Additional relief and other architectural features should be incorporated into the east and north face of the building.*

*The proposed landscape plan indicates a hard surface within the River Street road allowance on the north side of the building. The existing mature trees within the municipal right of way are to remain. A tree protection plan shall be undertaken and implemented through the site plan approvals application to protect all trees within the boulevard and Ross Park.*

*Consideration shall be given to the proposed access to the site. It would appear the proposed access utilizes an unopened road allowance containing a driveway to a municipal parking lot for Ross Park. Further, the egress to the parking ramp is located within the municipal park property. Access to the building must be relocated.*

*The density, scale, mass and setback of the building appears to be out of scale with the surrounding neighbourhood. Consideration should be given to reducing these development measures to create a building that is more in keeping with its location. Based on the mass and scale of the proposed building a significant amount of shadowing would be cast on the park.*

*An EA is currently underway reviewing opportunities to extend the Thames Valley Parkway from Ross Park to the North London Sports Fields. A preferred alignment has been recommended by the consultants which utilizes 2 bridges to cross the Thames River. The first bridge would cross from Ross Park onto an easement located on the north side of the Thames River while a second bridge would cross from the North Branch Park into the North London Fields.*

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Stormwater Management (SWM)

- Revised engineering plans for the extension of storm sewers are required per the City of London’s engineering record drawing/drafting standards and submission requirements.
- As-construction engineering records drawings will be required.
- Revised storm area plan and design sheets will be required.
- Proposed location of CBMH 1 conflicts with existing infrastructure at the intersection of Richmond Street and Raymond Avenue. Refer to City record drawings # 14269 and 15709. The Owner’s professional engineer may need to field verify the existing infrastructure within City ROW fronting the site. Drawings are to be revised accordingly.

Water Engineering

- The water services for the existing homes of the subject lands must be cut and capped at the main.

Wastewater Engineering

- The sanitary outlet for the subject lands is the fronting 200mm diameter municipal sanitary sewer on Richmond Street which is tributary to the Broughdale Pumping Station and ultimately to Greenway PCP.
- The proponent is advised that there is a constraint in the sanitary system; namely at the Broughdale Pumping Station. Based on the proposed land use intensification the applicant will be required to contribute funds towards improvements to the public station in order to be able to support the proposed land use intensification being requested.
- As part of this zoning amendment application a holding provision shall be applied to these lands until the matter of capacity is resolved.

Transportation Planning and Design

- Access is to be from Raymond Ave at the easterly limits of the site adjacent to the City lane.
- Construction of a southbound left turn lane on Richmond Street at Raymond Ave will be required.
- Road Widening dedication of 20.0m from centre line on Richmond Street will be required
- 6.0mx6.0m daylight triangle will be required at the north east corner of Richmond Street and Raymond Ave
- TMP has been reviewed and accepted
- Close and restore existing single family driveways along Richmond Street
- TIA will need to be revised as per Transportations comments (comments submitted under re-zoning)
- External works drawings required for left turn lane construction.

Heritage Planning

The properties at 1234-1246 Richmond Street were identified as having archaeological potential. As such, an archaeological assessment was required.

A Stage 1-2 Archaeological Assessment (September 23, 2015) was completed and recommended that no further archaeological work be required. Please request that the Ministry of Tourism, Culture and Sport letter be submitted as part of the documentation for this archaeological assessment.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the Ontario Heritage Act.



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<b>PUBLIC LIAISON:</b>	On December 2, 2015, Notice of Application was sent to 51 property owners in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on December 3, 2015. A "Possible Land Use Change" sign was also posted on the site.	7 replies were received
<b>Nature of Liaison:</b> The requested Zoning By-law amendment and Official Plan amendment is to permit the establishment of a 17 storey apartment and to permit an increase in maximum height, density, and reduced parking and setback requirements in return for services, facilities and matters, as determined by Council, such as the construction of a specified building design.		
<b>Responses:</b> 3 responses requested general information and 4 responses were opposed to the requested amendment. The reasons for opposition to the proposed amendment are summarized below: <ul style="list-style-type: none"> <li>• Proposal adds to the high levels of density already existing in the area</li> <li>• The area lacks a diversification of housing stock</li> <li>• The area on the west side of Richmond Street was planned to accommodate High Density Residential – east side of Richmond Street was intended to remain low density</li> <li>• Allowing High Density Residential on the east side of Richmond Street will have a negative impact on that small part of Old North</li> <li>• New apartments do not relieve the neighbourhood of the ever growing presence of students – they only attract more</li> <li>• Poor urban planning that concentrates too many transient type dwellings results in increased social costs</li> <li>• Richmond Street has become more dangerous with increased vehicular movements</li> <li>• Should Council consider a Zoning Change, it should not include a Bonus zone with increased heights/densities and reduced setback</li> </ul>		

<b>ANALYSIS</b>
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**Summary of the Subject Lands**

Surrounding Context

The subject lands are located on the east side of Richmond Street, between Raymond Avenue to the south and Ross Park to the north in proximity to the main campus of the University of Western Ontario and King's College.

Richmond Street is classified as an arterial road, which acts as an important gateway into the City of London from the north and major intra-city, north-south corridor carrying an average of 30,000 vehicles per day at this section.

The subject lands represent a complete and contiguous block of consolidated single detached dwellings that form the northernmost group of dwellings on the east side of Richmond Street south of Windermere Avenue. The total combined land area of the subject lands comprises 3,048m<sup>2</sup> (0.75ac.).

In December 2011 an application for a Zoning By-law amendment for the lands at 1235-1253 Richmond Street (directly across the street from the subject lands) was submitted to permit the development of a high density residential apartment building containing 311, two-bedroom units at a height of 55 metres and a density of 450 units per hectare through the provision of bonus zoning. The requested amendment was supported by Planning Staff given the consistency with the policies of the PPS and Official Plan, its urban design features, and its existing Multi-Family,

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High Density Residential designation. Municipal Council supported the Staff recommendation and passed the requested Zoning amendment. Council's decision to pass the Zoning By-law amendment was appealed to the Ontario Municipal Board by various neighbouring property owners. The appeals were withdrawn prior to a Hearing and Council's decision became in-force-and-effect.

Applicable Official Plan Policies

There are environmental, land use, and transportation policies that are applicable to the development of the subject lands.

*Environmental Policies*

From an environmental perspective the subject lands are located within the Flood Plain. Within this area of London, a "Two-Zone Concept" is applied wherein the flood plain is divided into two zones:

- the floodway – where no development will be permitted; and,
- the flood fringe – where a limited amount of development may be permitted subject to appropriate floodproofing measures.

The subject lands have been determined to be located within the *floodway* by the Upper Thames River Conservation Authority who have jurisdiction over Flood Plain areas.

*Residential Land Use Designations*

From a land use perspective, the subject lands are designated Low Density Residential in the Official Plan and are subject to the policies for specific areas applied to North London/Broughdale as well as the Near Campus Neighbourhoods. Generally, the primary permitted uses in areas designated Low Density Residential include: single detached; semi-detached; and duplex dwellings although multiple-attached dwellings, such as row houses or cluster houses may also be permitted. In the absence of a floodway condition (described above), residential intensification may also be permitted thereby expanding the range of permitted uses to include, cluster housing and low rise apartments while recognizing the scale of adjacent land uses and reflecting the character of the area and subject to the special policies for North London/Broughdale and Near-Campus Neighbourhoods summarized below.

The North London/Broughdale special policies anticipate that there will be demand for residential intensification and infill development within portions of the North London/Broughdale Neighbourhood and these policies direct multiple unit residential development to those areas within the Oxford, Richmond and Adelaide Street North corridors that are designated Multi-Family, High and Multi-Family, Medium Density Residential. Although the subject lands are designated Low Density Residential, the requested amendment seeks to re-designate the subject lands to Multi-Family, High Density Residential to comply with the intent of this special policy.

Given its proximity to Western University, the subject lands are also subject to the special policies for Near-Campus Neighbourhoods. Within Near-Campus Neighbourhoods, residential intensification in the form of medium and large scale apartment buildings situated at appropriate locations in the Multi-Family, Medium Density Residential and Multi-Family, High Density Residential designations are preferred. Appropriate locations are those areas within Near-Campus Neighbourhoods that are designated Multi-Family, Medium Density Residential and Multi-Family, High Density Residential that are located along arterial roads and serviced by public transit. Although the subject lands are designated Low Density Residential, the Near-Campus Neighbourhood policies recognize that additional areas may be identified for higher density forms of housing through an Official Plan and Zoning By-law amendment process.

*Transportation*

The transportation policies of the Official Plan support the long-term development of compact, transit oriented and pedestrian friendly activity centres at identified nodes and corridors. This portion of Richmond Street is identified as a Transit Corridor and, in the absence of a floodway condition (described above), is a target area for growth, redevelopment and revitalization where residential intensification and employment development will be encouraged.

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**Nature of the Application**

The requested Official Plan and Zoning By-law amendment is to permit the development of a 15-storey apartment building with 199 residential units (maximum 2-bedrooms per unit) and commercial uses on the ground floor serviced by 49 parking spaces as well as various yard setback modifications to reduce the: northerly rear yard setback to 0.8m; southerly front yard setback to 4.5m from Raymond Avenue; and, easterly side yard setback to 0.0m from the public right-of-way (i.e. rear laneway). These land use permissions have been requested by way of a Bonus Zone in return for services, facilities and matters, provided by the applicant to the Municipality.

In this case, the applicant has committed to contributing funding a total of \$750,000 toward desired park improvements in Ross Park. The park improvements would include:

- enhanced gathering spaces;
- improved linkages between the street, subject lands, and the park; and,
- lighting the park frontage.

The applicant has also committed to providing \$250,000 toward public art as well as the construction of a specified building design (see figure 1) in return for the requested increase in height and density.



Figure 1 – Revised Development Proposal for the subject lands (looking northeast)

**Flood Plain Considerations: Floodway vs. Flood Fringe**

In 1991, improvements made to the Broughdale Dyke were designed to provide protection to the regulatory flood level. The improvements allowed for a two-zone concept to be applied (described above) where the area protected by the dyke could be treated as flood fringe and the remaining area as floodway. The area protected by the Broughdale Dyke could be considered for development, primarily infilling and additions, provided that any structures are floodproofed to the Regulatory Flood Elevation

The Technical Guide – River & Stream Systems: Flooding Hazard Limit (Ministry of Natural Resources 2002) provides guidance regarding flood hazards in the vicinity of dykes as follows:

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*“The purpose of a dam or a dyke is to protect existing development, but not to free up additional land and allow for new development. Where a dyke has been properly designed and constructed to the flood standard, and a suitable maintenance program is in place, the area behind the dyke can be considered as flood fringe.*

*The establishment of no development or limited development zones behind a dyke will be dependent on local conditions (i.e. flood depth and velocity) and local approaches to flood plain management. Dykes and floodwalls are not regarded as permanent flood control structures and the land behind the dykes and flood walls should continue to require protection to the revised (increased) flood standard.”*

Previously, the Broughdale Dyke was thought to be in stable condition and of sufficient height to provide protection to the Regulatory Flood Elevation. However, in June of 2013, *The London Earth Dykes Stability Review* was prepared on behalf of the UTRCA and the City of London. The purpose of this study was to conduct a technical assessment of the existing geotechnical stability of London’s Dyke System which includes the Broughdale Dyke. The study identified severe stability issues at the Broughdale Dyke and identified the potential for damage or failure under higher stresses at most of the dykes. Specifically, the Broughdale Dyke was rated as having a very high hazard potential classification and it was recommended that it should be designed to remain stable under various conditions including overtopping.

Because of the timing of the UTRCA’s modelling updates, which were still ongoing at the time of the submission of the application, the proponent elected to undertake their own hydraulic floodway analysis which was required in order to assess the potential impacts of this development on flooding depths and velocities as well as potential impacts on adjacent properties.

A review of the applicant’s submission (*1234-1246 Richmond Street Floodplain Analysis* (Stantec, December 21, 2015), was insufficient with regard to providing the necessary supporting information to evaluate the requested amendment to the Official Plan and Zoning By-Law. Two fundamental requirements of concern that were not addressed in the analysis were:

- (i) whether the subject lands can be considered to be within the flood fringe; and,
- (ii) if so, how vehicular/pedestrian access requirements could potentially be satisfied.

Additionally, one statement of note in the analysis submitted by the applicant pertains to the overtopping of the Broughdale Dyke which confirms that the “...*model results suggest that the dyke is overtopped during the 250-year design event.*” It should be noted that a dyke needs to protect to the flood standard (i.e. not be overtopped during the 250-year event) as a minimum requirement to be considered for the application of flood fringe policies. It would seem that model results suggest that the current Broughdale Dyke should not be considered in determining the flood fringe status for the subject lands.

In June 14, 2016, the Upper Thames River Conservation Authority (UTRCA) received a submission titled (*Assessment of Flood Path of 1234-1246 Richmond Street, City of London*) prepared by MMM Group. As described above, two fundamental requirements to determine the develop-ability of the subject lands remain outstanding. Regarding whether the subject lands could be considered to be within the flood fringe, the June 2016 MMM submission states that, “*The identification of the site located in flood plain or flood fringe limit is not the subject of this memo*” and therefore, the MMM submission did not attempt to address this identified concern. Regarding vehicular/pedestrian access requirements, the June 2016 MMM submission references a short excerpt from *The Technical Guide – River & Stream Systems: Flooding Hazard Limit* (Ministry of Natural Resources 2002) as providing criteria for access requirements for *emergency services* based upon flood depths and velocities. However, the criteria for vehicular/pedestrian access are significantly different than criteria applied to emergency services requirements (significantly more stringent requirements for vehicular/pedestrian access – i.e. lower depths and velocities). Satisfying such vehicular/pedestrian access criteria would need to be demonstrated for (i) an access route to the subject lands and (ii) within the subject lands. However, the June 2016 MMM submission did not demonstrate either.



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With the omission of an analysis regarding flood fringe and vehicular/pedestrian access requirements and given the severe stability issues identified at the Broughdale Dyke and it being rated as having a *very high hazard potential*, the reported overtopping of the Broughdale Dyke during the 250-year design event by Stantec, combined with the magnitude of predicted flood depths in the vicinity of the subject lands (including adjacent access routes), it appears unlikely that vehicular/pedestrian access requirements can be satisfied, and in the opinion of the UTRCA the subject lands should likely be considered to be located in the floodway, and not within the flood fringe.

#### PROVINCIAL POLICY STATEMENT, 2014 (PPS)

The Provincial Policy Statement, 2014 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS is more than a set of individual policies. It is intended to be read in its entirety and the relevant policies are to be applied to each situation. As it relates to this application, the PPS provides direction to this matter. The *Planning Act* requires that decisions affecting planning matters “shall be consistent with” the Provincial Policy Statement.

The Provincial Policy Statement, 2014 (PPS) defines *Hazardous Lands* as “...property or lands that could be unsafe for development due to naturally occurring processes...Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.”

Policy 3.1.1.(b) of the PPS requires that, “*Development shall generally be directed to areas outside of Hazard Lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards*”.

Similarly, Policy 3.1.2.(c) of the PPS states that “*Development...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*”.

And policy 3.1.2.(d) of the PPS states that, “*Development...shall not be permitted within a floodway regardless of whether the area of inundation contains high points of land not subject to flooding*.”

As previously stated, the severe stability issues identified at the Broughdale Dyke, the Dyke’s rating as a *very high hazard potential*, the reported overtopping of the Broughdale Dyke during the 250-year design event the subject lands, as well as the absence of an analysis to verify that the subject lands can be considered to be within the flood fringe (where some intensification may be permitted), the requested amendment does not comply with the policies of the PPS.

Even if the subject lands could be considered to be located within the flood fringe, the material submitted in support of the requested amendment does not demonstrate how vehicular/pedestrian access requirements could potentially be satisfied in conformity to the policies of the PPS.

Based on the above concerns regarding the status of the subject lands as *floodway*, and the concern about the ability of the subject lands and proposed development to provide safe access to people and vehicles during times of flooding hazards, the requested amendment is not considered to be consistent with the Provincial Policy Statement, 2014. As a result, the requested amendment cannot be supported given clause 3.(5)(a) of the *Planning Act* which states that, “*A decision of the council of a municipality...in respect of the exercise of any authority that affects a planning matter shall be consistent with the policy statements...that are in effect on the date of the decision*”.

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## OFFICIAL PLAN

The Official Plan contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While the objectives and policies in the Official Plan primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

Policy 15.6.3.(i) (Two Zone Concept) of the Official Plan states that, "...the City of London and the Upper Thames River Conservation Authority have adopted a two-zone concept to allow infill development and redevelopment of an existing use for identified areas along the Thames River... where a flood fringe has been identified through hydraulic floodway analysis." As previously indicated, the material submitted in support of this requested amendment has not identified the existence of a flood fringe as per the policies of the Official Plan.

Under a Two-Zone Concept, the areas the Flood Plain are divided into two zones: a floodway and a flood fringe. The "*Floodway*" is the hazardous portion of the flood plain where water flows during regulatory flood conditions are expected to be greatest. The "*Flood Fringe*" is the portion of the flood plain outside of the floodway where flood depth and velocity are generally less severe.

Policy 15.6.3.(ii) (Delineation of Flood Way) and 15.6.3. (iii) (Delineation of Flood Fringe) of the Official Plan recognize the UTRCA's authority to delineate the floodway and the flood fringe areas in accordance with the above definitions. The UTRCA has identified these lands as being *Floodway*.

Policy 15.6.3.(iv) (Zoning of Floodway, Flood Fringe) of the Official Plan provides guidance with regard to the zoning of lands within the Flood Plain. Within the Floodway, the zoning of lands is solely intended to facilitate the development of utilitarian infrastructure or accessory facilities that have minimal impact on the ability to pass flood waters. Zoning to permit all other development is prohibited. The Flood Fringe may be zoned to facilitate some development subject to floodproofing and safe access requirements being met prior to development to the satisfaction of the Upper Thames River Conservation Authority.

Policy 15.6.3.(v)(a) (Development within the Flood Plain) states that within the Floodway, the construction of buildings or structures is prohibited with the exception of buildings or structures associated with essential public infrastructure, flood and erosion control, bank stabilization, and watershed management works. Given that the requested amendment is not intended to facilitate one of the above-listed exempted uses, the proposed development is prohibited within the subject lands.

While 15.6.3.(v)(b) may permit conditional development within the Flood Fringe, the confirmation of a Flood Fringe condition has not been established for the subject lands and therefore this policy cannot be applied to the requested amendment.

Furthermore, Policy 15.6.3.(v)(c) requires all new development or structures within the flood plain to seek the approval of the UTRCA whose recommendation in response to the requested amendments is for refusal.

Given that the material submitted with the requested amendment has not demonstrated that the subject lands are located within the *Flood Fringe* where development may be permitted, the subject lands are regarded as *Floodway* and the policies of the Official Plan do not support the approval of the requested amendment.

### Development Considerations

#### PREAMBLE

It cannot be overstated that given the aforementioned concerns about the subject lands' location

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within the Floodway and the absence of a demonstrated ability to provide safe pedestrian and vehicular access from the site in the event of a flood event, the requested amendment is inconsistent with the policies of the PPS and the Official Plan and therefore cannot be supported.

However, in the event that new information is provided to the UTRCA which demonstrates that the subject lands can be considered to be within the Flood Fringe and that vehicular/pedestrian access requirements could potentially be satisfied, thereby fulfilling the two fundamental concerns of the UTRCA, the subject lands may potentially be developable under such conditions and therefore Planning Staff are including the below policy review for the requested amendment.

## DEVELOPMENT POLICIES

### *Provincial Policy Statement, 2014 (PPS)*

#### Use

The policies of the PPS promote the regeneration and revitalization of existing settlement areas by way of growth and development within neighbourhoods that have previously been developed (1.1.3.1). The subject lands are located within a settlement area where an established neighbourhood has been developing since the 1920s. The PPS directs municipalities to consider these types of areas to accommodate new development in an effort to utilize land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

The PPS recognizes that not all places within settlement areas are appropriate for regeneration and revitalization through new development. Therefore, the PPS requires planning authorities to identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3). The subject lands are serviced by available infrastructure (water, sewer, roads), have access to existing transit and are in proximity to the future rapid transit network, and have convenient access to a major public service facility (Western University) as per the requirements of the PPS.

The PPS provides guidance on the types of new development that should be considered to sustain healthy, liveable, and safe communities including an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs (1.1.1.(b)). The proposed development is intended to add to the mix of residential dwelling types that exist in the area with the development of an additional apartment building to fulfill the demand in the area. The proposed development anticipates adding further to the mix of uses in the area by including a commercial component at the street level which is intended to service the broader community. As part of the requested Bonus zone, the applicant has committed to providing \$750,000 toward park improvements to enhance the mix of activities available in the adjacent Ross Park in conformity to the PPS.

In terms of use, the requested amendment to utilize this location within a settlement area to facilitate the development of a 199-unit, mixed-use apartment where infrastructure and public services facilities are available is consistent with the policies of the PPS.

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### Intensity

Within settlement areas, the policies of the PPS promote development and land use patterns that facilitate densities and a mix of land uses which: efficiently use land; are appropriate for, and efficiently use, the infrastructure and public service facilities; support active transportation; and are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2.(a) & 1.4.3.(d)). The densities and mix of uses proposed through this requested amendment efficiently use land and infrastructure, provide complementary residential accommodation in proximity to a major public service facility, are transit supportive and promote active transportation through their location directly adjacent to the Thames Valley Parkway which will be enhanced as part of a \$750,000 contribution by the applicant. The densities and mix of land uses proposed as part of the requested amendment are consistent with the provincial policies for development within settlement areas.

The PPS requires the levels of densities and mix of uses proposed through planning applications that facilitate intensification, redevelopment and compact form to apply appropriate development standards that avoid or mitigate risks to public health and safety (1.1.3.4). The original development proposal requested a 17-storey tower portion with a 6-storey podium (see Figure 2) that created an imposing mass and new shadow impacts onto the adjacent street, park, and neighbouring properties (see Figure 3). The original development proposal was not consistent with this policy of the PPS and, as a result, the applicant revised the proposal to reduce the height of tower portion and podium by 2-storeys and reduce the width of the tower portion (see Figure 1). The revised development proposal mitigates risks to public health and safety by reducing new shadow impacts onto adjacent yards and dwellings in conformity to the policies of the PPS (see Figure 4).

In terms of *intensity*, the requested amendment to facilitate the development of a high density residential development that supports alternative modes of transportation while minimizing impacts onto abutting lands is consistent with the intent of the PPS.



Figure 2 – Original Development Proposal for the subject lands (looking northeast)



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**SEPTEMBER 23rd, 4:00 PM**

Figure 3 – Selected image of new shadow conditions (outlined in red) originating from the original development proposal



**SEPTEMBER 23rd, 4:00 PM**

Figure 4 – Selected image of improved shadow conditions (outlined in red) originating from the revised development proposal



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Form

In an effort to maintain long-term economic prosperity, the policies of the PPS promote maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets (1.7.1.(c)). Richmond Street is a major transportation corridor and gateway into the City and can be categorized as a “mainstreet”. The proposed form of development intends to create a vibrant street environment through the use of active residential space and commercial space in conformity to the policies of the PPS.

Similarly the policies of the PPS support long-term economic prosperity by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character (1.7.1(d)). The applicant has worked with City Planning Staff to revise their form of development to create a well-designed built form that incorporates features that define character and will form the northern “bookend” of residential dwellings fronting the east side of Richmond Street. As part of the requested amendment, the applicant has pledged to provide \$250,000 toward public art to help advance cultural planning in the City in conformity to the policies of the PPS.

As previously discussed in the policies pertaining to Intensity (above) the PPS requires planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1.(b)). The requested amendment to facilitate a form of development sited close to the street, with active street level uses, in proximity to transit, and the contribution of \$750,000 toward the provision of enhancements to the Thames Valley Parkway is consistent with the policies of the PPS.

In terms of *form* the proposed development represents a well-designed built-form, located close to the street with active ground-floor uses to enhance the vitality of Richmond Street, and promotes active transportation in conformity with the policies of the PPS.

*Official Plan*

Use

The main permitted uses within the Multi-Family, High Density Residential (HDR) policies of the Official Plan include low-rise and high-rise apartment buildings (3.4.1). The preferred locations for the HDR designation include lands in close proximity to Regional Facilities or designated Open Space areas (3.4.2) where public transit service, convenient shopping facilities and public open space are available within a convenient walking distance (3.4.2.(v)). The requested amendment is intended to facilitate a mixed use, high-rise apartment building in proximity to Western University and Ross Park within convenient walking distance to public transit while incorporating a commercial facility in conformity to the policies of the Official Plan.

The special North London/Broughdale policies of the Official Plan applicable to the subject lands direct multiple unit residential development to those areas within the Oxford, Richmond and Adelaide Street North corridors that are designated Multi-Family, High Density Residential (3.5.9). The requested amendment to re-designate the subject lands to Multi-Family, High Density Residential along this portion of the Richmond Street corridor would instantly establish a situation where the use is permitted in a location envisioned by the special policy.

The subject lands are also governed by the special policies for Near-Campus Neighbourhoods. Similar to the North London/Broughdale special policies, the Near-Campus Neighbourhood policies direct high density residential development to locations within Near-Campus Neighbourhoods that are designated Multi-Family, High Density Residential that are located along arterial roads and serviced by public transit. Furthermore, the Near-Campus Neighbourhood special policies acknowledge that “...*additional areas may be identified for higher density forms*

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of housing through an Official Plan and Zoning By-law amendment process. These proposals will be approached in a coordinated and comprehensive fashion, rather than on a site-specific basis” (3.5.19.6). The subject lands comprise a complete and contiguous block of consolidated single detached dwellings representing a “coordinated and comprehensive” approach to developing high density forms of housing in conformity to these special policies of the Official Plan.

In terms of use, the requested amendment is consistent with the range of uses permitted by policy in a location that is consistent with the intent of the Official Plan.

**Intensity**

The HDR policies of the Official Plan maximize the density at 150 units per hectare (uph) in this area of the City. However, the HDR policies also permit exemptions to this maximum density through the provision of bonus zoning (3.4.3.). The Official Plan permits Council, under the provisions of bonus zoning to allow an increase in the density above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features (3.4.3.(iv)). Although the requested amendment exceeds 150uph, it requests this increased density under the proviso of bonus zoning outlined in the policies of the Official Plan.

The intent of bonus zoning to encourage development features which result in a public benefit which cannot be obtained through the normal development process and is used to support the City's urban design principles and other policies of the Plan (19.4.4.(ii)). The proposed development features urban design principles which minimize the impact of the proposed high density residential development such as directing its intensity to the northern half of the site where it abuts open spaces, rather than single detached dwellings, in conformity to the policies of the Official Plan.

In addition to supporting the City’s urban design principles, the policies of the Official Plan permit the application of bonus zoning to include the provision of common open space that is functional for active or passive recreational use and the provision of, and improved access to, public open space, supplementary to any parkland dedication requirements (19.4.4.(ii)). The financial contribution of \$750,000 toward park enhancements in Ross Park and the Thames Valley Parkway is consistent with the policies of the Official Plan.

In an effort to promote transit oriented development, the Official Plan Transportation policies encourage the development of residential intensification projects adjacent to Transit Nodes and along Transit Corridors (18.2.11.1.(ii)). In addition to these primary residential land uses, the Transportation policies also encourage other land uses which help create complete communities such as recreation and neighbourhood commercial to integrate with these units. The proposed development incorporates mixed-use commercial/residential and funds improved recreation opportunities in the adjacent Ross Park in conformity to the policies of the Official Plan.

In term of *intensity* the requested amendment is intended to utilize the bonus zoning policies of the Official Plan to facilitate an intensity that exceeds 150uph. In return for the increased density, the proposed form of development supports the City's urban design principles and provides facilities, services and matters that cannot be obtained through the normal development process. The requested amendment is also consistent with the City’s transportation policies to promote the use of transit.

**Form**

The policies of the Official Plan require development for high density residential uses to take into account surrounding land uses in terms of height, scale and setback and shall not adversely impact the amenities and character of the surrounding area (3.4.2.(i)). The development proposal has taken into account the surrounding area, which includes a mix of high density, low density and open space uses, by creating a stepped form of development with the greatest height located toward the north abutting the open space and the lowest heights toward the south where it interfaces with the low density residential uses. Impacts on the adjacent high density residential

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building have also been considered and no new negative land use impacts are anticipated.

The policies of the Official Plan also require that the site is of suitable shape and size to accommodate high density housing and provide for adequate buffering measures to protect any adjacent low density residential uses (3.4.2.(iv)). Although special zoning permissions are requested to reduce yard setbacks between the proposed building and the property lines, the subject lands are surrounding on all four sides by public rights-of-way which effectively increase the distance between the proposed development and the nearest development on all sides by the width of the corridor. And as previously indicated, the stepped form of development also helps to protect the adjacent low density residential uses by locating the lowest building heights (4-storeys) where the site abuts single detached dwellings.

The special policies for Near-Campus Neighbourhoods of the Official Plan also provide guidance with regard to the preferred form of development within appropriate areas. These policies state that, “*Residential Intensification in the form of medium and large scale apartment buildings situated at appropriate locations in the Multi-Family, Medium Density Residential and Multi-Family, High Density Residential designations are preferred in near-campus neighbourhoods...*” (3.5.19.6). The proposed large scale apartment building located along this transit corridor is a preferred form of development within Near-Campus Neighbourhoods.

The special policies also include urban design criteria to be applied in the review of all planning applications in Near-Campus Neighbourhoods for new buildings that facilitate residential intensity including: height, scale, massing, fenestration, building materials, building orientation, architectural styles, and architectural features (3.5.19.13). The original development proposal was vetted at the Urban Design Peer Review Panel which was generally supportive of residential intensification of the subject lands and included recommendations to improve the form of development. Since that time the applicant has been working with City Staff to prepare a revised development proposal which positively implements the above urban design criteria in conformity to the policies of the Official Plan.

In terms of *form* the proposed development has taken into account the abutting land uses in an attempt to best “fit” into the surrounding context. The proposed high density residential apartment is a preferred form of development in Near-Campus Neighbourhoods and the proposed development has satisfied the urban design criteria used to evaluate residential intensification in Near-Campus Neighbourhoods in conformity to the policies of the Official Plan.

**The London Plan**

The London Plan was approved by Council on June 23, 2016 and will provide the future framework for planning and development in the City of London upon approval by the Province of Ontario.

The Official Plan Environmental policies used to support the recommendation are virtually identical to those of London Plan. Therefore the recommendation is consistent with the London Plan adopted by Council.

The above Near-Campus Neighbourhood policy analysis is consistent with the London Plan adopted by Council. The subject lands are located within the Rapid Transit Corridor Place Type where lot assembly is encouraged to create comprehensive development proposals to facilitate mixed-use development. The standard maximum height in this place type is 8-storeys while a maximum height of 12-storeys may be permitted by way of Type 2 Bonus Zoning. Therefore, the proposed 15-storey height exceeds the maximum permitted by the London Plan. However, the facilities, services and matters provided in return for the bonus zone is consistent with the criteria of the Type 2 bonus zone outlined in the London Plan.



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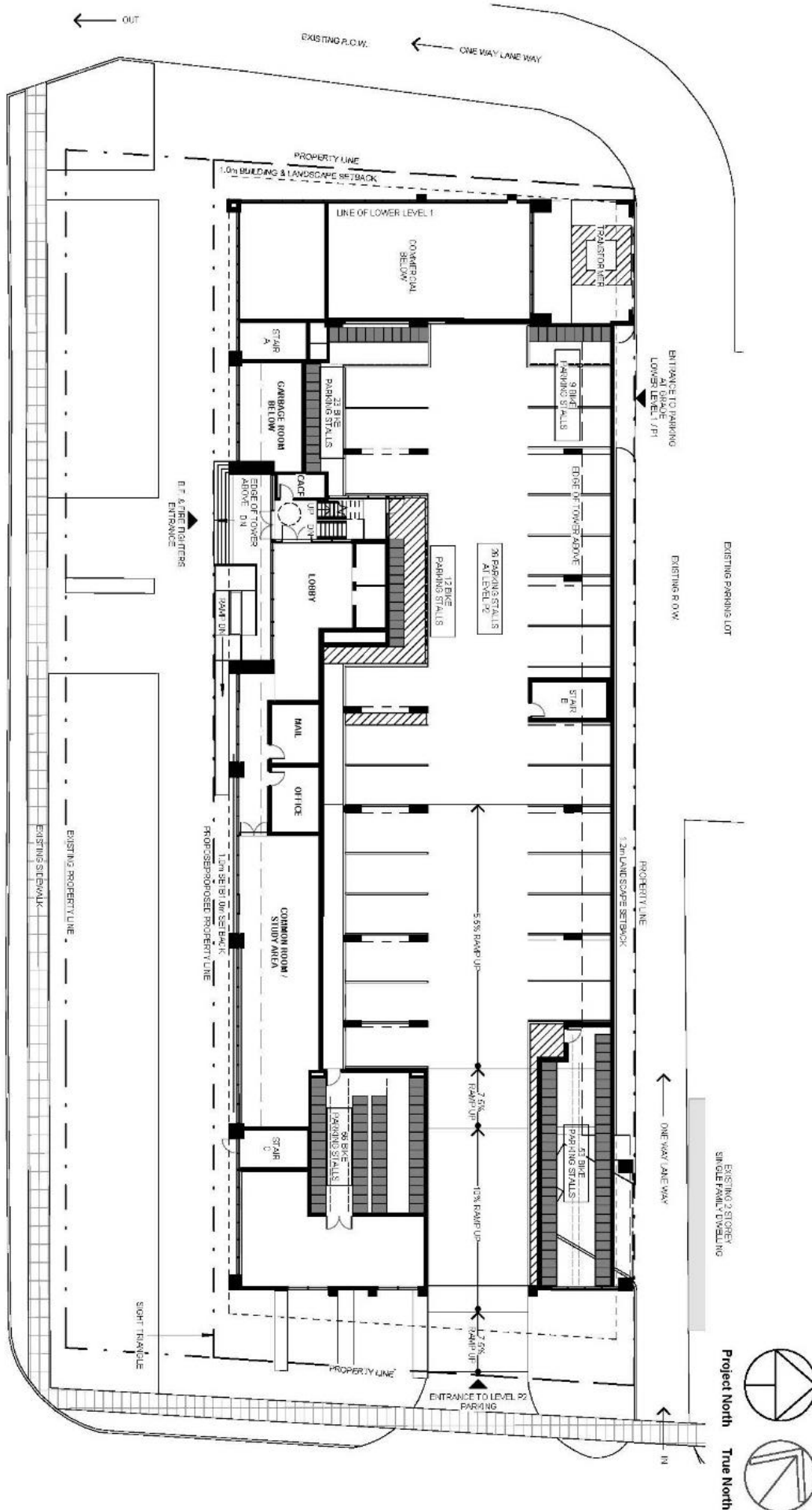


Figure 5 – Illustration depicting the “upper” parking deck with access from Raymond Avenue to the south

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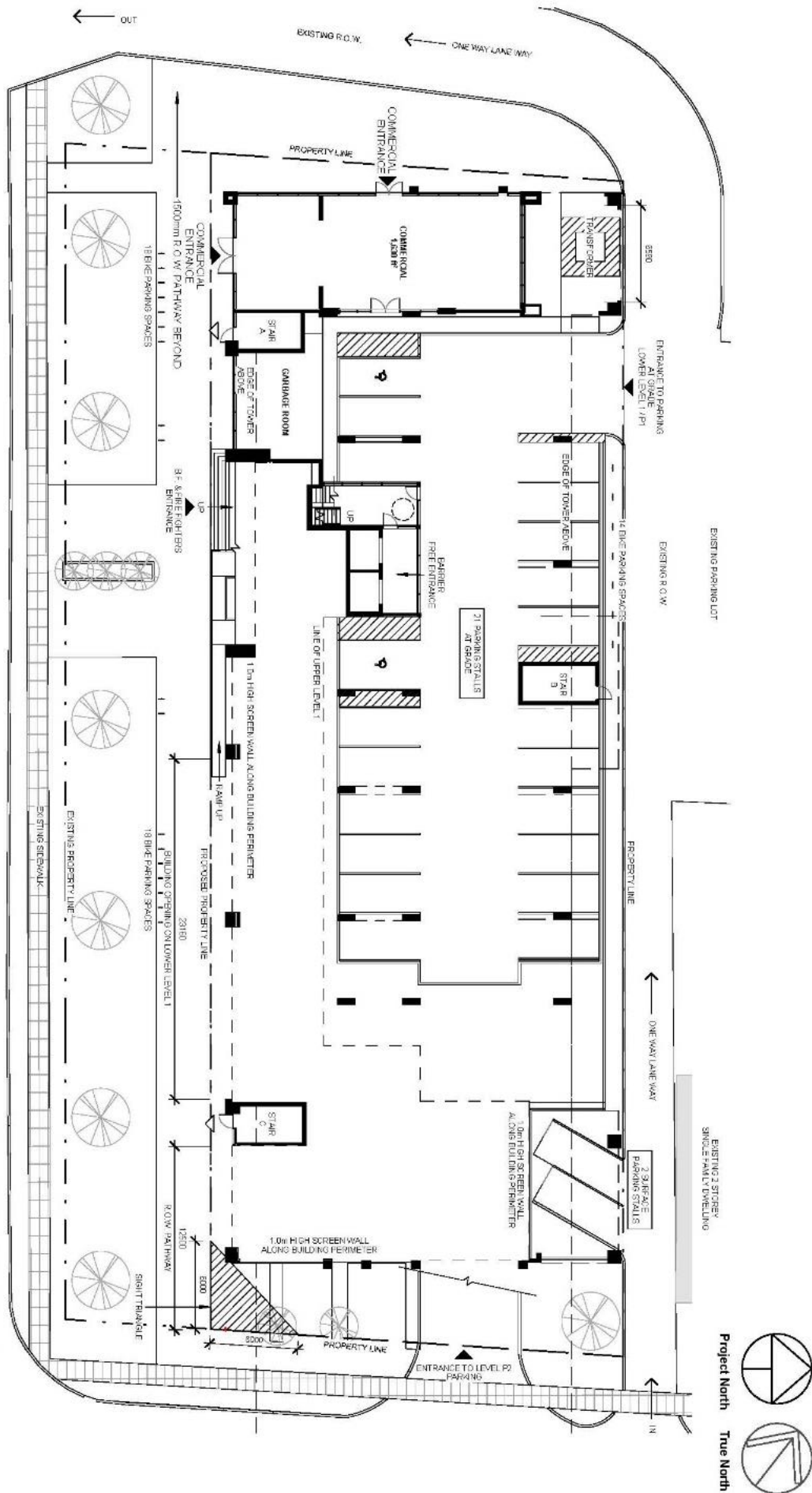


Figure 6 – Illustration depicting the “lower” parking deck with access from a rear laneway to the east

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**File: OZ-8552  
Planner: M. Tomazincic**

**Outstanding Issues**

One final issue that requires resolution prior to a potential development pertains to site access. This issue may be resolved as part of the Site Plan Approvals process and therefore should not preclude the consideration of the requested amendment (subject to resolution of the Flood Plain issues described above).

The proposed parking is provided on two separate parking decks (“upper” and “lower”) which are located internal to the building with no connection between them. Therefore, two separate access points are proposed: one to the south from Raymond Avenue accessing the “upper” parking deck (see Figure 5); and, one to the east from the rear laneway accessing the “lower” parking deck (see Figure 6).

The applicants have been working with City Transportation Planning Staff who agree in principle to the concept (based on the Technical Memorandum dated September 8, 2016). This agreement in principle is subject to all other issues being resolved and includes the proposal to reclassify the existing rear laneway to a northbound, one-way direction from Raymond Avenue to access the “lower” parking deck. The rear laneway is to include a 1.5 metre walkway alongside the 3.6 metre laneway and assumes that the issue of reclassifying the rear laneway from two-way to one-way can be resolved with the existing residents who currently have entitlements for access.

The existing park access from Richmond Street, immediately north of the subject lands, should remain two-way to allow exit from the proposed development, while including the installation of signs which explain that ingress from Richmond Street is for park access only. Also, an easement agreement with City will need to be finalized to allow for minor lot encroachments from traffic existing from the subject lands onto the abutting parking lot for Ross Park.

**CONCLUSION**

The requested amendment is intended to facilitate the residential intensification of lands that have been deemed to be located within the floodway by the UTRCA. Development within such areas is prohibited by Provincial and local land use policy. Furthermore, the proposed development has not demonstrated the ability to provide safe access to and from the site by vehicles and people during times of flooding which is also contrary to Provincial policy.

However, in the event that new information is provided to the UTRCA which demonstrates that the subject lands can be considered to be within the Flood Fringe and that vehicular/pedestrian access requirements could potentially be satisfied, thereby fulfilling the two fundamental concerns of the UTRCA, the development of the subject lands in the form that is consistent with the revised proposal, as depicted in Figure 1, is appropriate at this location in return for the facilities, services and matters, as determined by Council, including a \$750,000 contribution toward park enhancements and \$250,000 toward the provision of public art.

Agenda Item # Page #

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Planner: M. Tomazincic

<b>PREPARED AND SUBMITTED BY:</b>
<b>MICHAEL TOMAZINCIC, MCIP, RPP MANAGER, CURRENT PLANNING</b>
<b>RECOMMENDED BY:</b>
<b>JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER</b>

September 12, 2016

MT/mt

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File: OZ-8552  
 Planner: M. Tomazincic

**Responses to Public Liaison Letter and Publication in “The Londoner”**

<u>Telephone</u>	<u>Written</u>
	Chris Pidgeon GSP Group Inc 201-72 Victoria Street S Kitchener, ON N2G 4Y9
	Chris Sotirakos [No Address Provided]
	Glenn Matthews Housing Mediation Officer Western University Room 3C11 Ontario Hall London, ON N6G 0N2
	Sandra Boersen 310 Huron Street
	Fernand and Meredith Fontaine 298 Huron Street
	Susan Bentley 34 Mayfair Drive
	Ken Somerville 315 Huron Street

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**File: OZ-8552  
Planner: M. Tomazincic**

Location: 1234-1246 Richmond Street

The area in question is a low density residential community of less than 600 homes. This neighbour is probably the most intensified neighbourhood outside the Core of London. Within its boundaries are 7 apartment complexes along Richmond Street varying in size and density, two apartment complexes along Huron Street (one of which use to be coop housing), two townhouse complexes (one on Epworth Ave and other on Brough Street) and a four complex (4 x 4 x 5) compound on Richmond Street.

In terms of diversification of housing stock, and intensification, this neighbourhood has already taken on more than it should.

Additionally, and a little history, the area strategically sacrificed and pre zoned for this kind of development is the area on the west side of Richmond north of Parkdale Ave. This area was chosen because the impact on neighbouring residents is minimalized by the presence of an arterial road to the east and the river to the north and west. The largest impact is on the residences along Parkdale Ave and to compensate the first apartment complex was built with a significant setback.

The residential houses that use to blanket that pre zoned area have been demolished to make way for higher forms of residential living. That is to emphasize, this area has already sacrificed land to accommodate higher form of residential living. How much more is it expected to do? When is too much, too much?

To exasperate matters even further, this community which is spread relatively evenly along the Richmond Street corridor is only one to two blocks deep. Anything that is done along Richmond Street will have an impact on almost the entire neighbourhood.

I have heard the argument which states if we build this complex, it will relieve the neighbourhood of the ever growing presence of students in residential homes. To that I say.....what a fairy tale! What will this complex accomplish that the other seven plus apartment complexes did/has not accomplished. Instead of drawing more students out, it just draws more students in. Broughdale does not suffer from too few students, it suffers from too many. And this complex only adds to the problem. It does nothing to add diversity to the neighbourhood, which, according to the near campus neighbourhood strategy, is the main goal for this area.

I have been to other university cities in Ontario where this argument was used to build massive student complexes. Like this one, the carrot was the revival of the family homes to non-student dwellers, to a more stable and less transient resident. The reality is that none of them have delivered that promised change. Not in Waterloo, not in Hamilton, not in Guelph, not in St Catherines.....and I could continue...

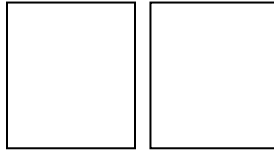
It is a very dangerous president to start spot zoning changes along Richmond Street and in particular along the eastern side of Richmond. It is also very dangerous to a neighbourhood's stability and to the city's social resources to concentrate transient type dwellings. Urban planning teaches us that these areas will cost more to the city over the long term than any other forms of housing. Think Jane and Finch or closer to home, Adelaide and Kipps. The social costs (by law enforcement, policing, fire and ambulance, special programs) to the city are a direct result of poor urban planning caused by concentrating too many transient dwellers in a small area. And that is exactly what this development purposes to do.

This is a not in my back yard argument. It's an I have taken on too much argument and it is time that other areas took on more....at least and until we (the City) finds a real solution to getting more permanent residents back into this area.

Thank you

Sandra J Boersen

310 Huron Street



**File: OZ-8552  
Planner: M. Tomazincic**

Dear Mr Lalande

I wish to express my support for much of Ms. Boersen says in her letter sent yesterday.

I have lived in Broughdale for over 30 years and it seems as if we just get hit with more and more increased density, more vehicular ingress and egress onto a very narrow and dangerous Street which Richmond has become.

The Luxe developer invited the neighbours to come and view their plans and **did not change a thing** based on our very sensible remarks and suggestion and that building was zoned correctly. The Luxe position on its lot has some enormous flaws as a result.

This newly proposed building is not in a high-rise zone and most of us who live here feel it is too much density, is too high, and it comes at a point where Richmond is too narrow - especially given the new median installed by the City to accommodate the Luxe facade. Too much pedestrian and vehicular traffic will be generated by this new building and the street will look like a shadowy canyon.

The Luxe has no pull-in or lay-by area in front of it for passenger drop-off and this causes HUGE problems on the weekend as taxis line up along there. The traffic coming from the north is often backed way up and with another building opposite this will become a nightmare!!

The proposed building does not address the issue of neighbourhood balance which is a stated objective of the Near Campus neighbourhood document, it is being marketed to Toronto investors, and will be a building targeted to student residents.

We need more mixed housing in Broughdale and we need buildings along Richmond that are attractive such as four storey stacked townhouses with elegant facades such as those on Fanshawe Park Road at this would increase the density so much desired by the Planning Department, but not cause such traffic and personal congestion.

Please refuse this application, enough already!

Thank you for your attention  
Susan Bentley( Mrs)

34 Mayfair Drive N6A 2M6  
Former President : Broughdale Community Association.

My name is Ken Somerville and I live at 315 Huron st (at Waterloo) and have lived there or on Bernard Ave in Broughdale for almost all of my 66 years. In fact it was my mother, Eleanor Somerville, who organized a group of strong Broughdale women who successfully opposed the City selling the current Ross Park lands to highrise developers back in the 1960s. Try imaging what this area would look like if all of Ross Park and all of the east side of Richmond St was all highrises!!! I strongly oppose the rezoning of any of the lands on the east side of Richmond. From Epworth north to Raymond, all the homes are either single family or 2 family are mostly cottage style homes; with the only exception at Richmond and Epworth standing out like a sore thumb.

All of the highrises are nicely contained on the west side and should be kept there. Zoning has been studied and then implemented throughout the city- a huge amount of work has gone into this. There is no solid reason to grant exceptions to perfectly good bylaws, other than that is what the developer wants to do.

I strongly oppose any higher density rezonings on these Ross Park lands and the entire Broughdale area.

Please keep me informed with any city meetings in this regard.

Thank you  
Ken Somerville

This note to express that we are against the request of Zoning Change from R1 to R9, as well as against any bonusing for the project.

The Broughdale neighbourhood is small (a few hundred R1 homes) and has already over-contributed to intensification, as evidenced by the numerous rental apartment buildings on the west side of Richmond close to the University gates ( last one being "The Luxe"), as well as townhouses etc. Most of the intensification has so taken place on the West side of Richmond, and if allowed to creep on the East side of Richmond, as this project does, it will soon spread further South and East, destroying that small part of the Old North neighbourhood.

In the eventuality that some zoning change is accepted by City Council, it should not allow any "bonusing" for increased height, higher density, reduced parking, reduced set back etc... : any bonus should be totally refused as the re-zoning itself will put pressure on the R1 character of the Broughdale neighbourhood.

Fernand and Meredith Fontaine  
298 Huron St

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File: OZ-8552  
Planner: M. Tomazincic

**Bibliography of Information and Materials  
OZ-8552**

**Request for Approval:**

City of London Combined Official Plan and Zoning Amendment Application Form, completed by Zelinka Priamo (on behalf of Textbook (Ross Park) Inc., 13 November 2015

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**Correspondence: (all located in City of London File No. OZ-8552 unless otherwise stated)**

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