

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: John M. Fleming
Managing Director, Planning and City Planner
Subject: The Tricar Group
230 North Centre Road
Public Participation Meeting on: July 16, 2018

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of The Tricar Group relating to the property located at 230 North Centre Road:

- (a) The comments received from the public during the public engagement process attached as Appendix "A" to the staff report dated July 16, 2018, **BE RECEIVED**
- (b) Planning staff **BE DIRECTED** to make the necessary arrangements to hold a future public participation meeting regarding the above-noted application in accordance with the *Planning Act*, R.S.O 1990, c.P. 13.

IT BEING NOTED that staff will continue to process the application and will consider the public, agency, and other feedback received during the review of the subject application as part of the staff evaluation of the subject application.

Executive Summary

Summary of Request

The requested amendment is to permit a site-specific bonus zone to allow for a 22-storey apartment building which will include 218 residential units within the tower portion of the building, 7 podium units along North Centre Road and 5 podium units along Richmond Street (230 units total).

Purpose and the Effect

The purpose and effect of the recommended action is to:

- i) Present the requested amendment in conjunction with the statutory public meeting;
- ii) Preserve appeal rights of the public and ensure Municipal Council has had the opportunity to review the Official Plan and Zoning By-law Amendment request prior to the expiration of the 210 day timeframe legislated for a combined Official Plan and Zoning By-law Amendment;
- iii) Introduce the proposed development and identify matters raised to-date through the technical review and public consultation;
- iv) Identify a new proposal submitted by the applicant that is currently going through a public review process; and
- v) Bring forward a recommendation report for consideration by the Planning and Environment Committee at a future public participation meeting once the review of the revised proposal is complete.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site is located on the northeast corner of the Richmond Street and North Centre Road intersection. The site is approximately 1.16 ha in size and is currently undeveloped. The subject site was previously part of a large block of land created through a plan of subdivision in 1997. The eastern portion of this block developed for a continuum-of-care facility (Richmond Woods Retirement Village) while the western portion (the subject site) remained vacant. The site was formally created through a consent application (2016) which severed the subject site from the Richmond Woods Retirement Village development. The lands directly south are designated and used for Office uses while the remainder of the lands on the south side of North Centre Road are designated as High Density Residential through the 1989 Official Plan and have been developed as townhouses. To the north is a large estate lot owned by Western University that underwent a rezoning in 2014 for a mix of medium density residential type uses. The zoning was approved on April 15, 2014. To the west of the site are lands that were also designated for High Density Residential uses that developed as two storey townhouses.

1.2 Current Planning Information (see more detail in Appendix D)

- Official Plan Designation – Multi-Family, Medium Density Residential
- The London Plan Place Type – Transit Village
- Existing Zoning – Holding Residential R5/R7/R8 (h-5*R5-7/R7*D75*H12/R8-4*H12) Zone

1.3 Site Characteristics

- Current Land Use – Vacant
- Frontage – 80 metres
- Depth – 105 metres
- Area – 1.16 ha
- Shape – Rectangular

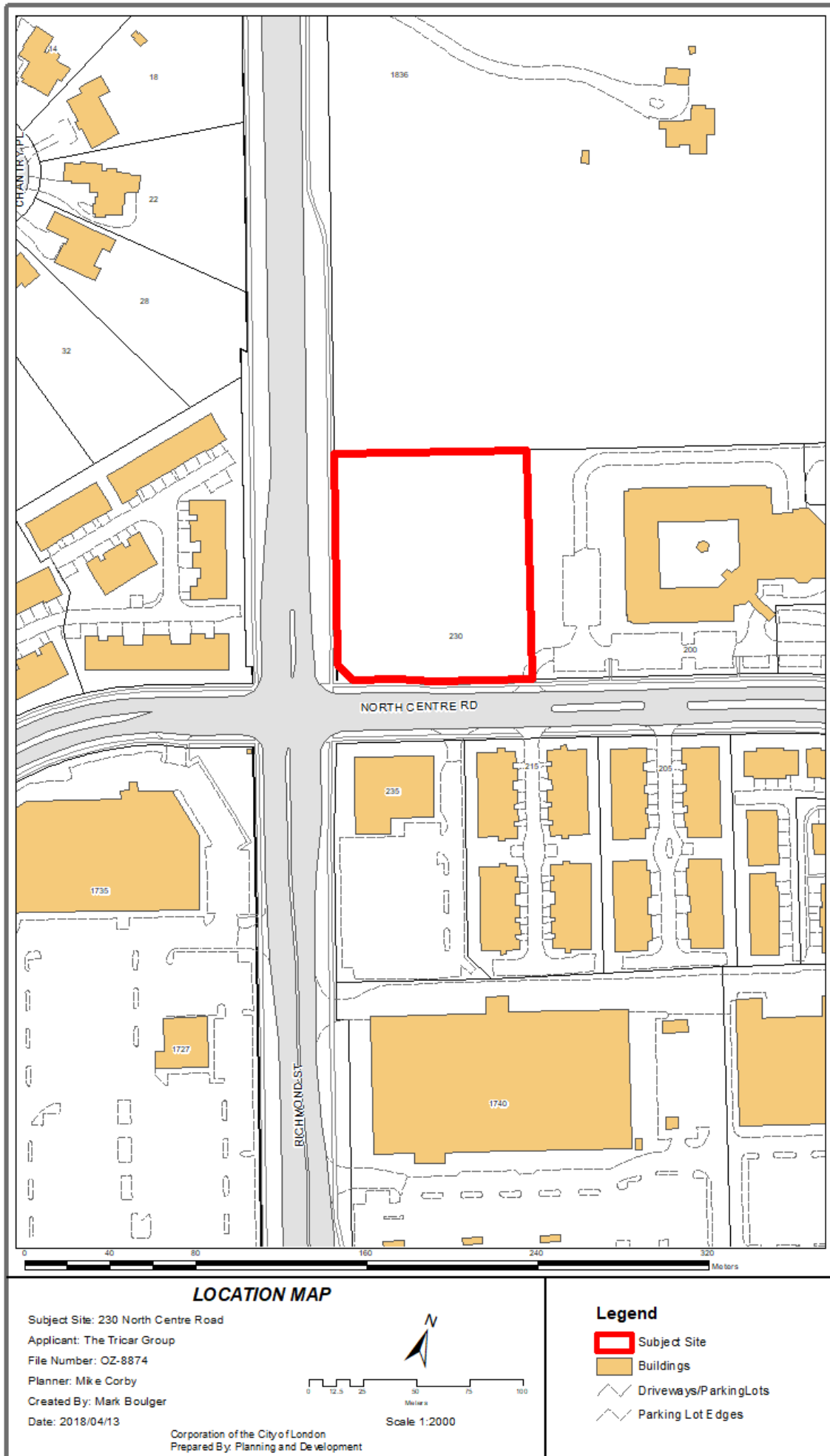
1.4 Surrounding Land Uses

- North – Large Estate Lot
- East – Continuum of Care Facilities
- South – Office/Commercial/Residential
- West – Residential/Commercial

1.5 Intensification (identify proposed number of units)

- The proposed development will represent intensification within the Built-area Boundary
- The proposed development will represent intensification within the Primary Transit Area

1.5 Location Map

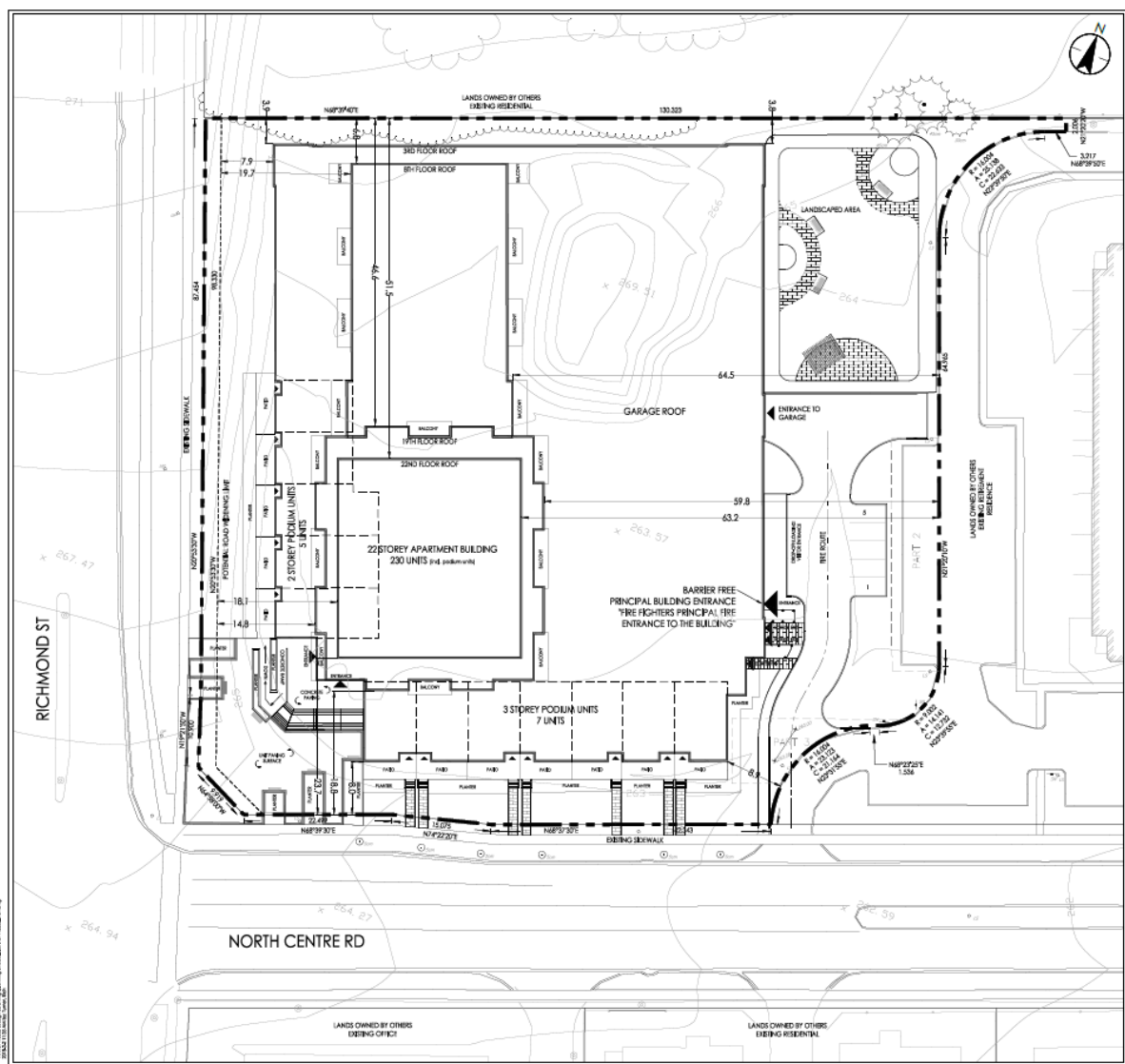


2.0 Description of Proposal

2.1 Development Proposal

The proposal is for a 22-storey apartment building at a maximum height of 73.2m (240ft), with a total of 230 residential units constructed on a 2-3 storey podium. The proposal provides podium units fronting North Centre Road and Richmond Street to respond to the pedestrian interface at the street. The total residential density of the proposed development is 199 units per hectare (UPH).

Figure 1: Conceptual Site Plan



A total of 335 parking spaces for the development have been accommodated through one level of underground parking and two levels of podium parking located internal to the building and screened by the townhouse units along Richmond Street and North Centre Road. 5 parking spaces are available at grade. Vehicular access is provided through a joint access at the easterly edge of the property along North Centre Road.



Figure 2: Conceptual Rendering: view from the southwest



Figure 3: Conceptual Rendering: view of from the southwest

2.2 Submitted Studies

The application was accepted as completed on February 9, 2018. The following information was submitted with the application:

- Planning Justification Report
- Tree Preservation Plan
- Sanitary Servicing Design Brief
- Storm Servicing Brief
- Water Servicing Brief
- Conceptual Site Plan
- Urban Design Brief
- Zoning Referral Record

2.3 Requested Amendment

The requested amendment is for an Official Plan amendment from a Multi-Family, Medium Density Residential designation to a Multi-Family, High Density Residential designation as well as a Zoning By-law amendment from a Holding Residential R5/R7/R8 (h-5*R5-7/R7*D75*H12/R8-4*H12) Zone, to a Residential R9 Bonus (R9-7*B(_)) Zone to an R9-7 zone and a site specific bonus zone to allow for the proposed apartment building. The bonus zone is requested to permit the following:

- Maximum Density of 199 UPH;
- Maximum height of 72.5m; and,
- Maximum lot coverage of 57.1%.
- Reduction in exterior and rear yard setbacks

2.4 Revised Amendment (to be considered at a future Public Meeting)

On June 14, 2018 Tricar presented revised design drawings in an effort to address some of the concerns raised by the public. The result is an 18 storey building with the tower portion of the development moved from the southwest corner to the northwest corner of the site. The townhouses have been extended north along the podium portion of the building which fronts Richmond Street and an 8-storey wing is being proposed along the northerly limit. The development will provide a total of 230 units and maximum height of 61m.



Figure 4: View looking northeast from intersection



Figure 4: View looking northwest from North Centre Road

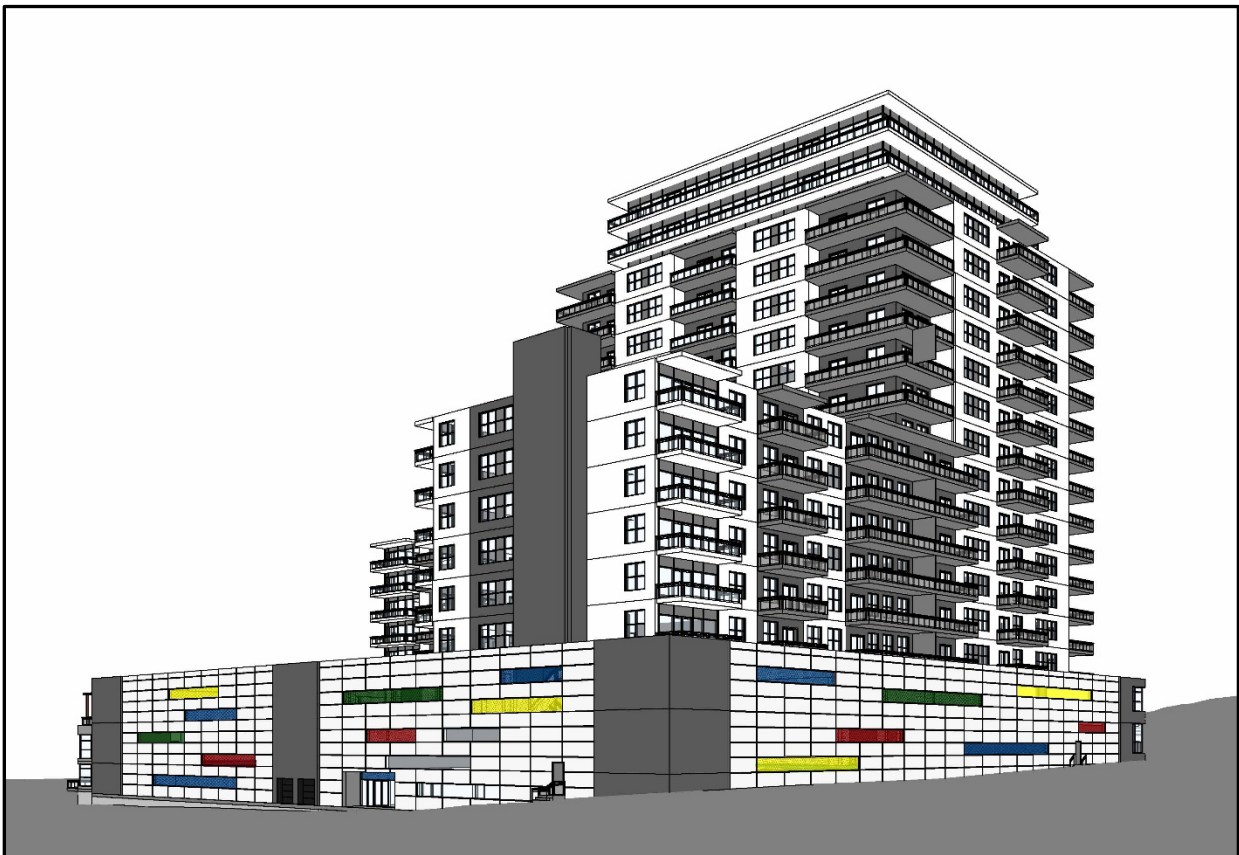
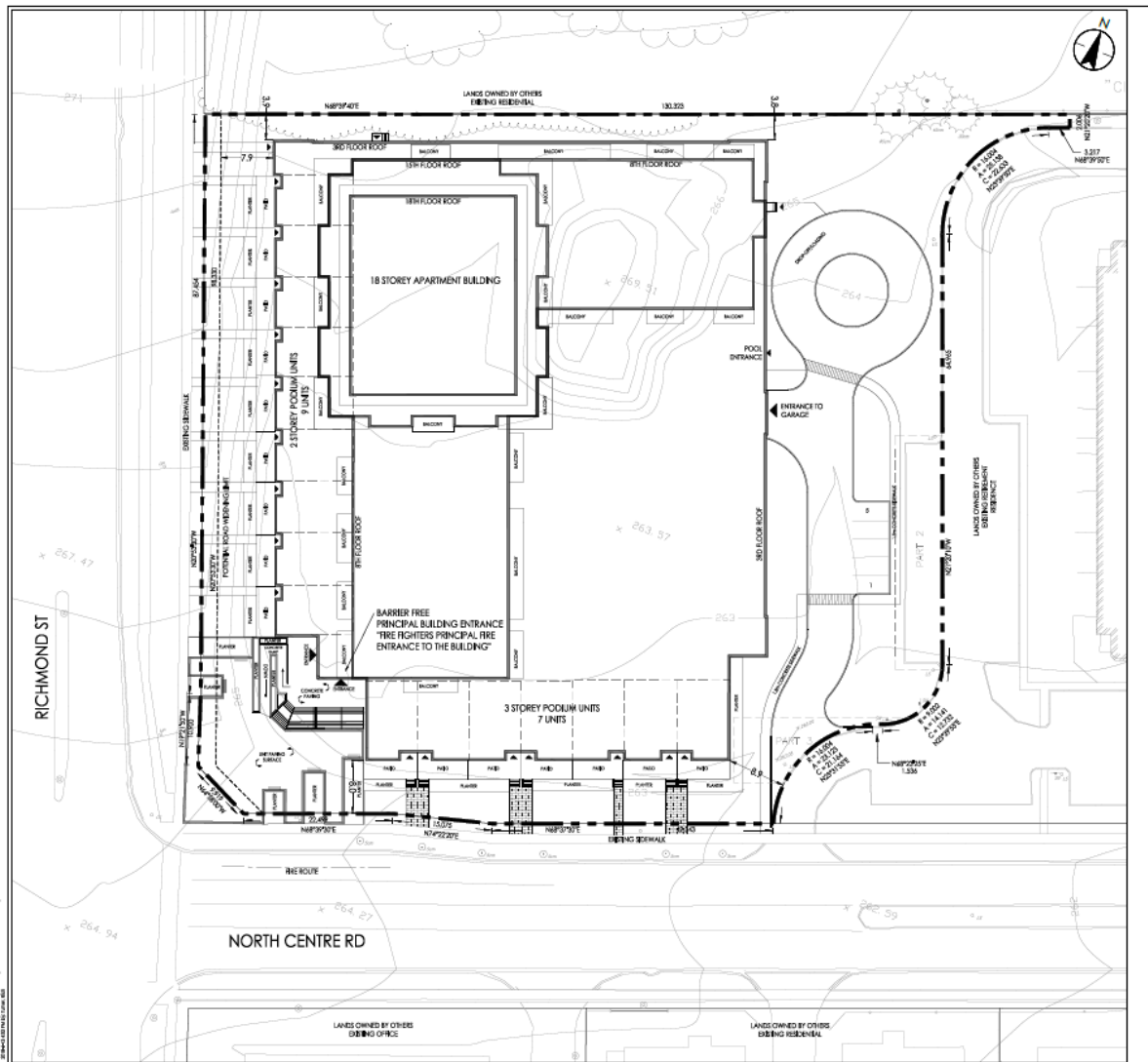


Figure 4: View looking southwest



Conceptual Site Plan

The site layout is similar to the previous proposal with 5 parking spaces at grade however a turning circle has been provided on the northeast corner for drop-off and loading purposes. This proposal was presented at a Community Information Meeting on July 3rd, 2018 but as of the date of this report, the application has not been formally amended to consider this new proposal.

3.0 Relevant Background

3.1 Community Engagement (see more detail in Appendix B)

There were 54 responses received during the community consultation period, with an additional 14 submitted at the Community Information Meeting, which was held on March 21, 2018, where approximately 64 people attended. The most commonly received comments include:

Concerns for:

- the proposed height of the building
- the impact of the shadows and loss of sunlight cast by the buildings
- loss of privacy
- proposed scale too large, not in keeping with character of the area.
- limited surface parking
- lack of infrastructure to support the increase in density
- potential increases in traffic along North Centre Road
- safety concerns created for the seniors home and traffic accessing North Centre
- construction traffic/noise and dust

- impacts of construction regarding noise, dust, vibration, and service interruptions
- potential impacts on natural area to the northeast

3.2 Policy Context

The subject site is currently located in a Multi Family, Medium Density Residential (“MFMDR”) Designation which runs along the north part of North Centre Road to the east. The south side of North Centre Road has a Multi-Family, High Density (“MFHDR”) Designation running along North Centre Road to the east with another High Density Designation located on the west side of Richmond Street along the north side of North Centre Road running west. Through this application the applicant is seeking to change the MFMDR designation on the subject site to the MFHDR designation similar to what exists in the area. The London Plan identifies the subject site and surrounding area as a Transit Village Place Type which provides a broad range of uses and heights.

Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use and development. Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns of the PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs. It also promotes cost-effective development patterns and standards to minimize land consumption and servicing costs. The PPS encourages settlement areas (1.1.3 Settlement Areas) to be the main focus of growth and development. Appropriate land use patterns within settlement areas are established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public service facilities and are also transit-supportive (1.1.3.2).

The policies of the PPS require municipalities to identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock [1.1.3.3] while promoting appropriate development standards which facilitate intensification, redevelopment and compact form [1.1.3.4] and promoting active transportation limiting the need for a vehicle to carry out daily activities [1.1.3.2, 1.6.7.4].

The PPS also promotes an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4 Housing). It directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, and direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. It encourages densities for new housing which efficiently use land, resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

In accordance with section 3 of the Planning Act, all planning decisions ‘shall be consistent with’ the PPS.

Official Plan

The proposed application is to change the current Official Plan designation to Multi Family, High Density Residential. *“The Multi-Family, High Density Residential designation is intended to accommodate large-scale, multiple-unit forms of residential development. The preferred locations for this designation are lands adjacent to major employment centres, shopping areas, major public open space, transportation routes, and where high density development will not adversely affect surrounding land uses. This type of development provides for an efficient use of land, energy and community*

services and facilities, and contributes to a broad range of choice in housing location, tenure and cost throughout the municipality”

The following are policy excerpts from the Official Plan that are relevant to this development application:

3.1.4 Multi-Family, High Density Residential Objectives

- i) *Support the development of multi-family, high density residential uses at locations which enhance the character and amenity of a residential area and where arterial streets, public transit, shopping facilities, public open space, and recreational facilities are easily accessible; and where there are adequate municipal services to accommodate the development.*
- ii) *Provide opportunities for the development of multi-family, high density residential buildings at locations adjacent to major public open space areas where compatibility with adjacent land uses can be achieved.*
- iii) *Promote, in the design of multi-family, high density residential developments, sensitivity to the scale and character of adjacent land uses and to desirable natural features on, or in close proximity to, the site.*

3.4.1. Permitted Uses

The primary permitted uses in the Multi-Family, High Density Residential designation shall include low-rise and high-rise apartment buildings; apartment hotels; multiple-attached dwellings; emergency care facilities; nursing home; rest homes; homes for the aged; and rooming and boarding houses. Zoning on individual sites would not normally allow for the full range of permitted uses.

3.4.2. Locations

*In addition to areas predominantly composed of existing or planned high density residential development, the preferred locations for the Multi-Family, High Density Residential designation shall include areas near the periphery of the Downtown that are appropriate for redevelopment; lands in **close proximity to Enclosed Regional Commercial Nodes** or New Format Regional Commercial Nodes or Community Commercial Nodes, Regional Facilities or designated Open Space areas; and, lands abutting or **having easy access to an arterial** or primary collector road. Other locations which have highly desirable site features and where surrounding land uses are not adversely affected may also be considered for high density residential development. Consideration will be given to the following criteria in designating lands for Multi-Family, High Density Residential use: (Section 3.4.2. amended by OPA 438 Dec. 17/09)*

Compatibility

- i) *Development of the site or area for high density residential uses shall 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.*

Municipal Services

- ii) *Adequate municipal services can be provided to meet the needs of potential development.*

Traffic

- iii) *Traffic to and from the location should not have a significant impact on stable low density residential areas.*

Buffering

- iv) *The site or area 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.*

Proximity to Transit and Service Facilities

- v) *Public transit service, convenience shopping facilities and public open space should be available within a convenient walking distance.*

3.4.3. Scale of Development

Net residential densities in the Multi-Family, High Density Residential designation will vary by location and will be directed by the policies in this Plan. Excluding provisions for bonusing, net residential densities will normally be less than 350 units per hectare (140 units per acre) in the Downtown Area, 250 units per hectare (100 units per acre) in Central London (the area bounded by Oxford Street on the north, the Thames River on the south and west and Adelaide Street on the east), and 150 units per hectare (60 units per acre) outside of Central London.

Density Bonusing

- iv) *Council, under the provisions of policy 19.4.4. and the Zoning By-law, may 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. The maximum cumulative bonus that may be permitted without a zoning by-law amendment (as-of-right) on any site shall not exceed 25% of the density otherwise permitted by the Zoning Bylaw. Bonusing on individual sites may exceed 25% of the density otherwise permitted, where Council approves site specific bonus regulations in the Zoning By-law. In these instances, the owner of the subject land shall enter into an agreement with the City, to be registered against the title to the land.*

The bonusing provisions set out in the Official Plan are as follows:

19.4.4. Bonus Zoning Under the provisions of the Planning Act, a municipality may include in its Zoning By-law, regulations that permit increases to the height and density limits applicable to a proposed development in return for the provision of such facilities, services, or matters, as are set out in the By-law. This practice, commonly referred to as bonus zoning, is considered to be an appropriate means of assisting in the implementation of this Plan.

Principle

- i) *The facilities, services or matters that would be provided in consideration of a height or density bonus should be reasonable, in terms of their cost/benefit implications, for both the City and the developer and must result in a benefit to the general public and/or an enhancement of the design or amenities of a development to the extent that a greater density or height is warranted. Also, the height and density bonuses received should not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of available municipal services.*

19.4.4 Objectives

- ii) *“Bonus Zoning is provided to encourage development features which result in a public benefit which cannot be obtained through the normal development process. Bonus zoning will be used to support the City's urban design principles, as contained in Chapter 11 and other policies of the Plan, and may include one or more of the following objectives:*

- (a) to support the provision of the development of affordable housing as provided for by 12.2.2.
- (b) to support the provision of common open space that is functional for active or passive recreational use;
- (c) to support the provision of underground parking;
- (d) to encourage aesthetically attractive residential developments through the enhanced provision of landscaped open space;
- (e) to support the provision of, and improved access to, public open space, supplementary to any parkland dedication requirements;
- (f) to support the provision of employment-related day care facilities;
- (g) to support the preservation of structures and/or districts identified as being of cultural heritage value or interest by the City of London,
- (h) to support innovative and environmentally sensitive development which incorporates notable design features, promotes energy conservation, waste and water recycling and use of public transit;
- (i) to support the preservation of natural areas and/or features; and
- (j) to support the provision of design features that provide for universal accessibility in new construction and/or redevelopment.”

London Plan

The subject site is located within the Transit Village Place Type. Transit Villages are intended to provide a broad range of uses and some of the most intense forms of development in the City.

GENERAL FRAMEWORK:

1. *The Downtown and Transit Villages allow for the broadest range of uses and the most intense forms of development in the City, within highly-urban, transit-oriented environments. The Downtown will be the highest-order centre in our city, allowing for greater height than the Transit Villages; it will be unique as the centre of commerce, culture, and entertainment in London.*

OUR VISION FOR THE TRANSIT VILLAGE PLACE TYPE

806_ *Our Transit Villages will be exceptionally designed, high-density mixed-use urban neighbourhoods connected by rapid transit to the Downtown and each other. They will be occupied by extensive retail and commercial services and will allow for substantial office spaces, resulting in complete communities. Adding to their interest and vitality, Transit Villages will offer entertainment and recreational services as well as public parkettes, plazas and sitting areas. All of this will be tied together with an exceptionally designed, pedestrian-oriented form of development that connects to the centrally located transit*

ROLE WITHIN THE CITY STRUCTURE

807_ *Second only to the Downtown in terms of the mix of uses and intensity of development that is permitted, Transit Villages are major mixed-use destinations with centrally located rapid transit stations. These stations will form focal points to the Transit*

Village neighbourhood. Transit Villages are connected by rapid transit corridors to the Downtown and allow opportunities for access to this rapid transit from all directions.

808_ They are intended to support the rapid transit system, by providing a higher density of people living, working, and shopping in close proximity to high-quality transit service. Through pedestrian oriented and cycling-supported development and design, Transit Villages support a healthy lifestyle and encourage the use of the City's transit system to reduce overall traffic congestion within the city.

809_ The Transit Villages identified in this Plan are located in existing built-up areas. However, all of these locations have opportunities for significant infill, redevelopment, and an overall more efficient use of the land. A more compact, efficient built form is essential to support our transit system and create an environment that places the pedestrian and transit user first.

Permitted Uses

811_ The following uses may be permitted within the Transit Village Place Type:

- 1. A broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses may be permitted in the Transit Village Place Type.*

Intensity

813_ The following intensity policies apply within the Transit Village Place Type:

- 1. Buildings within the Transit Village Place Type will be a minimum of either two storeys or eight metres in height and will not exceed 15 storeys in height. Type 2 Bonus Zoning beyond this limit, up to 22 storeys, may be permitted in conformity with the Our Tools policies of this Plan.*
- 2. Planning and development applications within the Transit Village Place Type will be evaluated to ensure that they provide for an adequate level of intensity to support the goals of the Place Type, including supporting rapid transit, efficiently utilizing infrastructure and services, ensuring that the limited amount of land within this place type is fully utilized, and promoting mixed-use forms of development.*
- 3. Permitted building heights will step down from the core of the Transit Village to any adjacent Neighbourhoods Place Types.*

Form

814_ The following form policies apply within the Transit Village Place Type:

- 1. All planning and development applications will conform with the City Design policies of this Plan.*
- 2. High-quality architectural design will be encouraged within Transit Villages.*
- 3. Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure, and general site layout that reinforces pedestrian safety and easy navigation.*
- 4. Convenient pedestrian access to transit stations will be a primary design principle within Transit Villages.*

7. *The base of all buildings will be designed to establish and support a high-quality pedestrian environment.*
9. *Massing and architecture within the Transit Village should provide for articulated façades and rooflines, accented main entry points, and generous use of glazing and other façade treatments along sidewalk areas such as weather protection features to support a quality pedestrian environment.*
10. *Creative and distinctive forms of building design are encouraged within the Transit Villages.*
11. *Surface parking areas should be located in the rear and interior sideyard. Underground parking and structured parking integrated within the building design is encouraged.*
13. *Planning and development applications will be required to demonstrate how the proposed development can be coordinated with existing, planned and potential development on surrounding lands within the Transit Village Place Type.*

Bonusing Provisions Policy 1652

“Under Type 2 Bonus Zoning, additional height or density may be permitted in favour of facilities, services, or matters such as:

- 1) *Exceptional site and building design.*
- 2) *Cultural heritage resources designation and conservation.*
- 3) *Dedication of public open space.*
- 4) *Provision of off-site community amenities, such as parks, plazas, civic spaces, or community facilities.*
- 5) *Community garden facilities that are available to the broader neighbourhood.*
- 6) *Public art.*
- 7) *Cultural facilities accessible to the public.*
- 8) *Sustainable forms of development in pursuit of the Green and Healthy City policies of this Plan.*
- 9) *Contribution to the development of transit amenities, features and facilities.*
- 10) *Large quantities of secure bicycle parking, and cycling infrastructure such as lockers and change rooms accessible to the general public.*
- 11) *The provision of commuter parking facilities on site, available to the general public.*
- 12) *Affordable housing.*
- 13) *Day care facilities, including child care facilities and family centres within nearby schools.*
- 14) *Car parking, car sharing and bicycle sharing facilities all accessible to the general public.*
- 15) *Extraordinary tree planting, which may include large caliper tree stock, a greater number of trees planted than required, or the planting of rare tree species as appropriate.*
- 16) *Measures that enhance the Natural Heritage System, such as renaturalization, buffers from natural heritage features that are substantively greater than required, or restoration of natural heritage features and functions.*

17) *Other facilities, services, or matters that provide substantive public benefit.*”

4.0 Matters to be Considered

A complete analysis of the application is underway and includes a review of the following matters, which have been identified to date:

Provincial Policy Statement (PPS)

- Consideration for consistency with policies related to promoting appropriate intensification, efficient use of land, infrastructure and services that support transit.

Official Plan

- Does the subject site meet the relevant locational criteria to be designated for MFHDR uses?
- Conformity to policies related to the appropriateness of the level of proposed intensification with respect to the bonusable provisions.
- Impacts on adjacent properties.
- Compatibility with the surrounding area.

London Plan

- Conformity to policies related to the appropriateness of the level of proposed intensification with respect to the bonusable provisions.

Technical Review

- Appropriate and desirable design of the proposed apartment.
- All engineering comments have been addressed or will be dealt with at site plan approval stage.
- Identifying matters that could be directed to the site plan approval stage.

Zoning

- Suitability of the requested bonus zone and regulation amendments in relation to the proposed development.

5.0 Conclusion

Planning staff will review the comments received with respect to the proposed Official Plan and Zoning By-law amendment and will report back to Council with a recommendation based on the current application or a potential revised application for and Official Plan and Zoning By-law Amendment. A future public participation meeting will be scheduled when the review is complete and a recommendation is available.

Prepared by:	Mike Corby, MCIP RPP Senior Planner, Current Planning
Submitted by:	Michael Tomazincic, MCIP RPP Manager, Current Planning
Recommended by:	John M. Fleming, MCIP RPP Managing Director, Planning and City Planner
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services	

July 5, 2018

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Appendix A – Public Engagement

Public liaison: On February 21, 2018 Notice of Application was sent to 94 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on February 22, 2018. A “Planning Application” sign was also posted on the site.

54 replies were received

Nature of Liaison: Change Official Plan land use designation from Multi-Family, Medium Density Residential to Multi-Family, High Density Residential.

Change Zoning By-law Z.-1 from a Holding Residential R5/R7/R8 (h-5*R5-7/R7*D75*H12/R8-4*H12) Zone which permits cluster townhouse dwellings, cluster stacked townhouse dwellings, senior citizen apartment buildings, handicapped persons apartment buildings, nursing homes, retirement lodges, continuum-of-care facilities, emergency care establishments, apartment buildings, lodging house class 2, stacked townhousing to a Residential R9 Bonus (R9-7*B(_)) Zone which permits apartment buildings, lodging house class 2, senior citizens apartments, handicapped persons apartments and continuum-of-care facilities. The bonus zone would permit a residential density of 199uph and maximum height of 73.2 metres in return for eligible facilities, services and matters outlined in Section 19.4.4 of the Official Plan. Other provisions such as interior/exterior side yard setbacks and lot coverage may also be considered through the re-zoning process as part of the bonus zone.

Responses: A summary of the various comments received include the following:

Concern for:

Views and Shadowing:

Shadows cast from building will affect the abutting senior’s residents specifically the outdoor amenity area (courtyard) and will negatively impact the amenity areas of residential uses in the area.

Views will be obstructed due to the height of the building.

Building Design:

The proposed massing and scale of the development is too large and imposing in relationship to the surrounding land uses.

Insufficient setbacks being provided.

Height

The proposed height is too drastic compared to what is currently in the area.

No apartments exists at this height outside of the downtown.

This is a predominately low rise housing area.

Loss of privacy due to size of the building.

Transportation

Concerned about the increase in traffic that the development will create.

Safety concerns for the senior’s next door and those living in the area trying to access North Centre Road.

Limited surface parking provided will increase on street parking which creates additional safety concerns.

Spill over parking will occur into Richmond Woods Retirement Village parking lot and the office across the street.

There is insufficient public transit currently available to accommodate the proposed increase in population.

Construction

Impacts of construction, noise, dust, vibration, increased construction traffic (large trucks).

Servicing

Overload on infrastructure (roads, stormwater flows)

The area can't support the influx of residents, limited public parks/open spaces/no capacity at schools to accommodate the increase in population.

Other

Property values will decrease.

Impacts on high ground water table which could result in flooding and have a negative impact on the Arva Moraine Wetland.

Residents were under the understanding the area would develop as a low rise development in keeping with existing MFMDR and based on previous decision at Richmond Woods to restrict the height.

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

Telephone	Written
Doreen Jaques 6-205 North Centre Road	Jennifer Reed 205 North Centre Road
Helen Jasinski 1-215 North Centre Road	Maggie Whalley Unit 39, 250 North Centre Rd
Bev Simpson 17-205 North Centre Road	Tony Furlong 205-1 North Centre
Tina Huiting 19-215 North Centre Road	Randy Warden 14-205 North Centre Road
Wright Rasmuson 200 North Centre Road	Donna Kotsopoulos 54-250 North Centre Road
Fred & Rosanna Seep 4-205 North Centre Road	Ross Sturdy 9-205 North Centre Rd.
Alasdair Rose 2002-180 North Centre Road	Ata Had 215 north centre rd
Michelle Stanesco 9-145 North Centre Road	CLAUS WAGSTAFFE-KIRCHHOF 16-145 North Centre Road
Suzan Bani 40-185 North centre Road	Alena Robin 52-250 North Centre Road
Dorren Holman 32-145 North Centre Road	Linda Cote 56-145 North Centre Road
Jan Janick 305-200 North Centre Road	Paul Digby 16-1890 Richmond Street
Nabila Haider 25-145 North Centre Road	Victoria Digby 16-1890 Richmond Street
John Wojcik 152 Chantry Pl	Erin McLeod 235 North Centre Road
Peter White	Patty Dowling 42-145 North Centre Rd
Jacque Murphy	Cynthia MacKinnon 203 -235 North Centre Rd
Ruth Liley 34-145 North Centre	Robin Whimster 55-230 North Centre Road
	Carolyn de Groot 235 North Centre Road
	John and Brenda Sandles 16-205 North Centre Road
	Roland Carson 30-145 North Centre Road
	Gloria Csullog-Poulin 235 North Centre Road
	Dr. Liliane Le Saux Suite 300 - 235 North Centre Rd
	Carla Garagozzo 44-1890 Richmond St
	Gregory Davis 16-215 North Centre Road
	Rob Croft 38-145 North Centre Rd
	Dave Stollar/Donna Morrison 145 North Centre Rd, unit 31
	Suthan Srigunapalan 185 north Centre road
	Carolyn Snelgrove
	Jessie Chesnut 145 North Centre Rd

	Catarina Fernandes/Darren Trudeau 22 Debbie Lane
	Beulah & Mort Bond Unit 12,145 North Centre Road
	Sarah Coughlin 10-215 North Centre Rd
	Chao Zhang 32 Chantry Place
	RICHARD MCCULLOUGH 48 - 250 North Centre Rd
	Wilma Lambert 1890 Richmond Street, Unit 47
	Muriel Parsons 3012 180 North Centre Rd.
	Susan Gliksman 22-1890 Richmond St
	Marlene Thompson
	MSCC #582, Foxborough Chase 1890 Richmond St. Jack Hardy, President Susan Gliksman, Director Gerry Killan, Director Gary Plomske, Director Richard Voegelin, Director

File: OZ-8874
Planner: Mike Corby

From: Jennifer Reed
Sent: Saturday, February 24, 2018 9:39 PM
To: Corby, Mike
Cc: Cassidy, Maureen
Subject: OZ-8874

Hi,

I live at 205 North Centre Road, and I am absolutely against the proposed changes by The Tricar Group for 230 North Centre Road.

The land use designation from Multi-Family, Medium Density Residential to Multi-Family, High Density Residential will make the corner of North Centre Road and Richmond Street a traffic nightmare. A 22-storey residential apartment building on that corner with all of their vehicles will not be a welcome addition to the neighbourhood. I strongly urge you to reconsider this amendment to the City's Official Plan and Zoning By-law.

Thanks,
Jennifer

From: Maggie Whalley
Sent: Thursday, March 1, 2018 2:56 PM
To: Corby, Mike; Cassidy, Maureen
Subject: 230 North Centre Rd OZ8874
Dear Mr Corby and Councillor Cassidy:

I am very much opposed to the proposed tower block on the site of 230 North Centre Rd.

The re-zoning would create the space for a highly inappropriate too high apartment - casting shadows and looming over the present lower-rise buildings which flank it on the north, east and west sides.

This is a residential area for older folk - how sad for those in Richmond Woods to be cast in to shadow so blatantly.

And it just doesn't 'fit'. 10 storeys would be as much as we would want to see here. I live across the road at 250 North Centre Rd and we would be adversely impacted too.

Thank you for your attention.

Yours sincerely,
Maggie Whalley
Unit 39
250 North Centre Rd
London N6G 5A4

From: Tony Furlong

Sent: Monday, March 5, 2018 9:45 PM
To: Corby, Mike
Subject: OZ-8874

This is a letter of my concerns for the proposed building on North Centre Road. This is not the case of "not in my back yard". Tony Furlong

OZ-8874
Attn: Mike Corby
City of London Planner

Regarding amendment to the City planning and zoning By-Law Z-1

As an owner of a condo very close to the proposed building site, I have several issues with this pending highrise. Time in planning is seldom wasted. Take the time and look at what you are proposing.

Take a look at the corner of Richmond and North Centre Road during morning rush hour. Adding another 230 units would make congestion an even larger problem. North Centre Road has become a bypass road for congested Fanshawe Park Road traffic.

Residents here have problems just getting onto North Centre Road during normal hours. Present bus route at Fanshawe and Richmond are at capacity now, how will LTC address this influx of passengers. Please don't say BRT.

Past zone ruling disallowed Richmond Woods Retirement Villa from building higher than five storey's; what makes Tricar so special ?

I would love to see a building at the proposed site, but lets keep at ten storey's Max. Anything larger would be an eyesore and create problems.

Tony Furlong
205-1 North Centre
London Ontario
N5X4E2

From: Randy Warden
Sent: Wednesday, March 7, 2018 10:43 AM
To: Corby, Mike <mcorby@London.ca>
Cc: Cassidy, Maureen <mcassidy@london.ca>; 'Tony Furlong'; Nancy Warden
Subject: Application OZ-8874
Importance: High

Good morning Mr. Corby,

My wife and I have received notice of application (OZ-8874) to amend the official plan and zoning bylaw for 230 North Centre Road. The application affects property less than a couple hundred feet from the front door of my residence.

I wish to be kept aware of all public meetings and/or potential amendments or change to the aforementioned application.

Hello Councillor Cassidy,

Respectfully, I request to be kept informed when the subject property / application is addressed by either planning committee or Council.

At first blush, please know my neighbours and I are startled that the applicant seeks a twenty-two storey tower. When Nancy and I moved into our condominium in 1999, this same property was destined to become residential townhouses.

I have two requests of you:

- 1) To assist my neighbours and I consider our response, would you please advise me the number of – and location – for any existing tower within the city of London that is twenty-two floors or greater?

File: OZ-8874
Planner: Mike Corby

- 2) What is the City's emergency response plan for a tower of this height?
Specifically, how would London's fire department address a large scale fire on one (or all) of the top floors?

Thank you,

Randy Warden
14-205 North Centre Road
London N5X 4E2

From: Donna Kotsopoulos
Sent: Monday, March 5, 2018 6:57 PM
To: Corby, Mike <mcorby@London.ca>
Subject: 230 North Centre Road, OZ-8874

Dear Mr. Corby,

I am writing to strongly OPPOSE the amendment to the zoning of the above mentioned plot of land. We OPPOSE the change from medium density residential to multi-family, high density residential.

When we purchased our condo at 250 North Centre, we were told clearly that the land directly opposing our yard (facing Richmond) would only be low rise units (similar to the nursing home), medium residential. The proposed change to high density planning seems reckless, to be frank. The traffic at this corner, at an intersection where there are high level of seniors and other vulnerable populations, is simply inappropriate. We are deeply concerned that this will also impact the value of our home with the high rise fully blocking our entire western exposure - 22 stories is just unbelievable. It will also create further challenges with the already congested traffic at this intersection immediately preceding a short stretch to Richmond and Fanshawe Park Road.

Please continue to include me on all future correspondence.

Respectfully,

Donna Kotsopoulos, PhD
54-250 North Centre Road

From: Donna Kotsopoulos
Sent: Thursday, March 8, 2018 11:30 AM
To: Corby, Mike <mcorby@London.ca>
Subject: Re: 230 North Centre Road, OZ-8874
Hi Mike,

Thanks for this information. I can't see how a decision to put such high density housing at this intersection makes sense from a traffic perspective. It's right on the corner. The congestion this will create will be significant - right up to Fanshawe Park road which is already a problem. A plan with a substantial set back may have been tolerable but this is a building built right into the corner. I can't understand it.

Thanks again,

d.

From: Ross Sturdy
Sent: Thursday, March 8, 2018 1:58 PM
To: Corby, Mike <mcorby@London.ca>

File: OZ-8874
Planner: Mike Corby

Cc: Cassidy, Maureen <mcassidy@london.ca>
Subject: Application OZ-8874

Good Morning,

My wife and I are writing this e-mail as a result of the notice we received regarding the application to amend the official plan & zoning by-law for 230 North Centre Rd.

Two years ago we bought a condo across the street from the vacant property (230 North Centre Rd.) after checking that the City Official Plan had it listed as medium density. We also checked on the previous decision the city made on Richmond Woods Retirement Village that limited the developer from building anything higher than five storeys. Needless to say this zoning amendment comes as a real shock. It also comes as a concern that one Developer would be turned down but another Developer could be approved!

I know that the city council is really pushing hard for the BRT, but this zone change decision should not have any bearing on the BRT. The decision should be decided on it's own merit, not that it is at the North End of the BRT where high density would be good to increase riders.

I have attached a list of concerns to this e-mail to be considered when reviewing the approval of a 22 storey high density apartment building.

Below is a quick review which shows this new building would be totally outside the Urban Design.

- a) a high density 22 storey building completely out of place to the surrounding region.
- b) 10 storeys higher than any other building in the area.
- c) built on the corner of two very busy roads with apartment access about 100m from the busy intersection.
- d) building right beside a 130 suite senior retirement home. This will be disturbing to the residents. Not only the construction noise but the noise from daily garbage collection and the daily confusion created by extra traffic of 230 apartment units.

Thank you for the information you gave over the telephone and the Notice Of Application To Amend The Official Plan & Zoning By-Law.

Regards,

Shirley and Ross Sturdy
9-205 North Centre Rd.
London, ON.
N5X4E2

OZ-8874

Att: Mike Corby
City of London Planner
cc: Councillor M Cassidy
March 6, 2018.

Mike Corby,

The following are some issues I would like to point out for your review on the Zone change:

1. Clarification Required:

I'm confused as to the application for change. On the sign outside the property and on Tricar website they advertise "Luxury Condos" but on their Zoning Application they state it as a Residential Apartment Building. I don't feel they should advertise as Luxury Condos and apply for a Zoning change for a 230 unit Residential Apartment Building. Can you please clarify?

2. Traffic:

The road section of North Centre Rd between Fanshawe Park Rd. to Richmond St. has become a very busy street as cars use it as a shortcut to avoid the lights at Richmond St and Fanshawe Park Rd. Many of the Condo owners in our complex complain how hard it is getting to turn out onto North Centre Rd as there is so much traffic, all going fast both ways. Now to add cars from 230 new apartments entering onto North Centre Rd it will become very dangerous, especially with the apartment building entrance being only 100m from Richmond St.

3. Parking:

From my experience most apartment buildings have a minimum number of visitors parking, and then in the winter, snow is pushed into these spots which reduce the visitor parking. When visitors can't find a spot on the grounds they will park on North Centre Rd which is already dangerous. Almost every day I see emergency vehicles at Richmond Woods Retirement Village and feel that with a lot of street parking it will restrict their entrance. Fire trucks would probably have issues.

4. Urban Design:

A 22 storey building will be completely out of place to the surrounding buildings. Here are the four tallest buildings close to Richmond St. in the area north of the Thames River.

300 North Centre Rd.	12 Floors
1985 Richmond St.	12 Floors
240 Village Walk Blvd. Masonville area.	14 Floors New by Tricar, not in lower
260 Village Walk Blvd. Masonville area.	14 Floors New by Tricar, not in lower

Proposed: 230 North Centre Rd. 22 Floors – 10 storeys higher than the other apartment building at North Centre Rd. Ten storeys higher will also make it possible for renters on the fifteenth floor and above to look down into the yards of the million dollar homes on Chantry Place.

5. Past Zone Ruling By City Of London

I have been advised by condo owners in our complex that when Sifton wanted to build Richmond Woods Retirement Village they had proposed a taller building, but the city would not approve and restricted them to five floors. Is it really fair practice to restrict one builder to 5 floors but give permission to another builder for 22 floors?

6. Richmond Woods Retirement Village

This 3 storey retirement home is right beside the proposed 22 storey building. It would be very insensitive to put a High Density building right beside a senior citizens retirement home. The new building will cut off their light and view plus add confusion to their daily lives. I can only imagine the noise during construction and the noise of the garbage pickup every morning. I see these people out with their walkers going up the sidewalk to get exercise or trying to get to Loblaw's. They will have to cross the apartment building entrance and someone will get hit for sure. I also wonder what the city plans

will be if an emergency happens in the new apartment and the 130 suites have to be evacuated?

7. Parks

This proposed building will probably be filled with families that will require parks for their children to play in. The following are the parks close to 230 North Centre Rd.

Plane Tree Park (across busy Richmond St, up a steep hill) 1.0km.

Camden Crescent Park (across Fanshawe Park) 2.0 km.

Virginia Park (walk down busy Fanshawe Park) 2.4km.

A new park closer to this site would have to be built. Children can't just play on the sidewalk of a busy road.

8. Schools

If the apartments are filled with families, their children will be in the region for the following schools. Do they have capacity for a large influx of students?

Thames Valley School Board

Jack Chambers Elementary 2.4km

A B Lucas Secondary 4.0km

London Catholic School Board

St. Catherine of Siena Catholic Elementary 1.1km

Mother Teresa Secondary 4.8km

I read a front page article in the March 3, 2018. Toronto Star which described the problems that have been created with High Density Buildings in the Toronto area school system. It would be interesting for you to review.

In conclusion, I do not have an issue and agree that an apartment or Luxury condo complex should be built which falls under the rules of Medium Density.

Thanks

Ross & Shirley Sturdy
9-205 North Centre Rd.
London, ON.
N5X4E2

From: Ata Had
Sent: Wednesday, March 14, 2018 12:28 PM
To: Corby, Mike <mcorby@London.ca>
Subject: 22-storey apartment

Hello Mike,
I received the notice about a 22-storey apartment.
I am not happy and I don't like it.
I live in 215 north centre rd.
Please let me know if you need more information.
The reference project #OZ-8864.

Thanks
Ata

From: CLAUS WAGSTAFFE-KIRCHHOF
Sent: Thursday, March 15, 2018 2:42 PM
To: Corby, Mike <mcorby@London.ca>
Subject: OZ-8874 Notice Of Application -- City's Official Plan And Zoning By-Law Z-1

Hi Mr. Mike Corby,

We Are Concerned About This Massive Real Estate Development -- For 230 Units -- With Possibly 700 Individuals (Mostly UWO Students -- From China -- All Driving BMW Cars) -- Several Years Of Dirt On Our Dinner Plates -- And After That Cars Racing Along North Centre -- All Wildlife Has Already Become Road-Kill -- Next Will Be Folks From The Retirement Complex -- Crossing The Street -- !?!

We Had A Similar Proposal For A 22-Storey Apt. Complex -- Overlooking A Park Area -- Which Was Controversial -- And So Is This Mega Project -- Probably The Same People -- Hiding Behind Another Corporate Name -- !?!

Regards, Claus WAGSTAFFE-KIRCHHOF MBA
16-145 North Centre Road

From: Alena Robin
Sent: Saturday, March 17, 2018 6:42 PM
To: Corby, Mike <mcorby@London.ca>
Subject: Concerns on amendment to official plan and zoning - 230 North Centre Road

Mike Corby
The City of London
Planning Services

Dear Mister,

We are writing to manifest that we are against the amendment of the official plan & zoning by-law that has been notified by the Tricar Group for the 230 North Centre Road location.

We consider that the change of zone goes against the disposition of this part of the city, that is characterized by clusters of townhouse dwellings, senior citizen and handicapped persons apartments buildings, nursing and retirement homes. The change of zone would disrupt the homogeneity of the zone. The construction of a 22-storey residential apartment building would create a lot of tension in a quiet-zone, which is characterized by low-rise constructions. The location of the proposed building would also affect the price of our townhouse, which overlooks at Richmond Street, would block our view and the sunshine we receive, and probably affect how the air flows around the building. It would definitely affect our privacy. The total of 230 units planed will necessarily increase traffic in the area and cause conflict in the zone. This construction was not mentioned when we bought our townhouse and it surely would have affected our decision in choosing this area of London to live in.

We also question the necessity of such a building in this area of London. Many houses have been recently built in a unit on North Centre Road, another residential area is being built in the upper section of Richmond Street and three high-rise residential apartment buildings have been recently built in that same area. Is there really such a high demand for housing in London or are we creating a real estate bubble? Furthermore, we would like to know what is the target market for this high-rise. Will it be for ownership or for rental? What kind of quality of construction will it be? Have there been some recommendations made, of what kinds, and is Tricar going to respect them?

We understand the need to take advantage of this unused land but we would prefer it be use for a park both for the young and the elderly people who live in the area. We also believe the Municipal Council for the City of London has the obligation to protect the quality of life of its inhabitants, and hence conform to the designated Zoning By-Law policies of this area designated as multi-family, medium density residential area. We

File: OZ-8874
Planner: Mike Corby

please urge you to protect these policies. We please request that you speak on our behalf and voice our serious concerns on allowing this application to amend the official plan and zoning by-law.

Thank you for your consideration.

Please do not hesitate to contact us should you require further information.

Sincerely,

Alena Robin & Raúl Manuel López Bajonero
52-250 North Centre Road
London, N6G 5A4

From: Linda Cote
Sent: Monday, March 19, 2018 11:28 AM
To: Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>
Subject: re: OZ08874 230 North Centre Rd

Dear Mike,

Thank you for the opportunity to discuss some of my concerns for the above mentioned project.

Our major concern is the increase of truck traffic on the portion of Fanshawe/North Centre to North Centre/Richmond.

Last year Maureen Cassidy kindly took the initiative to have the City of London install NO TRUCK TRAFFIC and 50 speed limit signs on this section of the road. This portion of North Centre is NOT to be used as a cut-through for truck traffic.

Sadly, since this initiative the truck traffic has increased significantly and I have pictures of trucks from Coke, Pepsi, Farm Boy, Pure Water, even Shell double tanker gas trucks, etc., this past summer. Now if you add the Developers trucks to the mix this adds to our concern for our Seniors who love to walk this section of North Centre and of course the noise, dust and rattling of our houses and lack of enjoyment of our backyards.

Our concern is during the 2 year construction period, how is the safety of this section of North Centre going to be preserved? This morning there has already been 7 huge trucks within a 30 minute period with only one going 50 k.

Since noise reducing fencing is not really an option we would appreciate the City taking a hands on approach to control the Developers truck traffic through this area for the next 2 years. It may be an inconvenience to them to take another route, but we would like to enjoy our back yards and not be exposed to the pollution, dust and truck noise (clanging and banging) and protect our Seniors who we see walking this section every day. Perhaps the Police could be more visible and drivers would start to respect these signs? Also, both cars and trucks go way to fast on the curves of North Centre and end up at 80k when they reach the Richmond Woods Senior residence. Maybe electronic speed signs would help?

Finally, we would ask that the Developer have the road cleaned of all mud and debris on a regular basis on North Centre Road. We love clean cars and don't want to be frustrated every time we are at that corner of North Centre/Richmond.

We would appreciate your assistance with the above mentioned matters.

Best Regards,

Linda & François Côté

From: Paul Digby
Sent: Monday, March 19, 2018 11:25 AM
To: Cassidy, Maureen <mcassidy@london.ca>
Cc: Rafuna, Liridona <lrafuna@london.ca>
Subject: Re: Tricar High Rise

Greetings Maureen

Hope this email finds you healthy and looking forward to some decent weather.

I am a concerned citizen in your ward regarding the proposed 22 story condo on the corner of North Centre and Richmond.

Our condo is located within the Foxborough Chase subdivision and our house backs onto the green space facing the Western property.

Obviously the height of this project (22 stories) will not compliment the area, may intrude upon our privacy and create undue stress upon the environment and traffic patterns in the area.

I would appreciate feedback as your position on this proposal and steps to assist us to have input.

By the way, I was a supporter of you in the last election and continue to value your leadership on the Council.

Kind Regards

Paul Digby
16-1890 Richmond Street
Unit 16 London N5X4J1

From: McLeod, Erin
Sent: Monday, March 19, 2018 4:51 PM
To: Corby, Mike <mcorby@London.ca>
Subject: OZ-8874; 230 North Centre Road

Hi Mike,
Please consider the following comment for the planning application referenced above. This is a request to consider incorporating a public space in this area. I currently work across the street at 235 North Centre Road. There are no parks or public spaces within walking distance of this area. It would be a great opportunity to incorporate a public/park space where those who live and work in the area could gather and enjoy the outdoors.

Erin McLeod

From: Patty Dowling
Sent: Tuesday, March 20, 2018 9:34 AM
To: Corby, Mike <mcorby@London.ca>
Subject: Project reference #OZ-8874

Good morning Mike,

File: OZ-8874
Planner: Mike Corby

I am writing to appeal the project #OZ-8874 which is a 22 story condo complex on North Centre Rd., London.
North Centre Rd is already very busy with traffic, school busses etc. I live at 145 North Centre Rd. And find this whole corner has increased in traffic as drivers come down North Centre Rd. to avoid the traffic on Fanshawe Rd. at Masonville area. There are a lot of elderly people that walk down the street from the Nursing home as well.
I don't feel a building that tall should be allowed on that corner.
It looks like to me with the sign to say Condos are coming soon that the decision is already made? Am I right on that?

Regards, Patty Dowling
#42-145 North Centre Rd., London, Ontario N5X 4C7

Patty Dowling

From: Kumon-London Northeast-Cynthia MacKinnon
Sent: Tuesday, March 20, 2018 11:30 AM
To: Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>
Subject: Concerns about the plans for 230 North Centre Rd

Hello ,

I am a professional working at 235 North Centre Rd, which is directly across the street from the corner assigned as 230 North Centre Rd. I have heard that there is a proposal for a high density (22 stories) residence at that address. I am having difficulty imagining that such a high density unit will support enough visitor parking for itself and I am concerned about the implications for North Centre Rd and for our parking lot.

I would also like to support a request that was sent -to ask you to envision a greener, community supportive use for this space. Many families reside in the medium density units on North Centre Rd and yet there is no green space within walking distance. I feel it is not right to increase density without infrastructure to support current density.

Thank you for accepting feedback at this time.

Cynthia MacKinnon
Suite 203 -235 North Centre Rd

From: Kumon-London Northeast-Cynthia MacKinnon
Sent: Tuesday, March 20, 2018 2:13 PM
To: Corby, Mike <mcorby@London.ca>
Subject: Re: Concerns about the plans for 230 North Centre Rd

Thank you for this reply.

I am glad to hear of the parking provisions.

Perhaps another thing for the city to consider, if not able to purchase the land, would be bussing coming up to the area to support all these people ?

At least that might reduce some cars , and provide a means for any less able bodied North centre Rd residents to get to a park. (Those who cant walk as far as Masonville's bus depot is what I am getting at.)

Please excuse me if I am not current in my info... but I don't think any city busses run to/on North centre Rd at this time.

Cynthia MacKinnon

From: Robin Whimster
Sent: Monday, March 19, 2018 12:28 PM
To: Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>; Morgan, Josh <joshmorgan@london.ca>
Subject: File OZ-8874, Zoning Application, 230 North Centre Road

Dear Mr, Corby, Ms. Cassidy, & Mr. Morgan,

I am writing with concerns about the proposed application by Tricar for a zoning change at 230 North Centre Road, File OZ-8874.

I am particularly concerned to observe that work has already started to clear the site, although there is no indication that the zoning change has been approved.

I have downloaded and reviewed the Urban Design Brief, presented to the Urban Design Peer Review Panel on February 21, 2018. It is very slick, but does not take into account the people already living in this area.

I live on the north west corner of Richmond & North Centre Road, unit 55. I was Treasurer of our Condominium for 17 years. Although I am no longer on the Board, I still consider the impact of this development on other units as well as my own.

In summary, my concerns are:

- The proposed development is excessive in size and height, and is out of scale for the neighbourhood and prevailing terrain;
- It will have a negative effect on the neighbours - the people who already live here.

Size, Height, & Purpose

There are two other high rise buildings nearby:

- 300 North Centre Road, 13 storeys. Although this is registered as a condominium, MCC 478, all units are owned by Tricar, and it is operated as a rental building. The impact of this building is mitigated by the steep hill behind it.
- 1985 Richmond Street, 12 storeys. This is also registered as a condominium, MSCC 726. If you look online, there are apartments for rent, but no sales offerings. The impact of this building is mitigated by the setback & open space around it.

The site at 230 North Centre is much more exposed, and the building should be no taller than either of these other buildings.

I am familiar with the podium design, having family living in 1 Rean Drive in North York, which has 3-storey townhouses fronting the street. Rather than mitigating the impact of the 28-storey high rise condominium behind, it intensifies the mass of the building from a street perspective. A decent set-back is better.

Is 230 North Centre destined to follow the rental pattern of use of the two nearby high rises? In which case, who are the target market? Is it destined to follow the example of MSCC 823 at Jacksway, a 4-storey development? MSCC 823 is operated as a condominium, but with a few owners owning a large proportion of the units, and a heavy student tenancy? I was around when Jacksway was built, and it was renowned for significant quality deficiencies, particularly insulation and sound proofing. What level of quality will 230 North Centre actually be built to, as opposed to as promoted? I hope the City insists on quality building technology for its new buildings.

Impact on Neighbours

File: OZ-8874
Planner: Mike Corby

The other residences around here are mostly townhouses - 1 or 2 storey - with a mix of ages but weighted towards retirement or pre-retirement ages. The potential impact on the neighbours are as follows:

- It will steal the light from several of the units in our condominium. Although the Shadow Study is interesting, it only shows the shadow cast by the sun. It does not account for a large building blocking out a portion of the sky;
- Another concern is the reflection of sunlight in the afternoon and evening. This may be welcome if diffused, or problematic if glaring;
- We also worry about the potential negative impact on our property values;
- In addition, there will be additional traffic to contend with. This area already has a high volume of vehicle traffic concentrated at particular times of day. It will change the quality of our life, for good or ill.
- If it becomes a centre for student population, will it become another Broughdale Avenue or Fleming Drive, with their associated problems, noise, and disregard for the neighbourhood? The proximity of the BRT hub would support such an unwelcome development.

There was an undertaking by the City that future development on this site would remain medium density, when the Retirement Residence and the associated apartment building were approved. A 22 storey building is not medium density. Although I will attend the Public Meeting on March 21, 2018, I will have to leave early for another commitment. I would like to receive all follow-up material. In particular, please send me:

- the recommendations of the Urban Design Peer Review Panel;
- the recommendations of City staff;
- whether Tricar intends to follow the recommendations;
- whether the City has already approved the development, seeing that work is already in progress;
- the conditions to be imposed by the City on this development.

Thank you for your attention.
Robin Whimster
250 North Centre Road
Unit 55
London, ON, N6G 5A4

From: Robin Whimster
Sent: Tuesday, March 20, 2018 8:36 PM
To: Corby, Mike <mcorby@London.ca>
Subject: Re: File OZ-8874, Zoning Application, 230 North Centre Road

Hi Mike,

First, let me thank you for your reply, which is much longer and more detailed than I ever expected. My sincere thanks.

As you present it, the issue is whether the building conforms to the Plan. I get that approach. However, it makes me wonder how we can protect the neighbourhood and our people from the impact of a building that seems to us to be far too high. I don't know, and so included our concerns in my e-mail. Most people I have talked to would accept a lower building in the 10-13 storey height range, even if it was without enthusiasm.

I work with condos, and most of them have restrictive clauses about occupancy and leasing, to preserve the intended lifestyle. However, the Declarant, usually the developer, has control over the original documents. Of course, if the units remain in the developer's hands unsold, as in 300 North Centre, the subject is moot.

File: OZ-8874
Planner: Mike Corby

I look forward to the next steps. I will follow whatever comes next, and whatever information can be made available. If there other avenues to pursue, I would be happy to hear of them.

My thanks for your response, and I hope to meet you at some stage.

Sincerely,
Robin

From: Robin Whimster
Sent: Thursday, March 22, 2018 11:04 PM
To: Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>; Morgan, Josh <joshmorgan@london.ca>
Cc: Alena Robin Margaret Whalley >; Colleen & Donna
Subject: File OZ-8874, Zoning Application, 230 North Centre Road
Dear Mr. Corby, Ms. Cassidy, & Mr. Morgan,

From discussions yesterday at the Tricar Open House, and afterwards, one thought has struck me, & I want to share it.

The comment was made at the Open House that the City is trying to create "mini-downtowns" in the Transit Villages surrounding the BRT end nodes. This aims to impose a downtown lifestyle on people living in these areas. I, for one, chose to live in this area because I do not want to live downtown, and do not want to live a downtown lifestyle. Does that mean I have to move? This is not said in anger, but in reflection on the reaction to this particular proposal. The comment about the "mini-downtowns" was the catalyst.

I think you will find that this sentiment is fueling much of the upset, anger, and resistance to this particular proposal that was so evident at the Open House yesterday.

That said, thank you, Mike, for the time you spent talking to us about the process and timing. And thank you, Maureen, for your responses to our outpourings. Mike, I look forward to receiving the comments from The Urban Design Peer Review Panel.

And thank you all for your contributions to our City.

Sincerely,
Robin Whimster
55 - 250 North Centre Road

From: Suthan Sriganapalan
Sent: Friday, March 23, 2018 6:26 AM
To: Corby, Mike <mcorby@London.ca>
Subject: Zoning by laws

I am a resident of 185 north Centre road and I am against the proposition to make 230 north Centre road a high density zone Suthan

From: de Groot, Carolyn
Sent: Tuesday, March 20, 2018 10:22 AM
To: Corby, Mike <mcorby@London.ca>
Cc: McLeod, Erin
Subject: OZ-8874; 230 North Centre Road
Hi Mike,
Please consider the following comment for the planning application of OZ-8874, 230 North Centre Road.

File: OZ-8874
Planner: Mike Corby

This is a request to consider incorporating a public space in this area. I currently work across the street at 235 North Centre Road. There are no parks or public spaces within walking distance of this area. There are a lot of residences that live in this area and people who work in this area who would benefit from a natural environment to escape in. There are huge health and mental benefits to parks and natural spaces that people can relax, read or exercise. This is a great opportunity to incorporate a public/park space where people in the area could gather and enjoy the outdoors.
Regards,

Carolyn de Groot, P.Eng
235 North Centre Road, Suite 200, N5X 4E7
From: de Groot, Carolyn
Sent: Wednesday, March 21, 2018 9:50 AM
To: Corby, Mike <mcorby@London.ca>
Subject: RE: OZ-8874; 230 North Centre Road

Hi Mike

I notice that the City of London has been allowing these huge high rise residential buildings to be built with no drop off lane in front such as the Luxe London or the building being built at the corner of Talbot and Dufferin. In front of the Luxe London there are often one or more cars stopped on Richmond. My fiancé drove through there once and just missed the accident that happened in front of him.

I am concerned for the traffic flow, and that no deliveries or cars are just pulled off in front of this extensively large residential building like the Luxe London. That people from this building will use our parking lot that is already full for quick stops. Please consider this as London continues to build residential buildings, to include drop off loops like 500 Talbot or 549 Blackfriar that also has visitor parking.

I am concerned that there is no park land in this Masonville area set up for the existing residential people who live here.

People will not feel welcomed to use the seating area of a large 22 story building, therefore this is not really public land.

Cheers,
Carolyn

Sent: Wednesday, March 21, 2018 3:42 PM
To: Corby, Mike <mcorby@London.ca>
Subject: Project OZ-8874

Dear Mr Corby,

We are against the change of Zoning for North Centre Road. No plans for sewers, road infrastructure and transit. Wow There is already there is no thought of all the people living there.

The traffic is already getting heavy that all the people now cut through from Fanshawe Park Road to avoid going through the lights at Richmond Street .

Thank you John and Brenda Sandles
16-205 North Centre Road,

Please do not change Zoning bylaws

File: OZ-8874
Planner: Mike Corby

From: Rcarson
Sent: Thursday, March 22, 2018 7:24 AM
To: Corby, Mike <mcorby@London.ca>
Subject: project OZ-8874

Hi

My name is Roland Carson and I live at 145 North Centre Road Unit 30. Like you my wife and I oppose this project for all the reasons you've raised. I was one of the first people to move in here in 1999. And I did so because of the forest across from us. Since then I have witness the clearing of that beautiful forest to build gym, retirement homes and houses. I have also witness the increase in traffic particularly during the holidays all around us. I am a believer that putting such a building in that area will cause unnecessary stress on all the home owners around here. Noise, traffic, crime etc. I am therefore giving you my support to oppose this project.

Thanks

Roland Carson
Chief Operating Officer
WEWI Telecommunication Inc
505-111 Waterloo Street
London, Ontario

From: Gloria Csullog-Poulin
Sent: Thursday, March 22, 2018 9:41 AM
To: Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>
Subject: OZ-8874, 230 North Centre Road.

Please consider the following comment for the planning application of OZ-8874, 230 North Centre Road.

I work across the street from this planned development at 235 North Centre Road and I live in the immediate area (on Debbie Lane). One of things I most enjoy about working and living in this area is, with the wetland buffer and the only low-rise buildings, there is a very "natural" feel to the area which I (and my colleagues and neighbours) find very aesthetically pleasing and, personally, I also find beneficial to my mental health / stress levels. I am very distressed by the thought of a 22 story monstrosity (with a very modern / unnatural design) being erected across the street. The thought of what it will do for traffic congestion in this already busy intersection (Richmond and Fanshawe) also makes me distressed.

While, though not my ideal, I could live with another 4-5 story building across the street - perhaps additional affordable senior living as it is a huge and growing need - an environmental engineer who works in our building also raised the point that there are no parks within walking distance of this area. This is also an excellent point and idea for the use of this space.

Though I am watching the ground being ripped up and listening to the associated noise as I type, (and thinking the wild deer and turkey I used to see are likely not ever coming back) I understand there is still a ray of hope to have an alternate use of the land considered and as a tax-paying resident of the area I for one would like to see this 22 story luxury condominium scratched and have either low-rise or park development only.

Best Regards,
Gloria Csullog-Poulin

From: Dr. LeSaux Family Dentistry
Sent: Wednesday, March 21, 2018 4:45 PM

File: OZ-8874
Planner: Mike Corby

To: Cassidy, Maureen <mcassidy@london.ca>; Cassidy, Maureen <mcassidy@london.ca>

Subject: Tricar development

Dear Mr. Corby and Ms. Cassidy,

I understand a very tall (22 story) building will be across from my workplace in the next year.

I would like you to please consider the inclusion of a **public walking path** and a **substantial green space** along with this very large building. I disagree with the height of it and would like a substantially small building instead.

Sincerely,
Dr. Liliane Le Saux



**Dr. Liliane Le Saux Dentistry Prof.
Corp**
Suite 300 - 235 North Centre Rd.,
LONDON, ON N5X 4E7

From: Carla Garagozzo
Sent: Thursday, March 22, 2018 11:02 AM
To: Corby, Mike <mcorby@London.ca>
Subject: Re: 230 North Centre Road - contact info

Hi Mike

Can you please make sure I am included in the contact list, so that I get notified when the meeting with the city, to discuss the re zoning of Richmond and north centre rd., will take place.....

Thank you

Sent from my iPhone

Ciao, Carla Garagozzo
44-1890 Richmond St
London, Ont.
N5X 4J2

From: Gregory Davis
Sent: Thursday, March 22, 2018 5:42 PM
To: Corby, Mike <mcorby@London.ca>
Subject: OZ-8874

Dear Mr. Corby,

Please find enclosed my comments objecting to the approval of OZ-8874.

Thanks, Gregory Davis

File: OZ-8874
Planner: Mike Corby

Gregory Davis

2317 Rupert Drive, San Jose, CA 95124-2605
USA

Planning Services
The City of London
Attn: Mr. Mike Corby
P.O. Box 5035
London ON N6A 4L9
CANADA

**Subject: OZ-8874, 230 North Centre Road,
Application to Amend the Official Plan & Zoning Bylaw**

Dear Sir or Madam:

I object to the proposed rezoning of the subject property.

Much of the applicant's material focuses on the location as being situated on a gateway to the City of London. I agree. My first reaction was how such a tall, high density structure would ruin the iconic view of the city skyline and trees as you approach from the north. The applicant portrays the proposed building as a monument and symbol of prosperity. I view it as a visual "hitching post" that would scar the image of the city.

As a property owner at 215 North Centre Road, I object to such a tall and dense structure to my immediate north. The four buildings in this condominium property would become a gulch, bounded by the tall Loblaws building to the south, multistory commercial building to the west and this tower to the north.

When I purchased this property for my mother, the surrounding land was prominently posted with the zoning and permitted uses. I object to the change in zoning that I relied upon, and fear the rezoning would significantly devalue my property.

There are a number of additional problems that would arise from the proposed development

- The significant slope to the north of the property will result in drainage problems, as all the water will be directed to a concrete-scape rather than to the natural drainage of the area.
- The local schools were planned with the zoning and the City Plan in mind. Rezoning to high density at this late date will have a deleterious affect on the schools.

- High density projects such as these are subject to deterioration and become focal points for crime.
- There will not be enough parking, especially visitor parking, which will lead to congestion and illegal parking on North Centre drive and possibly surrounding commercial areas.
- The high traffic density to and from the proposed building will represent a significant hazard to the neighbouring senior residence and seniors in private residences in the area.
- The noise from such a high density use will be disruptive to the neighbouring senior residence.
- There will be problems caused by the lack of space for snow storage from ploughing, leading to street hazards in the area.
- The development will result in the removal of many trees, further damaging the lustre of the Forest City.
- The traffic at the intersection of North Centre Rd and Richmond St. is already a source of congestion. It will become a serious problem with the additional traffic to and from a high density development. The traffic lights at Fanshawe Road would need to be coordinated with those at North Centre, but that would likely only reduce the problem slightly.
- The estate to the north of the property may change ownership in the future. A rezoning of the current subject property would be a cogent argument for rezoning of the adjacent property, exacerbating all the problems above.

I urge the Municipal Council to reject the rezoning application and preserve the current zoning so that the subject property may be used as currently planned. Such use would eliminate all the above concerns and pending problems.

Sincerely,



P. Gregory Davis,

Property owner: 16-215 North Centre Rd.

From: rob croft
Sent: Thursday, March 22, 2018 8:37 PM
To: Corby, Mike <mcorby@London.ca>
Cc: Cassidy, Maureen <mcassidy@london.ca>
Subject: OZ-8874

Hi Mr Corby,

Please see attached pdf (2 pages) regarding the this application.

Thanks,
Rob Croft
38-145 North Centre Rd
London N5X4C7

March 21, 2018

Mike Corby
The City of London, Planning Services
PO Box 5035
London N6A4L9

Re: OZ-8874 230 North Centre Rd, London

Dear Mr. Corby,

As a resident on North Centre Road I would like to express concern over the application of The Tricar Group to amend the Official Plan to permit a 22 storey apartment. Some of the rationale for the rezoning used in the Urban Design Brief is flawed.

The development will “contribute to the visual transition between low density land uses to the north and the proposed development” (1.4 Spatial Analysis). The transition from low rise residential to 22 storeys is shocking and the scale of the building is not in keeping with the existing developed area. This building is more suited to the downtown area, not Masonville.

In 2.1 Design Response to City Documents, the brief states “Development of the site will not result in the obstruction of open views of natural features or landmarks”. This is not an accurate statement. When walking or driving south on Richmond from Sunningdale Rd the glorious view of London including all downtown will be marred by this behemoth forever. Certainly, a 22 storey building does not create a “gateway” to the city, rather it is a visual block as mentioned above. Also, the 13 storey building at the NW corner of North Centre Rd is not “opposite” and will not create balance as it is almost half the height and not directly in the sightlines.

Another concern is the shadow study which concludes that “no single part of a property is impacted for any significant length of time”. Some residences nearby show hours of shadow, especially the senior’s complex. Light affects mood and lack of daily sun affects each individual differently.

“Providing a development that allows for higher densities near public transit” (2.0 Design Principles and Design Responses). The design brief shows a high quality building that will attract buyers in middle to upper income brackets. In smaller cities like London, public transportation is not the preferred mode of transportation for this demographic. While City Hall must be commended on approving The Rapid Transit Master Plan, this one building will sadly not have a great impact on ridership. Traffic noise, pollution and increased congestion will result on North Centre Rd and the various intersections of Richmond and Fanshawe Park Rd. Keep in mind there will be increased traffic from other future developments like the proposal at 1643-1649 Richmond St.

Another concern is adding 500-1000 people in such close proximity to the Arva Moraine Wetlands Complex, adding stress to the flora and fauna that occupies this area as well as disturbance to the groundwater system. Mr. Corby, I would like to know if a Hydrogeological Study has been done on this site.

Approving this application could also set a precedent and put pressure on the lands north of the site to be developed. These lands act as a buffer to the PSW/ESA. This could also put the historic Gibbons Lodge in jeopardy.

The scale of this proposal could also have an impact on property values in the surrounding area.

It should be noted that a 15 storey apartment building was rejected by City Council at 200 North Centre Rd, and a 5 and 3 storey senior’s apartment was approved instead, much more in keeping with the general area. In the same manner, I ask that you and the City Council do not allow this amendment to pass.

Sincerely,

Rob Croft

File: OZ-8874
Planner: Mike Corby

From: Dave Stollar
Sent: Thursday, March 22, 2018 8:55 PM
To: Corby, Mike <mcorby@London.ca>
Subject: Project # OZ-8874

Hello Mike,

Just a quick note about this project. My wife and I are very concerned with the added traffic onto North Centre road as well as the height of the proposed building would seem to be out of line with the skyline in this area. I would suggest that it is probably 6 stories too high. We own a condo unit at 145 North Centre Rd, unit 31. We would be glad to attend any meetings called to discuss this zoning change.

Dave Stollar
Donna Morrison

From: Suthan Sriganapalan
Sent: Friday, March 23, 2018 6:26 AM
To: Corby, Mike <mcorby@London.ca>
Subject: Zoning by laws

I am a resident of 185 north Centre road and I am against the proposition to make 230 north Centre road a high density zone

Suthan

From: Carolyn Snelgrove
Sent: Thursday, March 22, 2018 10:10 AM
To: Cassidy, Maureen <mcassidy@london.ca>
Cc: mc@london.ca
Subject: 230 North Centre Road

Hi Maureen

Unightly- I feel that 22 floors is far too tall for this area. All other apartment Building I believe are 12 stories or less. I think at 22 stories that it will stick out like a sore thumb.

Problems with a building that high - shadow will cover the court yard of Richmond Woods from March to September just at the time for the warmth of the sun and vitamin D that the seniors need. The time when people gather just before dinner.

- traffic. Is this area not a medium density area?
- will allow apartment dwellers to peer into MANY backyards.

Please forward this email to ALL COUNCIL MEMBERS.

Thank You
Carolyn Snelgrove
Foxborough Chase

From: Jessie C
Sent: Friday, March 23, 2018 10:50 AM
To: Cassidy, Maureen <mcassidy@london.ca>
Subject: Apt bldg NorthCentreRd

Good morning Maureen.

File: OZ-8874
Planner: Mike Corby

I am not in agreement of RioCan's 22 storey apt bldg they are planning for North Centre & Richmond. This is wrong. Traffic would be incredulous. That height will take away from many pleasures and infringe on people's well-being & their properties who live in the surrounding area. I am one of these persons.

That height in our area is unfathomable. All about money. Something needs to change here. I know you can help.

Sincerely,

Jessie Chesnut
145 North Centre Rd, London

From: Catarina Fernandes
Sent: Friday, March 23, 2018 5:31 PM
To: Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>
Subject: Re: OZ-8874, 230 North Centre Road.
Please consider the following comment for the planning application of OZ-8874, 230 North Centre Road.

Hello,

As concerned residents, we support our neighbours in a request to reconsider the zoning of this area and consider, rather, a smaller 4-5 story building. I think it would be morally and socially responsible to consider affordable senior living as it is a huge and growing need in our area.

Thank you for your time and consideration with this matter.

Catarina Fernandes
Darren Trudeau
22 Debbie Lane
London, ON
N5X 3H2

From: Beulah & Mort Bond
Sent: Friday, March 23, 2018 9:26 PM
To: Corby, Mike <mcorby@London.ca>
Subject: Project Reference #: OZ-8874

Hi Mike: We hope this statement will provide some support for your cause.
Good Luck!

Beulah and Mort Bond

Application to Amend the Official Plan and Zoning Bylaw
230 North Centre Road
Project Reference #: OZ-8874

The Occupants of Unit 12,145 North Centre Road, oppose the changing of the current zoning and designation of the above address to a new zoning designation of "High Density Residential" in order to allow a developer to construct a twenty-two (22) storey apartment building.

Currently it appears that the developer has assumed that construction of the building has been approved by the City of London and is now actively moving in a site trailer and commencing to move earth.

File: OZ-8874
Planner: Mike Corby

As property owners close to the proposed construction, we are of course concerned with regard to the effects that this very tall structure will have on the surrounding properties that were built and bought under the original Official Plan and Zoning Bylaw.

This raises some obvious concerns such property values, traffic pattern changes, neighborhood safety, vandalism, crime rates, and of course changing the quite neighborhood atmosphere to a fast pace transient area.

The City of London has been indecisive on several previous occasions and has allowed zoning changes to occur, (e.g. allowed building height restrictions to increase from the original bylaw designation). The City of London also allowed the development of a large senior development and when local homeowners expressed concerns with regard to increased traffic and accidents on North Centre Road they indicated that the affect would be minimal. Now we have large volumes of traffic (coming from Richmond Street North) using North Centre Road to avoid the accident prone Richmond/Fanshawe intersection, which has increased the accidents at North Centre Road/FanshawePark intersection.

This proposed amendment brings forward another concern as expressed above. The affects of the construction of this structure, with the increase of people, the development of businesses and the increase in the number of vehicles, on the existing street. How do you handle the traffic congestion? Does it require turning lanes, signal lights at the new entrance after the exit from Richmond Street (very short distance)???

This particular site was originally part of a gully that drained a wetland area and was filled with earth fill hauled in from many locations and was not compacted. This may not be a suitable site for such a huge structure, considering the site history.

WE DO NOT WANT OUR ZONING BYLAWS TO CHANGE TO "HIGH DENSITY RESIDENTIAL"

From: sarah coughlin
Sent: Friday, March 23, 2018 9:56 PM
To: Corby, Mike <mcorby@London.ca>
Subject: Project #OZ-8864

Good Evening,

My name is Sarah Coughlin and I live at 215 North Centre Rd in the City of London. I wish to email you my concerns regarding the rezoning to high density in my neighbourhood, in particular across the street from my home. I use to live at 270 North Centre Rd and at that time the Masonville Manor was being zoned, passed, and built. I voiced my concerns then and similar to now. I moved from 270 North Centre Rd to my current location of 215 North Centre Rd with the hopes of being safe against larger, taller, busier building being built next to my home, and now the day has come that I am writing my cocnerns to you

My understanding is that there is a 22 storey building being erected across from my home. My concerns are that this is a very large structure for the area is it not? The height alone is overshadowing coming in a 22 storeys! The retirement home on the left of the proposed building is barely 5 storeys and there are no other taller structures that that height anywhere on the weat side of north centre rd. This is a massive structure for one storey houses in the neighbourhood, beside, and across from the giagantic structure. Perahps a 10 storey would be more realistic? The height I am sure interferes with the home located behind this new structure on Richmond street also as my understanding years ago was the retirement home of Masonville Manor moved to its current location as the owner had issues at the time about larger buildings being selected in the middle of our neighbourhood without similar tall buildings in close proximity.

My concerns with rezoning to a high density area:

1. Additional street traffic (smaller children and speed and number of cars on North Centre Rd)
2. Noise, light and odour pollution (Currently a lot of noise and light from Loblaws)
3. It may decrease property value of my home
4. Safety concerns with increased population in a small space (crime and nuisance)
5. School overcrowding issues

Is there any plans to update our sewer, bus or road infrastructure to accommodate this drastic increase in population?

Is there any concerns about student rentals, sublets, Air B&B rentals and other fluidity of rental dwellers and change overs that are more rampant in larger tall buildings similar to Toronto?

Thank you for your time,
Concerned Neighbour
Sarah Coughlin
10-215 North Centre Rd
London, Ontario

From: Chao Zhang
Sent: Friday, March 23, 2018 3:36 PM
To: Corby, Mike <mcorby@London.ca>
Subject: RE: 230 North Centre Road - contact info

Dear Mike,

It was nice to talk to you during the open house two days ago. As you know, I am very much against the proposal to build a 22 story building at 230 North Centre Road since it will have a negative effect for people living in this area. I am not sure whether you could even get 10% support from the local residents. But, I am 100% sure this project will go ahead based on the past experience. However, I still want to voice my opinions, not only for this project, but also for the practice used in London city development.

You may or may not be aware of the fact that the Chantry Place Residents fought the construction of the high rise on the crest of the hill on Richmond - participating in all of the steps outlined in the Ward 5 Councillor's note and beyond to an OMB hearing. But, we were unsuccessful - even though, in that case, the City also opposed the development. As a result, Tricar took the dispute to the OMB and we participated in that process. However, obtaining funding to be able to retain a lawyer and planning expert was not easy for us. At the end, **money talks**. Since Tricar has the resources and we do not. So, they won. This is a very sad story since this means those powerful companies can get whatever they want just because they have the money to do so and they will make more money for doing so. The fight between the local residents and the companies, like Tricar, just like a fight between a 5-year old and 18-year old. There is no chance for the 5-year old to win unless somebody is there to protect the 5-year old. The city is the only one can protect the local residents. The city should consider the opinions of the people living in this area and not let the developers to do whatever they want to do since their objective is just the profit, so they do not care about the effect of their actions on the local residents. However, do our opinions matter, maybe not. Otherwise, Tricar could not win last time. If our opinions do not matter, why the city spend time and manpower to ask for the opinions from the local residents?

We moved to this area because this is a low density area. Now, they will build this 22 story building to make this area to a high density area. This is absolutely not fair for people living in this area.

File: OZ-8874
Planner: Mike Corby

This 22 story building will cause an invasion of privacy and loss of sight lines for the residents near it. We paid high price for our property because of the view and privacy. Now, we will loss both.

The city should not allow high-rises in low density areas. So, some people can live in a low density area since a lot of people prefer a low density area. Now, high-rises are everywhere in London. It is very difficult to find a low density area. The city should give people an option to choose.

Thank you very much for your consideration.

Best regards,
Chao Zhang
32 Chantry Place

From: RICHARD MCCULLOUGH
Sent: Saturday, March 24, 2018 12:13 AM
To: Corby, Mike <mcorby@London.ca>
Subject: 230 North Centre Rd. / OZ-8874

Hello Mr. Corby,

My name is Richard McCullough and my wife Pat and I live at 48 - 250 North Centre Rd. in London. We received a letter from you advising about an application to amend the Official Plan and Zoning By-Law. This is in reference to the property located at 230 North Centre Road. The file number is OZ-8874.

An information meeting was held on March 21st and I had a opportunity to attend. The information session was helpful but very concerning. I did not previously understand the scope of the full project and how it ties into the BRT plans for the city. Thus I am sending this email as I have some questions and concerns I wanted to share here.

We have concerns about the height of the building. It is out of character for the Fanshawe and Richmond corner. Are there any buildings 340 metres high or 22 floors high north of Oxford St. in London? How many residential buildings are there in London that are of an equal height?

The property is currently zoned medium density. Why is high density proposed ... to justify BRT? We have lived here twenty years. If the building of the high rise was completed first, do you think there would have been a plan to build condo townhomes at the foot of the highrise. (and yes we are in the shadow of the proposed building in the morning)

We understand additional properties may be the sites of future proposed high rises. Namely the northwest corner of Fanshawe and Richmond which is currently occupied by commercial ventures like Best Buy, Staples etc. and north of Fanshawe east of Richmond on the PetSmart and Indigo businesses sites.

The concept of a Transit Village, which our property is a part of, is new to us. We have seen nothing regarding this concept until the information meeting on March 21st. We respectfully are opposed to the building of the proposed highrise at 230 North Centre and any additional buildings that are highrises at what are currently commercial locations.

Sincerely,
Pat and Richard McCullough

From: Wilma Lambert
Sent: Sunday, March 25, 2018 12:50 PM
To: Corby, Mike <mcorby@London.ca>
Subject: Richmond and North Centre Road 22-storey apartment building

Hello,

I am one of those concerned about such a building being erected on this site.

While this building constitutes desirable "infill" and "intensification", it is neither "compatible" nor "sensitive" to the surrounding neighbourhood.

It would be by far the tallest building in the area, overshadowing by far all other construction, including existing apartment buildings.

The shadow patterns on display at the open house show shadow affecting Richmond Woods Retirement Home, even the open air courtyard, from March to September. I would appreciate knowing who on the planning committee is willing to declare that good planning involves depriving a vulnerable population of senior citizens of some much appreciated sun and fresh air during what are far from their "golden" years?

Traffic is another major concern. I live just north of the location under discussion. It is already difficult at certain times to exit left onto Richmond from Foxborough Chase as well as from the roads just north and south of the property. With the increased traffic it will become well-nigh impossible to make such manoeuvres. I trust that, even should the city approve a much smaller, let's say 10-storey building, it is also planning a traffic light between North Centre Road and Sunningdale Road.

I am only half joking when I say that the city will also need to put up one of its special "SENIORS" signs in the area since I often observe residents of Richmond Woods walking, some with the assistance of their walkers, to the shopping areas (how wonderful is that?).

You may share my views with others on the planning committee. Also I wish to be contacted for updates, information and meetings.

Sincerely,

Wilma Lambert, 1890 Richmond Street, Unit 47.

From: Muriel Parsons
Sent: Monday, March 26, 2018 2:01 PM
To: Corby, Mike <mcorby@London.ca>
Subject: Apartment on Corner of Richmond & North Centre Rd.
Mike, I am emailing you in regards to the 22 storey building on Richmond and North Centre Rd. that is to be built in the near future. I live at Richmond Woods in the apartments:

Muriel Parsons
3012 180 North Centre Rd.
London, ON.
N5X 0G7

There are quite a few people in the apartments who are concerned about the increased traffic flow from the density of the project. We are fairly independent in the apartments but those who live in the Retirement Community at 200 North Centre Rd. are likely just as concerned but they are not as able to express it. They often go out for walks and will no doubt become caught up in the increased activity from the

- 1) building of the apartment; and
- 2) increased traffic flow once the building is erected. It is a recipe for disaster.

I hope you can persuade the Planning Committee **NOT** to give the project a green light so that we can go about our daily business without the danger and increased noise level that the building will entail.

Thank you,
Muriel Parsons

April 04, 2018 230 North Centre Drive – 22 Storey Tricar Development

V. Digby, resident

Oppose The Rezoning of 230 North Centre Drive

Here is what I am concerned about and what I want to share with the Planning Dept:

1. Let me first say this is not about NIMBY or opposing development and intensification. I for one am supportive of compatible development and caring-community intensification. I think I speak for many who ask if this design and the request for rezoning by Tricar is an appropriate response? Does it integrate the new development into the existing neighbourhood in a compatible manner?
2. Residents living within 120 metres of proposed building were notified of the rezoning application sometime February 2018; the timeline is compliant to the minimum standard requirement as set by provincial standards. However, to those living beyond the 120 metre radius, there was no notification, inclusion nor consultation . . .which was disturbing. We deserved to know more about this issue long before the open house meeting held March 21st 5-7pm by Tricar. . . .which was not a true public open house to solicit input. Rather, it was an opportunity for the developer to market/solicit to prospective tenants. The irony here is that people could end up living in the shadow of a development tower they knew nothing about. The City should have taken greater efforts to keep the collective 'us' in the loop, informed and included us as to the direct impact it would have on our lives.
3. Developing a massive high-rise high-density complex into the middle of a well-established neighbourhood and changing the zoning to accommodate a vision is in direct conflict with the New London Plan. In particular policies that speak to the "Approach for Planning Neighbourhoods – Use, Intensity and Form". . . basically your guides for the future of London. These policies require protection of neighbourhood character and avoiding current and future land use conflicts. They require a 'good fit' with the context of existing neighbourhoods. What is being proposed through this rezoning application is not the same as building a high-rise in open farmland areas (like Sunningdale West, High Park North or the Southside of Southdale Rd.) In those areas, not only are there less established neighbourhoods, there is more open land. Shadows, traffic congestion, privacy loss aren't an issue. There has to be more sensitivity to current resident concerns and a significant compromise to the design because there are already several hundred households established in the neighbourhood.
4. The OMB has said on a number of occasions that the provincial mandate for intensification is not a license to abandon sound planning principles or to diminish appropriate land use planning standards in search of more density. Further, economic viability is not an adequate planning reason to abandon good urban design. The Tricar application and the rezoning

request may be viable but it is not in keeping with the neighbourhood . . . changes sought will contribute to an overbuilding on the site; which is out of neighbourhood character. Based on official email responses on this issue, I have been told there are no apartments north of Oxford that are 22 storey's high. I've already mentioned that there are high-density apartments/condo's along and/or near Sunningdale out in farmer's fields. .. but even they are only 12/13 storey's tall.

5. Concern for the Richmond Woods senior's health and safety is paramount; so is their inclusion in this matter. Did the City notify Sifton . . . or did each resident of that complex get officially notified? How much say were they given? When the office was approached about the proposed development, we received a curt and cold reception, "This is a corporate complex. . . it would not be appropriate to say anything about this." They are the gate keepers for their residents protection and care – but is there a bias there? Are they keeping residents from having an opposing point of view? There needs to be a voice given to those that aren't in a position to be informed, are not accessible or are unable to adequately articulate their concerns to the City because of their current living situation and/or health condition. The multi-use seniors complex accommodates a range of individuals with the assisted living facility being immediately next door to the proposed Tricar development. The lack of consideration in the Tricar brief to any of their needs for special cross walks, safety boulevards, speed bumps on the street, safe walkways in their shared entrance, etc. is not in keeping with good planning.
6. The sensitivity of the environment in and around the entire eastern side of North Centre Drive can't be ignored and needs to be revisited in terms of any harm to vegetation or loss of habitat for the many animals that live within the Western University land that abuts said property to the North. Also, the 33 shadow scenarios presented in the Tricar brief as Appendix E (p. 46-51) shows the reach of impact the tower will have throughout the year. The height, density and style of the proposed Tricar complex will impact sunlight to seniors and residents in area. Further, it removes airspace for those dozens of falcons/owls/eagles (not to mention all the other flying animals) living on the Western property and in the environmentally sensitive area to the north.
7. High water table concerns around 145/185/205/215 North Centre Drive as well as Richmond Summit condo's spill over into the wetlands area behind the Sifton seniors complex. These areas suffer from constant concerns around ground level fields/streams and basement/yard flooding of homes. If a 22-storey complex is built, the depth of the footings alone would cause concern around water displacement. Where will that water that was once allowed to reside there go? Will it flood basements? Will it constantly flood and damage the habitat of the deer/turkey/fox/turtles/frogs that live in the wetlands area?
8. The loss of privacy for those living in the established residential areas nearby is a concern. Only the privacy of new residents living in the proposed tower is being considered by the developer and everyone else's privacy is being dismissed. A 22 storey high-rise building will be intrusive to those living in Richmond Woods seniors complex; also to those in 250 & 270 North Centre Drive/Richmond Summit condo's; those properties in Chantry Place facing Richmond as well as resident at 145/185/205/215 North Centre Drive condo's on the south side. Because this is a new development within an already well established neighbourhood, the onus should be on the developer to be even more sensitive when integrating into the neighbourhood.

9. Traffic congestion in an already overwhelmed area will only get worse. Under the new proposed rezoning plan, the corner of Richmond and Fanshawe Park Road will renew its old reputation as 'Calamity Corners'. If density is allowed to increase by allowing the likes of 22 storey high-density high-rise developments north of Fanshawe Park Road, then we can predict significant increases in accidents involving seniors, pedestrians and students . . . all those who walk to Michaels, Loblaws, Masonville Place, the bus loop and/or shop at other commercial properties in the area. What are the infrastructure plans to prepare for this influx – roads widened? Extra sidewalks installed? The creation of safer crossing zones?

10. Several years ago, the neighbours in Chantry Place spent approx. \$50,000 going to the OMB to fight Tricar from building their multi-story white tower on the westside of North Centre Drive – and lost. Last year, the Stoneybrook Heights/Uplands Residents Association collected 503 signatures on 3 petitions, had a team of 4 residents (including an ex- Sr. City Planner) to prepare a 41 page powerpoint slide presentation & spent approx. \$60,000 going to the OMB to fight the redevelopment of the old Poole property along the north side of Fanshawe Park Road – and lost. I could go on . . .but based on what I have learned . . . well documented evidence of facts, lots of money, signed petitions by hundreds of residents, etc. won't make a significant difference to an application. Therefore, if the committee does decide to allow a 22-storey complex, what is the developer prepared to offer the residents in the near-by community in return? Nowhere in their brief do they offer any enhancements, suggestions or benefits to the neighbourhood.

In summary, I recommend the committee refuse the proposed rezoning request by Tricar and reject all amendment changes based on the incompatibility of the proposal. But if not, what do we get in return?

From: Susan Gliksman
Sent: Thursday, April 12, 2018 3:06 PM
To: Tomazincic, Michael <mtomazin@London.ca>; Corby, Mike <mcorby@London.ca>
Subject: 230 North Centre Road Building Proposal.docx

22-1890 Richmond St.
London, N5X 4J1
April 11, 2018

To: Maureen Cassidy (mcassidy@london.ca) and London City Council
Concerns re: **Proposed development at 230 North Centre Road**
Having reviewed the Tricar/Stantec proposal, I have a very different view of the benefits of putting a high density luxury residential building in the Masonville corridor. My husband and I have been residents of London for 47 years, having raised our family here and having lived in various parts of the city through these years. We have witnessed the growth and development of this city.
The project consists of a 22 storey apartment building with a total of 230 units including seven 3-storey podium units on North Centre Road, and five 2-storey units on Richmond St. The site is almost completely covered by structure, requires decreased setbacks from the streets, road widening, and increased height and density. Also, access to the building requires an easement from the seniors' home at 200 North Centre Road.
Although the project claims it is in line with the city's intensification target (i.e., infill) it offers no basis for the claim of meeting social, health and wellbeing requirements of future and current residents. As a multi family building, it does not provide adequate outdoor space for children/families to play or gather. School accommodation at the

elementary and secondary level may also be an issue as many children are currently bused out of the area.

Considerations:

1. The site is currently not developed but the property has been cleared, utilities have been flagged, and a trailer has been set on the site. A large sign advertising luxury units to come is now on the corner of Richmond and North Centre Road.

The site is zoned for multi-family medium density development as are the lands immediately to the north. After public input in 2014, maximum buffers were recommended between any future development at the university property and the natural wetlands in order to protect the area. The university development plan also emphasized **retaining the necessary topography and design in order to protect and enhance unobstructed views of the Downtown skyline.**

2. The open space and trails that run from Richmond St. to Sunningdale are accessed on the south side directly from Richmond St. It is a heavily wooded area and likely not appropriate as a play area for children.
3. The proposed building does not complement surrounding residential neighbourhoods consisting of townhomes, single family homes, a seniors' low rise 3 and 5 storey apartment buildings and attached townhomes. At 22 storeys, it is taller than the TD Centre downtown at the corner of Dundas & Wellington. It's twice as tall as the other apartments in this area. Tricar argues that their 22 storey building balances off the 12 storey highrise at 300 North Centre Road. Tricar's complex is grossly out of scale if architectural balance is the objective
4. The 12 storey rental apartment building at 300 North Centre Road has more outdoor parking spaces than the proposed building which lists 5. On any given day, there are many cars parked
 - outside on the street in front of **300 North Centre Road** for short durations. This is quite likely to happen with the new project. Some or all of the 5 outdoor parking spaces in the proposed building are likely to be designated as handicapped, leaving residents and visitors to park underground or on the street. It may also create parking problems for commercial/office properties close by that have parking lots, and the seniors' building next door. For a luxury building, the lack of outdoor parking spaces seems questionable. The 335 underground parking spaces in the proposed building contradicts the builder's emphasis on pedestrian and bicycle traffic for the building's residents.
 - Other examples include:
 - **1235 Richmond St.** - This building has varied heights from 18 to 19 stories, has 9 or 10 outdoor ground level parking spaces in addition to a bi level parking garage with approximately 165 parking spaces. - from Google Earth
 - **Sunningdale (West of Richmond)** has two 12 storey luxury condo high rise buildings. One is finished, the second still under construction. In addition to underground parking, the occupied building has 48 outdoor parking spaces.

The company's proposal suggests that this high density building perfectly fits the city's transit hub plan. Apparently, people will be keen to use public transit or bicycles. Does anyone really think that occupants of luxury, high-cost units fit the demographic for users of public transit or bicycles instead of cars? These are the people who drive fairly nice autos to get most places. Bicycles are likely for recreational purposes only.

5. Outward appearance of the proposed building is much like a mammoth concrete structure strikingly similar to a new research building project at Western. The decreased setback from roadways is simply not sufficient. The setbacks

proposed at the 3rd, 8th, and 19th floors does not compensate for what is a streetscape with patios and planters at ground level that are less than 10-12 feet from a city sidewalk. The building is far more suitable for a larger site with more greenspace around it.

6. Will water drainage from the property become an issue for the neighbouring properties? Can the city's infrastructure handle the additional stormwater? Will the wetlands and their wildlife be impacted by new construction for water drainage or water supply?
7. What will be the impact of widening Richmond St. and North Centre Road? Will the bicycle path be removed on Richmond St.? What are the safety considerations for the high volume of traffic generated by the number of new residents?
8. What is the developer offering by way of enhancements for the public?
9. Why do we need a 22 storey building on such a small parcel of land? This is not Toronto! Such a building needs to have a smaller footprint on a larger property. The alternative is to have a smaller building, one that does not impact/obstruct the view of the city for existing or future property owners.

I strongly urge city planners and city councillors to reject this proposal in its present format and urge them to vote in favour of compatible development that enhances the neighbourhood.

Respectfully,
Susan Gliksman

From: Susan Gliksman
Sent: Friday, April 20, 2018 2:57 PM
To: City of London, Mayor <mayor@london.ca>; van Holst, Michael <mvanholst@london.ca>; Armstrong, Bill <BArmstro@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; Squire, Phil <psquire@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Hubert, Paul <phubert@london.ca>; Hopkins, Anna <ahopkins@london.ca>; Ridley, Virginia <vridley@london.ca>; Turner, Stephen <sturner@london.ca>; Usher, Harold <husher@london.ca>; Park, Tanya <tpark@london.ca>; Zaifman, Jared <jzaifman@london.ca>; Tomazincic, Michael <mtomazin@London.ca>; Corby, Mike <mcorby@London.ca>
Subject: Proposed Tricar Development @230 North Centre Road

Please accept the attached letter with regards to the proposed Tricar development in the Masonville area.

MSCC #582
Foxborough Chase
1890 Richmond St.
2018 April 20

To: Ward 5 Councillor, Maureen Cassidy, and members of City Council,
Mike Corby, City Planner and Michael Tomazincic, Senior Planner

Subject: Proposed Tricar Development @ 230 North Centre Road
This letter is being written on behalf of the concerned residents of 48 homes at Foxborough Chase. Back in 2014, we listened to the re-zoning proposal for the university property known as Gibbons Lodge. There was great concern shown by Western for the ecological and environmental impact of future development of the property. Maximum buffers were recommended between residential areas and the protected wetlands. One of the priorities for the university was the preservation of the

topography and design in order to protect and enhance unobstructed views of the Downtown skyline from the property and any future development on the property. In contrast, Tricar is planning to build a 22 storey building with 230 units at the northeast corner of Richmond St. and North Centre Road. One resident referred to it as a "super high density development" way over the maximum of 150 units. It requires bonusing on the height, # of units, smaller setbacks from the streets and property lines. It will overshadow the one storey condo units across the street to the south and the seniors' complex located to the east of the property. In addition, the condo units to the west and Richmond St. itself would also experience a lot of shadowing. Not only will shadows affect the outdoor experience of area residents but it may create hazardous road ice conditions in the winter.

Traffic will increase on North Centre Road with the addition of over 330 new residents. This is already a road that is used by many drivers who want to avoid the intersection at Richmond and Fanshawe, an intersection that is already being studied for lane expansions in 2020. Drivers also take the westerly portion of North Centre Road to avoid the main intersection. This is a safety issue for residents especially seniors who live in the majority of the residential developments on both sides of Richmond St. on North Centre Road. School buses pick up/drop off children on this street north of Fanshawe. The Tricar building will likely add more children to the school bus route. What safety measures will there be for the public?

Considerations:

1. HEIGHT - The Tricar site is currently zoned for multi family medium density development as is the university property to the North. The Tricar high density building claims it follow provincial and local development policies (The London Plan). At 22 stories, it is twice as tall as any apartment building in the area. Architectural balance is not achieved as the only apartment building in the immediate area at 300 North Centre Road is 12 storeys. The senior complex to the east has 3 storey and 5 storey buildings and 1 storey townhomes. There is no reasonable transition in height from the proposed 22 storey building to the 1 storey homes across the street. The proposed building is simply not compatible with the surrounding area.

2. PARKING - The proposed building covers 70-80% of the 1.1 hectares. It has 5 ground level parking spaces and 335 spaces underground. Compare this to 300 North Centre Road that has more than 10 ground level parking spaces with the rest underground. On any day, you can see many cars parked for short durations on the street in front of the building. Conceivably, this will happen on North Centre Road. Visitors and residents @230 North Centre Road may also end up parking at the corner office building or the seniors' home next door. This will likely be unacceptable to these and other property owners.

There are:

- at least 10 outdoor parking spaces at 1235 Richmond St. (an 18-19 storey building) - 48 spaces (some reserved) at the completed condo building on Sunningdale Rd. just west of Richmond
- 24 outdoor parking spaces plus 2 handicapped spaces in front of the 12 storey apartment building at 1985 Richmond St.

Does anyone believe that the residents of a luxury, high cost condo unit fit the demographic for users of public transit? Yes, they may walk to the grocery store or mall or nearby commercial establishments but they are still going to drive their nice cars to get to most places in the city.

3. LANDSCAPE - The proposed setbacks at the 3rd, 8th, and 19th floors do not compensate for a streetscape on the south and west sides with private patios and planters at ground level that are 10-12 feet from a city sidewalk. The building is far more suited for a larger site with more green space around it. The terrace on top of the garage and a small green space on the northeast corner of the site is grossly

inadequate for families with children. The closest playground is on Sunningdale Rd. East of Richmond.

4. WATER UPTAKE/DRAINAGE - Will water drainage from the property become an issue for the neighbouring properties? Can the city's infrastructure handle the additional stormwater? Will existing wells, the wetlands and their wildlife, and the aquifer be impacted by new construction for water drainage or water uptake? Properties in the Uplands area are still on wells not city water. 1890 Richmond St. has a well that is used to water the landscape. Several homes on the southeast corner of Richmond and North Centre Rd. recently had their basements flooded.

5. DEVELOPMENT IN THE MASONVILLE AREA - From Wonderland to Adelaide, from Fanshawe to Sunningdale, there are 13 high rise apartment buildings either recently completed or currently under construction. There are many more buildings that have been approved for the area ranging from 4 to 7 storeys and up to 15 storeys.

London is not Toronto! We do not need to emulate a city full of high rise buildings. This proposed building looks very attractive but it is far too tall for the location and covers too much of the land. It will impact or obstruct the view of the city skyline for existing and future residents. It will cast shadows on neighbours and affect their enjoyment of their homes. We do not oppose the infill development but strongly oppose a building that is not compatible with the neighbourhood.

We strongly urge city planners and city councillors to reject this proposal in its present format and urge you to vote in favour of compatible development that enhances the neighbourhood.

Respectfully,

The Board of Directors for MSCC #582
Jack Hardy, President
Susan Gliksman, Director
Gerry Killan, Director
Gary Plomske, Director
Richard Voegelin, Director

The residents at 1890 Richmond St.

Email from Steven Ries with attached letter from Jan Janik, Wednesday, May 16, 2018
10:25 AM

Z. Jan Janik

305 - 200 North Centre Road, London, ON N5X 0B1 |

April 26, 2018

To Whom It May Concern:

RE: Planning Application OZ-8874

By way of introduction, I am a resident of Richmond Woods, a retirement residence owned by Sifton Properties and located at 200 North Centre Road, London, Ontario. My apartment unit is located on the third floor, faces north into the exterior courtyard of Richmond Woods and does not have direct access to the exterior. This exterior courtyard like the building itself is aligned with north London's street grid which as it is not a cardinal grid means that I receive north-west sunlight in my apartment in the late afternoon. This sunlight particularly in the spring is of great value to my quality of life.

In addition to being of the utmost importance to the residents of apartments facing north into the courtyard, the Richmond Woods courtyard is of immense value to the residents of our retirement community as it offers a sheltered exterior space in the spring that is blessed (due to its ample size) with glorious sunlight.

The Tricar Group has submitted an application to revise London's Official Plan and amend the Zoning Bylaw to support the construction of a high rise residential building at 230 North Centre Road immediately to the west of Richmond Woods at the northeast corner of the intersection of Richmond Street and North Centre Road.

I understand that the shadow study that was attached to their application will directly and negatively impact Richmond Woods exterior courtyard by placing it in shadow in the late afternoon during the spring and fall equinox.

As I and other residents of Richmond Woods rely on this sunlight, I am asking that City staff and politicians require the Tricar Group to amend their application by reducing the height of their proposed high rise tower sufficiently to eliminate the shadowing of the Richmond Woods courtyard at any time of the year.

Postscript: I am aware that the Planning Act does not provide for the registration of objections from renters but only property owners. The Owner of our facility - Sifton Properties has indicated via Richmond Woods management that residents should advocate on their own behalf.

Sincerely,



Z. Jan Janik

From: Marlene Thompson
Sent: June 10, 2018 6:05 PM
To: City of London, Mayor; Cassidy, Maureen; Squire, Phil; Morgan, Josh; Salih, Mo Mohamed; van Holst, Michael;
Armstrong, Bill; Helmer, Jesse; Hubert, Paul; Hopkins, Anna; Ridley, Virginia; Turner, Stephen; Usher, Harold; Park, Tanya; Zaifman, Jared
Subject: Issues with Rezoning of 230 North Centre Road (File: OZ-8874)

NO to the Tricar tower!

Richmond is already too busy. There are children trying to cross Richmond to go to school. It needs to be more pedestrian friendly. Put in a light at Richmond and Plane

tree road. There is too much traffic and too many cars. We want to create community living not a huge metropolis. Bike lanes and sidewalks up and down Richmond right to Arva would be beneficial.

If they need more housing keep it low. There is no need for a huge tower. Low level one story condos would be a better use of space. A tall, high rise would decrease privacy, ruin the view of the city and create too much congestion.

Thank you for your time.

Marlene Thompson

Agency/Departmental Comments

Water Engineering - March 1, 2018

Water Engineering Comments for 230 North Centre Road:

Water is available from the 300mm dia PVC watermain on North Centre Road.

The Water analysis in the submitted water service briefing indicates a connection to a 1200mm on North Centre Road. This should be a 300mm watermain.

Development Services Engineering – March 26, 2018

General

The following items are to be considered during the site plan approval stage:

- As per special provision 27 q) (33M-405), the site will require a noise barrier wall along Richmond Street. Any change in the proposed use of noise attenuation measures may require a revised noise report to support the revisions.

Transportation

No comments for the re-zoning application.

The following items are to be considered during the site plan approval stage:

- Road widening dedication of 24.0m from centre line required on Richmond Street
- Use existing access as a Joint access with adjacent property to the east
- Detailed comments regarding access design and location will be made during the site plan process

Stormwater Engineering

Comments for the re-zoning application.

- The proposal is to accommodate the extension of the municipal storm sewer and easement within the site boundaries as per the registered subdivision agreement (Plan 33M-405) special provision 27 au), the Development Agreement and Consent Agreement for the site.
- The applicant's consultant shall reference City as-constructed drawings #19903 when determining the proper alignment for the municipal servicing easement required on the subject lands.

- No structures are to be built on the future municipal easement.

The following items are to be considered during the site plan approval stage:

- As part of the N.W.1 Retirement Residence it was located a ponding area over the municipal 230 North Centre Road to attenuate storm runoff. How will this ponding area be accommodated in the development of 230 North Centre Road.
- The Owner's consulting engineering to address how the quantity controls for the adjacent Old Age Retirement Home, which are currently located on the proposed site, are to be dealt with.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- If the number of parking spaces exceed 30 the owner is to be required to have a consulting Professional Engineer addressing water quality to the standards of the Ministry of the Environment and to the satisfaction of the City Engineer.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MOECC standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Functional Storm/Drainage Servicing Brief.
- Consultant to confirm if an MOECC ECA is required.

Wastewater and Drainage Engineering

Comments for the re-zoning application.

- The proposal is to accommodate the extension of the municipal sanitary sewer and easement within the site boundaries as per the registered subdivision agreement (Plan 33M-405) special provision 27 ay), the Development Agreement and Consent Agreement for the site.
- The applicant's consultant shall reference City as-constructed drawings #19904 and #19905 when determining the proper alignment for the municipal servicing easement required on the subject lands.
- No structures are to be built on the future municipal easement.

Development Services – June 5, 2018

We have reviewed the preliminary servicing plan for the storm sewer along Richmond, and have no further comments related to the re-zoning.

We have compiled a list of comments for your use at the future site plan application stage. Please note that additional detailed review comments will be provided at that time.

- Based on the topography, the sewer inverts can be raised up significantly. Take advantage of the City's maximum invert elevation difference of 0.89m.
- Municipal easement required along Richmond (just over the portion of excavation limits within the subject site). Avoid placing any structures or important features within the easement limits.
- Municipal servicing easement over portion of sewer along North Centre Road within the private property.
- MOECC ECA
- UCC sign off

- The location of proposed MH 6 may be subject to change due to its proximity to the sidewalk.

Also, the proposed sanitary sewer alignment is consistent with the previously accepted drawings for this site.

London Hydro – March 19, 2018

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

UTRCA – March 19, 2018 Excerpt

No objections.

Urban Design Peer Review Panel – March 1, 2018

The Panel provides the following feedback on the submission to be addressed through the Official Plan and Zoning Bylaw amendments underway:

1. Cohesive Building Design. The Panel recommends that the building elevation design be refined to create greater continuity of architectural expression among the building elements. Examples include the following:
 - The design details shown on the garage and podium elements could be repeated elsewhere on the building to connect the podium to the mid-rise and tower portions of the project.
 - Mid-rise portion of the tower, relative to the top, could have further articulation, similar to the detail shown at the tower and podium. The design of the 8-storey piece could further visually overlap with the tower to reduce the visual appearance of the tower width.
 - The design of the penthouse relative to the top of the tower could be repeated at the mid-rise portion, in a smaller gesture or smaller scale.
 - Remove blank façade on the northwest corner of the podium that is prominent from the street by integrating other architectural elements of the building into this part of the elevation.
2. Townhouses.
 - The Panel supports the inclusion of street oriented townhouses into the project and recommends extending them along the Richmond Street frontage to create a stronger street presence.
3. Driveway organization
 - The curvilinear design of the access driveway as it relates to the existing driveway is awkward. Consideration should be given to straighten it.
4. Amenity areas.
 - The Panel supports the public amenity area at the corner of Richmond and North Centre Road. In this location the pedestrian access to the building should be redesigned to give priority to accessibility to the front entrance through the reorientation of the access ramp (e.g. provide central access rather than to the side). Consider treatment of accessibility features (e.g., ramps) as central to the landscape concept.
 - The private outdoor amenity area at grade in the northeast corner of the Site is somewhat isolated and would benefit from greater natural surveillance. The Panel encourages the applicant to improve natural surveillance over this space (e.g. by relocating an internal amenity space, such as the pool or fitness facility to frame the space with transparent windows as the applicant suggested at the meeting). The proponent could also reconsider the design of this area to offer an improved drop-off/rear entry experience if amenity areas are planned in other locations on site.
 - The Panel supports the applicant's intent to provide rooftop amenity on the parking structure as discussed at the meeting.
 - Consideration of the programming and function of the outdoor amenity areas will be required and should inform the landscape design of these spaces.

Concluding comments:

The Panel supports the overall design concept with the integration of the design recommendations noted above and commends the applicant for their thoughtful approach to the design at this early stage of development.

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. Subject to the comments and recommendations above, the proposed development represents an appropriate solution for the site.

Sincerely on behalf of the UDPRP,

Appendix B – Policy Context

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

Provincial Policy Statement, 2014

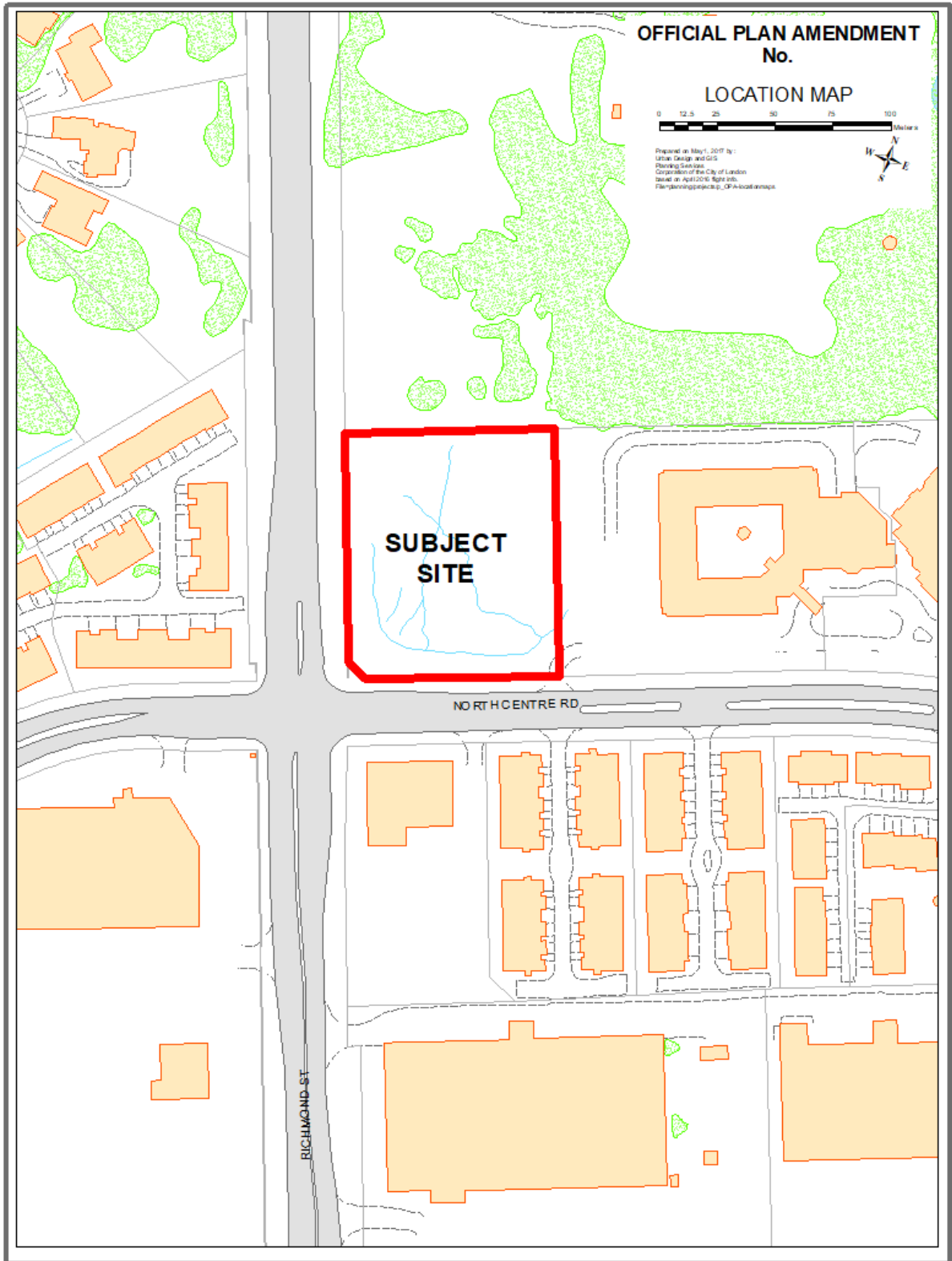
City of London Official Plan

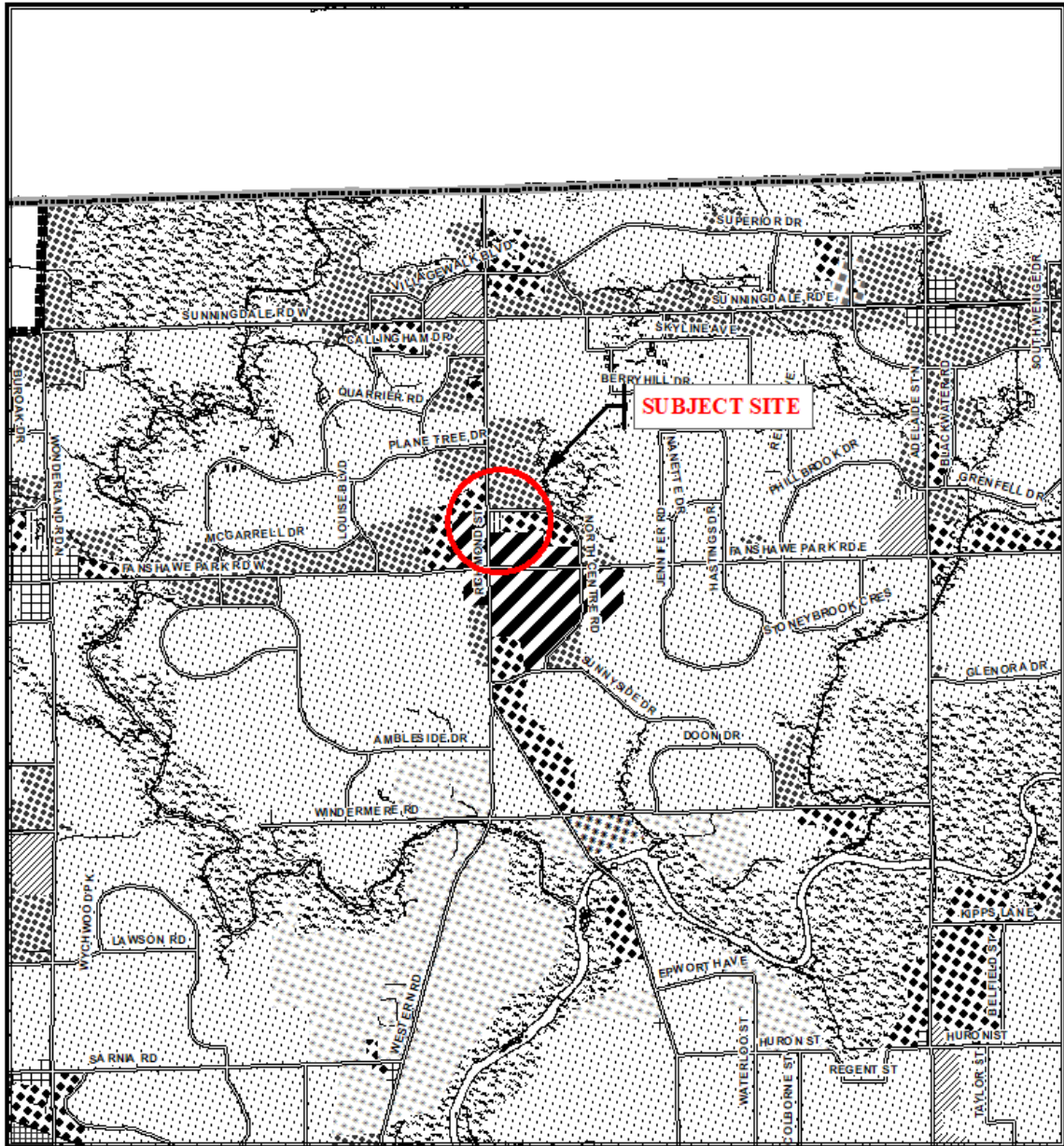
Z.-1 Zoning By-law

Site Plan Control Area By-law

Appendix C – Additional Information

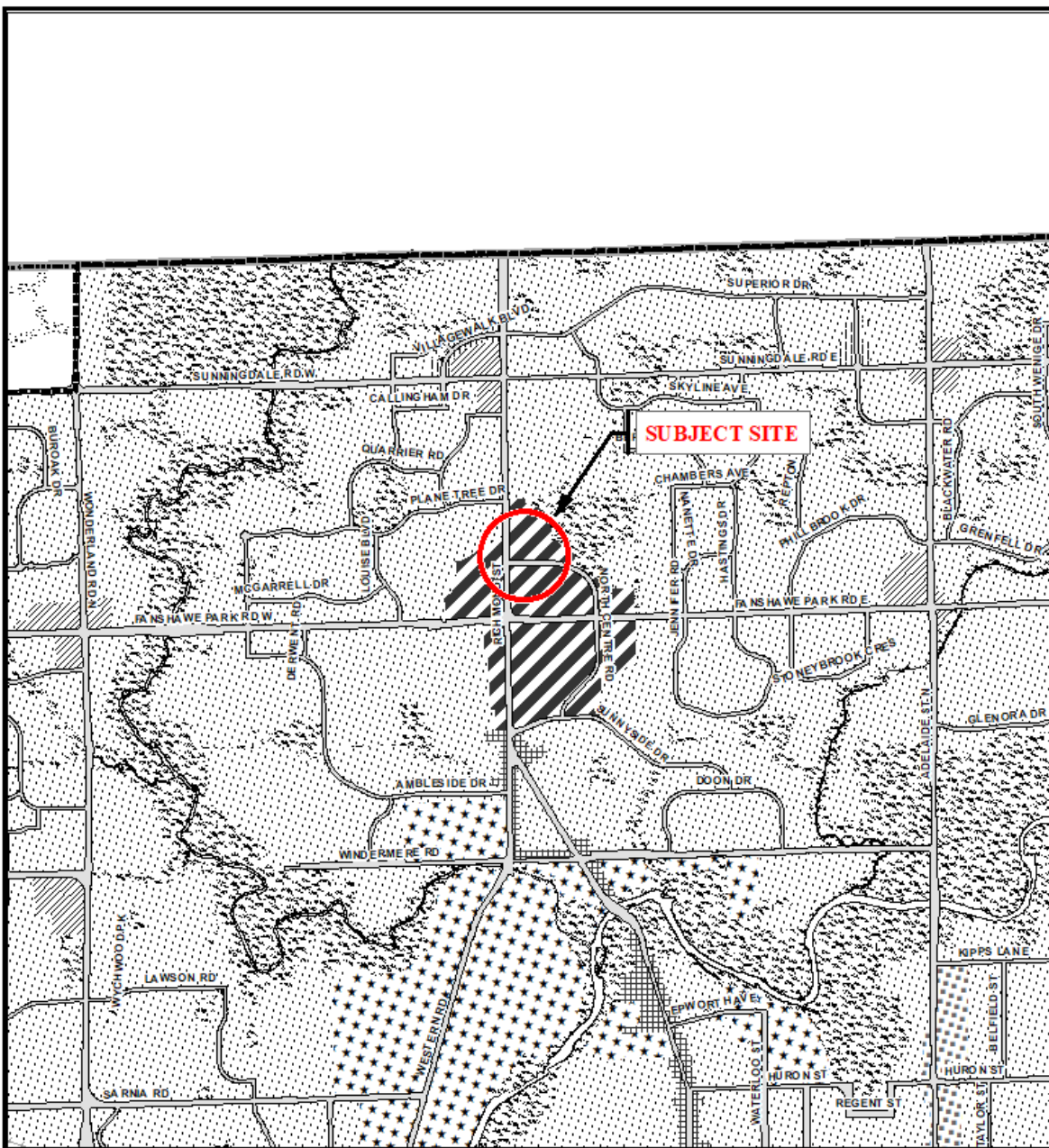
Additional Maps





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

<p>CITY OF LONDON Planning Services / Development Services OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-8874 PLANNER: MC TECHNICIAN: MB DATE: 2018/04/13</p>
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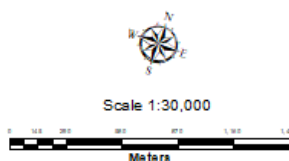
Legend

- | | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |
| Neighbourhood | Green Space | |

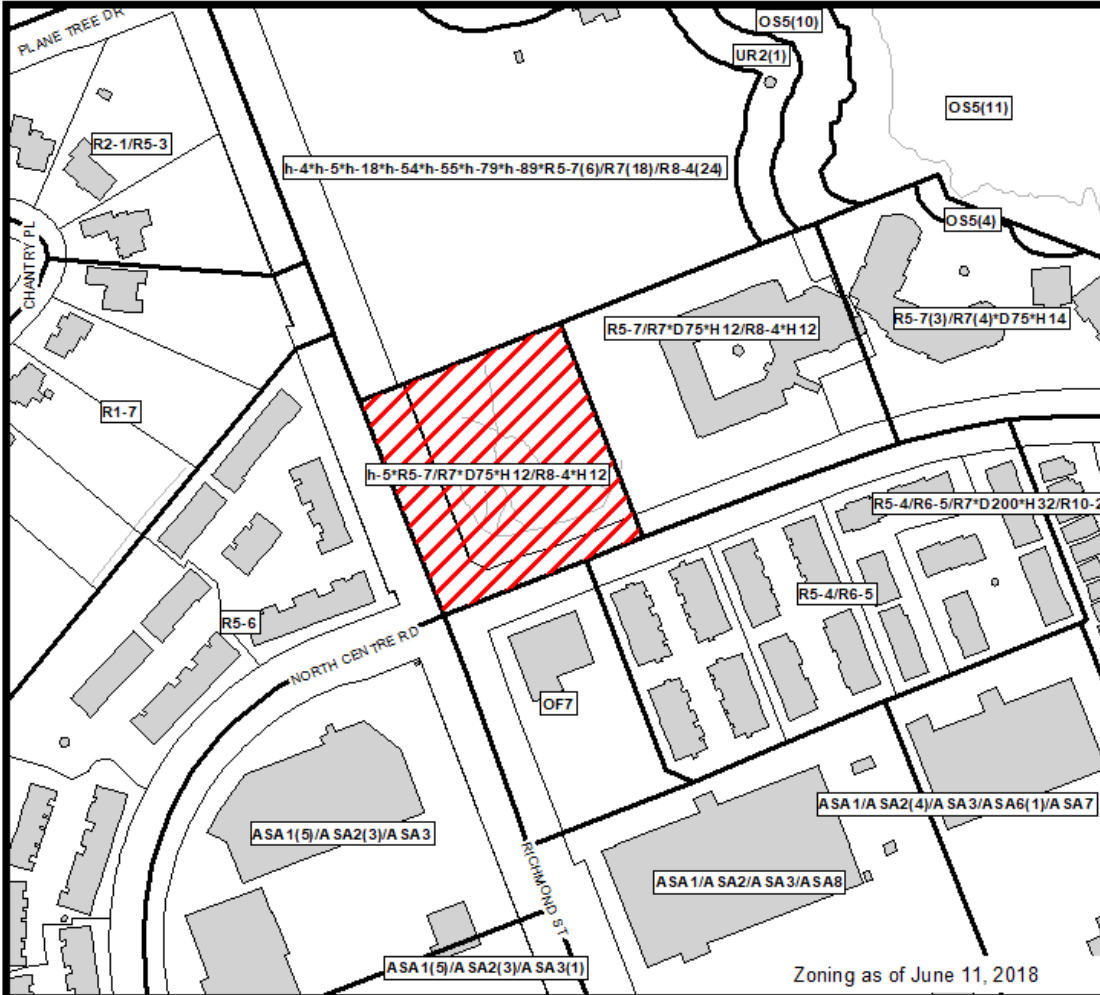
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.


At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON
 Planning Services /
 Development Services
LONDON PLAN MAP 1
- PLACE TYPES -
 PREPARED BY: Planning Services



File Number: OZ-8874
Planner: MC
Technician: MB
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 **COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:h-5*R5-7/R7*D75*H12/R8-4*H12**

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

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

PLANNING SERVICES / DEVELOPMENT 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-8874 MC

MAP PREPARED:
 2018/06/14 MB

1:3,000
 0 15 30 60 90 120
 Meters