

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: September 24, 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 proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on October 2, 2018 to amend the Official Plan to change the designation of the subject lands **FROM** a Multi-Family, Medium Density Residential designation, **TO** a Multi-Family, High Density Residential designation;
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on October 2, 2018 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Holding Residential R5/R7/R8 (h-5*R5-7/R7*D75*H12/R8-4*H12) Zone, **TO** a Holding Residential R9 Bonus (h-132*R9-7*B()) Zone.

The B() Zone shall be implemented through one or more agreements to provide for an apartment building height of 18 storeys or 62 metres (203.4ft) with an increased density of up to 199 units per hectare in return for the provision of the following facilities, services, and matters:

- 1) A high quality development which substantially implements the site plan and elevations as attached in Schedule "1" to the amending by-law:

Podium

- i) The inclusion podium townhouse units, seven along the Richmond Street frontage and seven along the North Centre Road frontage;
- ii) Brick as the primary material on the street facing elevations;
- iii) Individual unit entrances with front door access for all townhouse units;
- iv) Ground floor units with walkways leading to City sidewalk for all street facing townhouse units;
- v) A prominent principle entrance into the apartment building that is easily identifiable by including some or all of the following: a change of massing, a higher level of clear glazing, and/or the incorporation of canopies;
- vi) A multi-level parking structure that is buffered from the street-facing facades by the inclusion the townhouse units.

Mid Rise Portions

- i) A material and colour palette that provides for a cohesive design between all elements of the building including the podium, the mid-rise portions and the tower. This could include the inclusion of brick and/or a similar colour to the brick cladding on the podium;
- ii) A high proportion of glass materials and a relatively low proportion of exposed concrete or similar materials, including floor to ceiling window walls. Use of clear glass balcony barriers;
- iii) A step-back of the ninth and tenth floors on the west, south and east

facades;

- iv) The inclusion of window walls on the ninth and tenth floors matching the top levels of the tower portion.

Tower

- i) A material and colour palette that provides for a cohesive design between all elements of the building including the podium, the mid-rise portions and the tower. This could include the inclusion of brick and/or a similar colour to the brick cladding on the podium.
- ii) A high proportion of glass materials and a relatively low proportion of exposed concrete or similar materials, including floor to ceiling window walls. Use of clear glass balcony barriers;
- iii) A step-back of the sixteenth, seventeenth and eighteenth floors on all tower elevations.
- iv) The inclusion of window walls on the sixteenth, seventeenth and eighteenth floors.
- v) The design of the top of the towers that provides interest to the skyline and is well integrated with the design language of the overall building.
- vi) Incorporation of mechanical room with the roofline of the tower.

2) Transit Station

The financial contribution of funding to the future Transit Station at Masonville Mall in the amount of 1% of the construction value up to \$250,000, for the provision of facilities, services, programming, public art or other matters for positive project enhancements to be provided at the time of site plan approval or construction of the station, whichever occurs first.

- 3) 1 level of underground parking
- 4) Publicly accessible civic space located at the southwest corner.
- c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan approval process:
 - i) Consider designing the exterior elevations of the amenity room with more prominence and relate it further to the corner entrance rather than the design of the townhouses. Both the entrance and amenity room could appear as one from the outside, this would provide for a stronger building presence at the corner;
 - ii) On the south elevation of the corner entrance, extend the glass/spandrel treatment further east up to the brick on the townhouse;
 - iii) Explore ways to provide interest on the west façade of the 3 storey townhouse at the corner entrance, this could be achieved in many ways including; greenwall, vines, mural, brick patterns, etc...
 - iv) Remove the columns on the balconies on the west elevation of the midrise portion along Richmond Street similar to what is shown on the east elevation. Alternatively, if the columns are necessary consider moving them up against the building making them appear as an extension of the building rather than columns.
 - v) As three new townhouse units have been added to the east elevation of the podium, consider locating these townhouses further south immediately north of the towns along North Centre Rd as this would provide for an active edge on a very visible portion of building and would provide for a more welcoming entrance to the site.
- d) Pursuant to Section 34(17) of the Planning Act, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as the change to the regulation for building height:
 - i. Is minor in nature and

- ii. Continues to implement the building design consistent with the development design circulated with the Notices of Revised Application and Public Meeting.

Executive Summary

Summary of Request

The requested amendment is to permit a site-specific bonus zone to allow for an 18-storey apartment building which will include 230 residential units. This includes 7 podium units along North Centre Road, 7 podium units along Richmond Street and 3 podium units along the north-east corner of the site.

Purpose and the Effect of Recommended Action

The purpose and effect of this Official Plan and zoning change is to permit a residential apartment building with a maximum height of 18-storeys which will include 230 residential units. This includes 7 podium units along North Centre Road, 7 podium units along Richmond Street and 3 podium units along the north-east corner of the site. The bonus zone shall be implemented through a development agreement to facilitate the development of the requested apartment building in return for a financial contribution towards the future transit hub at Masonville Mall, a publicly accessible civic space at the corner of North Centre and Richmond Street, provision of 1 level of underground parking and the construction of the high quality form of development illustrated in Schedule "1" of the amending by-law.

Rationale of Recommended Action

1. The recommended amendment is consistent with the PPS 2014.
2. The recommended amendment is consistent with the City of London Official Plan policies and Transit Village Place Type policies of the London Plan.
3. The recommended amendment facilitates the development of an undeveloped lot and encourages an appropriate form of development.
4. The bonusing of the subject site ensures the building form and design will fit within the surrounding area while providing a high quality design standard.
5. The subject lands are located in a location where intensification can be accommodated given the existing municipal infrastructure, the nearby arterial roads (Richmond Street & Fanshawe Park Road), large commercial node, and existing and future public transit facilities in the area.

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 subject site was 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 townhomes. 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 are also designated for High Density Residential uses that were developed as one and two storey townhomes.

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

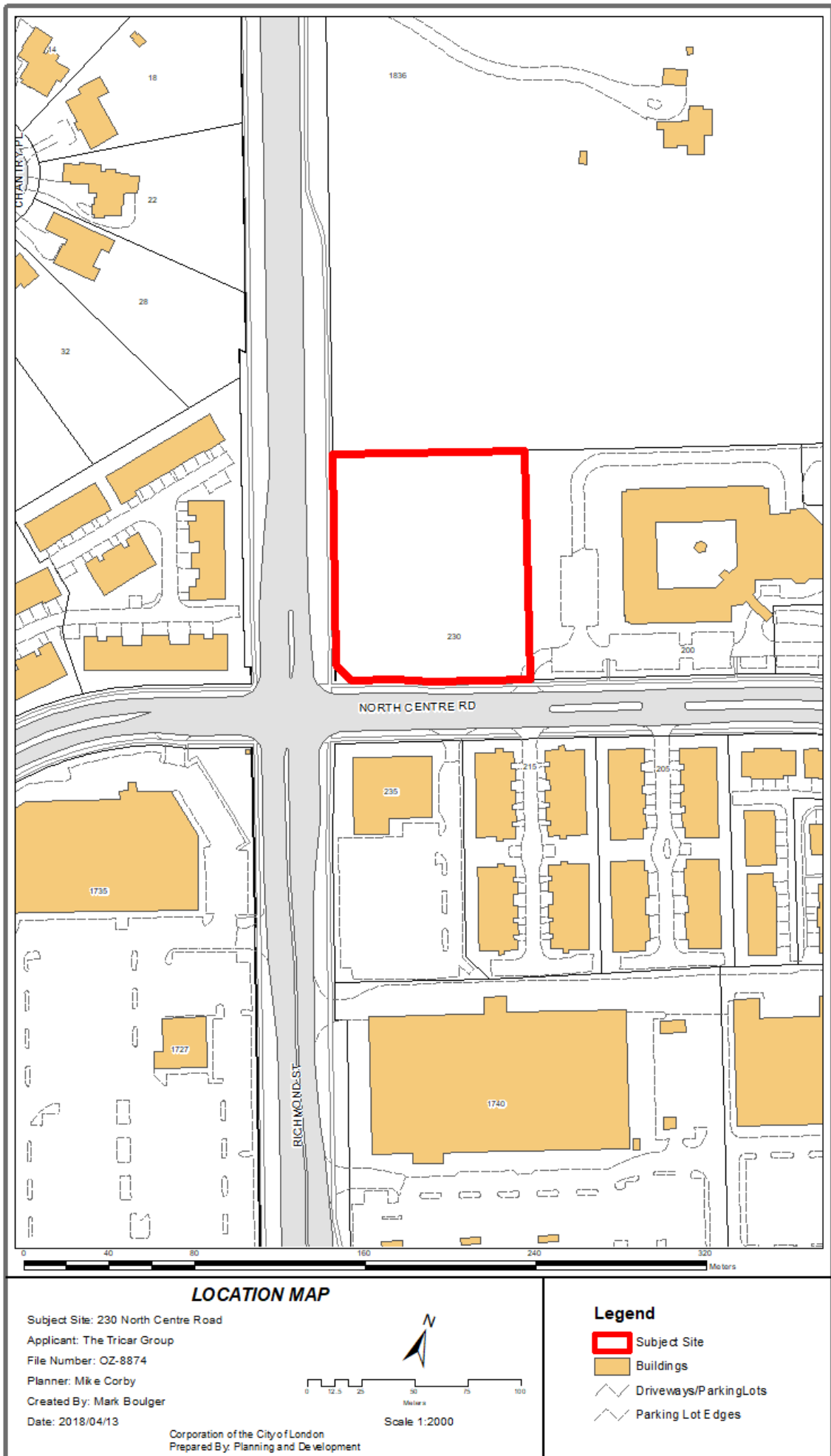
1.4 Surrounding Land Uses

- 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

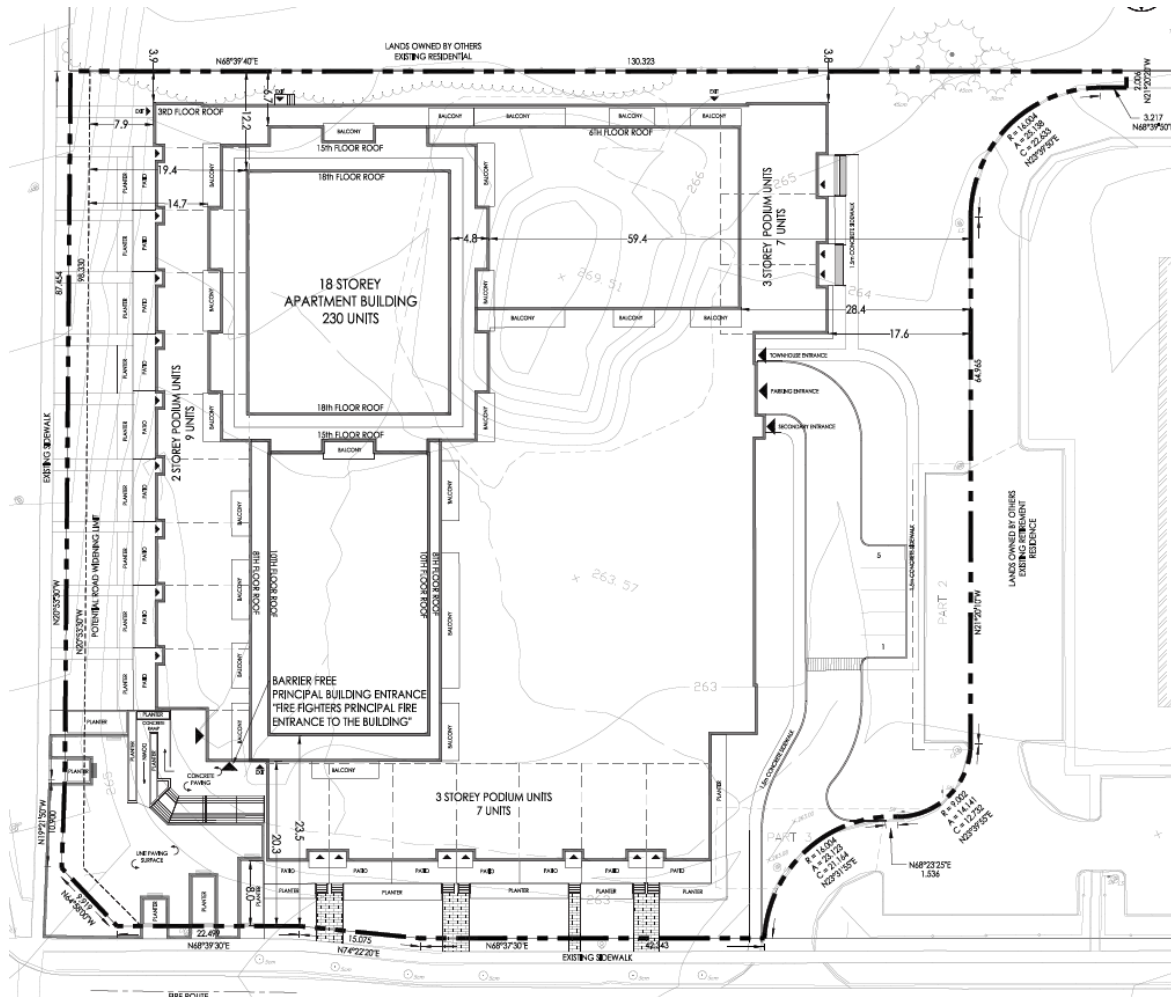
1.6 Location Map



2.0 Description of Proposal

2.1 Development Proposal

The proposal is for an 18-storey apartment building at a maximum height of 61m (200ft) which will include 230 residential units. This includes 7 podium units along North Centre Road, 7 podium units along Richmond Street and 3 podium units along the north-east corner of the site. A 10-storey wing is located along Richmond Street and a 6-storey wing is located along the northerly property limit creating an L-shaped development.



A total of 308 parking spaces for the development have been accommodated through one level of underground parking and two levels of podium parking screened by the townhouse units along Richmond Street and North Centre Road. 5 parking spaces are available at grade with additional visitor parking accommodated within the parking structure. Vehicular access is provided through a joint access at the easterly edge of the property along North Centre Road.



3.0 Relevant Background

3.1 Planning History

The subject site and surrounding lands on the northeast corner of Fanshawe and Richmond Street were designated through the 1989 Official Plan and subject to a rezoning application in 1995 which was appealed to the OMB. While the zoning amendment was under appeal a plan of subdivision application was submitted to the City seeking to implement the proposed ZBA that was still under appeal. Due to the zoning being under appeal Council refused the subdivision application which was then consolidated at the OMB in order for both items to be dealt with at the same time. In 1997 all appeals were withdrawn and the proposed by-laws came into effect resulting in the zoning and property fabric that exists on these sites today.

On September 23, 2016 a consent application was submitted to sever the subject site from the lands to the east which received conditional approval from the consent authority on January 25, 2017 and the Conditions of consent were cleared on September 21, 2017.

On February 8, 2018 an application was accepted for a 22-storey apartment building at a maximum height of 73.2m (240ft), with a total of 230 residential units (199 uph) constructed on a 2-3 storey podium. The proposal provided 7 podium units fronting North Centre Road and Richmond Street.

On June 13, 2018 a revised development proposal was submitted for an 18-storey, L-shaped residential apartment building which included 215 residential units (186uph) with 7 podium units being provided along North Centre Road and 9 podium units along Richmond Street.

On August 15th, 2018 the final design was submitted which proposed an 18-storey, L-shaped residential apartment building which will include 230 residential units (199uph). This includes 7 podium units along North Centre Road, 7 podium units along Richmond Street and 3 podium units along the north-east corner of the site.

3.2 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.

The amendment also includes 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 allow for the proposed apartment building. The bonus zone would permit a residential density of 199uph and maximum height of 62 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

3.3 Community Engagement (see more detail in Appendix B)

The proposed development has been through multiple community engagement processes. Through the original application based on a 22-storey apartment building, 54 responses were 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 included:

Concerns for:

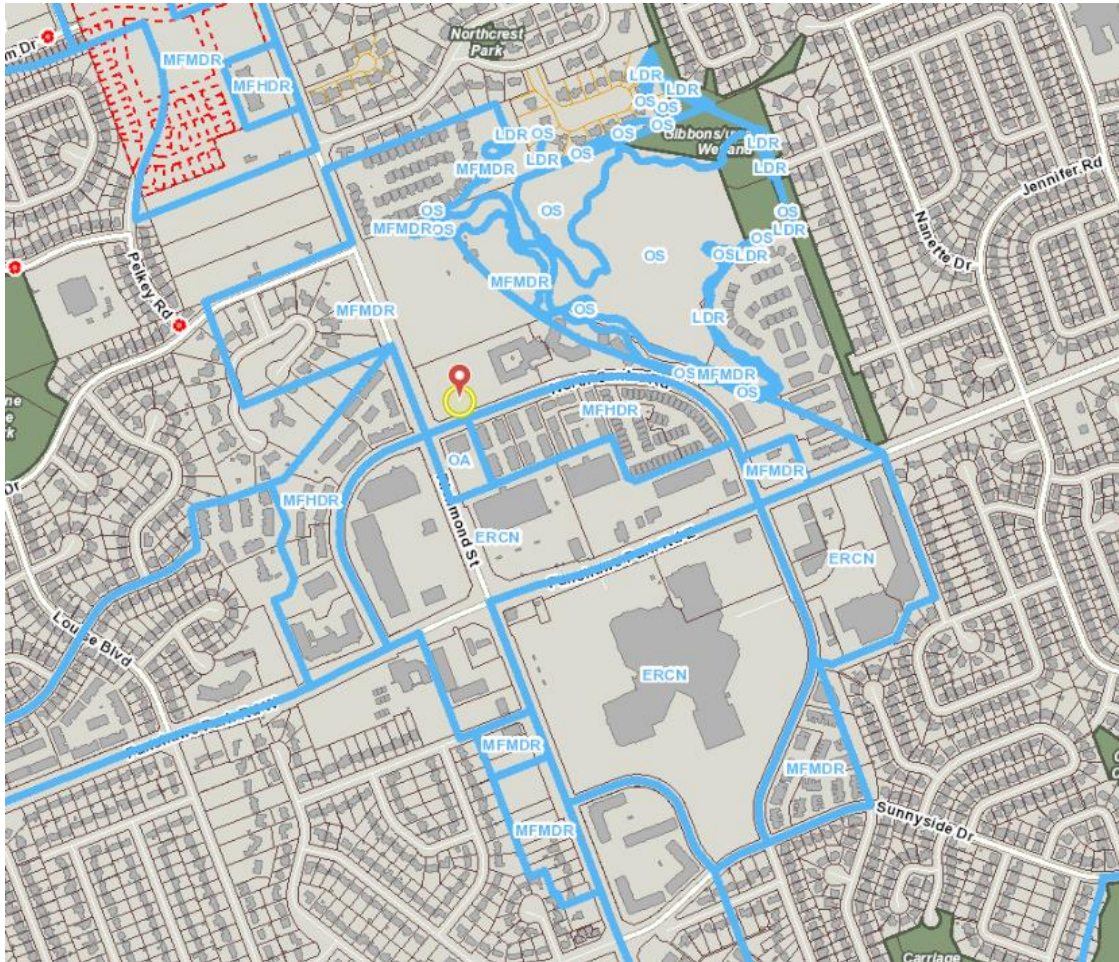
- the proposed height of the building
- the impact of the shadows and loss of sunlight cast by the buildings
- loss of privacy
- proposed scale too large, not in keeping with character of the area.
- limited surface parking
- lack of infrastructure to support the increase in density
- potential increases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

A revised development concept was circulated to the public for an 18-storey development concept with two 8-storey wings along the westerly and northerly property lines. Another Community Information Meeting was held on July 3, 2018. Through the new consultation period 10 new comments were received along with 3 comments from the Community Information Meeting where 31 people attended. Similar concerns that were previously expressed above were raised again, noting the revisions were not substantial enough and similar impacts will exist. These comments can be found in Appendix "B"

24 additional comments were received through a community meeting with the Ward 4 Councillor and are attached in Appendix B.

3.4 Policy Context (see more detail in Appendix C)

The subject site is currently located in a Multi Family, Medium Density Residential ("MFMDR") designation which is located along the north side of North Centre Road. The south side of North Centre Road has a Multi-Family, High Density Residential ("MFHDR") designation running along a large portion of North Centre Road. 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 significant 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 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 Official Plan identifies criteria where high density residential developments should be located (3.4.2 Location). These locations generally are on 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. Within these preferred locations the general form of development permitted includes large-scale, multiple-unit forms of residential development (3.4.1. Permitted Uses). Within the MFHDR designation net residential densities will normally be 150 units per hectare (60 units per acre) or less outside of Central London (3.4.3. Scale of Development). The scale of development is also controlled through specific criteria generally applied to large areas designated MFHDR. The policies encourage a mixing of housing types, building heights and densities while providing for a transition in scale, diversity of housing forms and where possible locate the high-rise structures closest to activity nodes (shopping and employment centres) and points of high accessibility (arterial roads, transit service). Massive, at-grade or above-grade parking areas shall not dominate the site and all developments should conform with the urban design principles in Section 11.1.

The MFHDR designation identifies that 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. (3.4.3. Scale of Development, Density Bonus)

The 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. These areas are intended to be “*exceptionally designed, high-density mixed-use urban neighbourhoods connected by rapid transit to the Downtown and each other*”[806]

The intent is that these areas will have the greatest mix of uses and intensity of development outside of the downtown based around a rapid transit station as the focal point of the village [807]. In order to support the rapid transit system higher densities of people living, working and shopping in the area are promoted along with pedestrian oriented and cycling-supported development and design to encourage the use of the City’s transit system to reduce overall traffic congestion within the city [808].

In order to facilitate the development of Transit Villages a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses may be permitted [Permitted Uses_811].

The Intensity [813] policies of the Plan specifically outline that a minimum of either two storeys or eight metres in height is required and heights will not exceed 15 storeys. Type 2 Bonus Zoning beyond this limit permits heights up to 22 storeys. Development applications will be evaluated to ensure that an adequate level of intensity is being provided in order to support the goals of the Place Type while heights are to step down from the core to adjacent Neighbourhood Place Types.

The form [814] of development within the Transit Village is guided by policies that ensure that planning and development applications will conform with the City Design policies of this Plan. They encourage high-quality architectural design and for buildings and the public realm to be pedestrian, cycling and transit-supportive. Underground parking and structured parking integrated within developments is also encouraged along with other form considerations.

The Transit Village also provides an opportunity to bonus for increases in height and density up to 22-storleys. Bonusing Provisions Policy 1652 outlines the framework and public facilities, services, or matters that can be provided in order to achieve these increases.

4.0 Key Issues and Considerations

Through the circulation process no departmental concerns were expressed. However, several concerns were raised by the public through the process. The report below addresses these concerns in detail.

4.1 Issue and Consideration # 1 - Use

Provincial Policy Statement, 2014 (PPS)

The proposed development is in keeping with the PPS as it provides an alternative land use within the surrounding context promoting an appropriate range and mix of residential uses. High density developments such as the one proposed promote a cost-effective development pattern helping reduce servicing cost, land consumption and will develop an underutilized property that has remained undeveloped since the approval of a subdivision in 1997 [1.1.1]. The proposed development is within a settlement area helping establish an appropriate land use pattern that contributes to the density and mix of land uses in the area. The apartment will both benefit and support the existing resources, surrounding infrastructure and public service facilities in the area (1.1.3 Settlement Areas). The site is also considered to be transit supportive as it is close proximity to an existing transit node that will be home to a future bus rapid transit station (1.1.3.2) contributing to a healthy, livable and safe communities.

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. The proposed development is in keeping with this goal of the PPS as the surrounding lands are predominately low-density forms of development. The proposed apartment provides a mix of housing type in the area and provides a density that will help in meeting the projected requirements of current and future residents.

Official Plan

The proposed development of a high-rise apartment requires a change from the existing Multi-Family, Medium Density Residential designation to Multi-Family, High Density Residential. The proposed apartment use is considered a main permitted use within the requested designation (3.4.1. Permitted Uses). The Official Plan identifies where it is appropriate to locate High Density Residential designations (3.4.2. Locations). It identifies that lands in close proximity to large commercial nodes, regional facilities or designated Open Space areas and lands abutting or having easy access to an arterial road are appropriate locations. The subject site is located along Richmond Street, which with is an arterial road, and direct vehicular access to the main entrance is close by. The site is also located in close proximity to one of the city's largest commercial nodes at Fanshawe Road and Richmond Street and a large Open Space designation (see map below).



Additional criteria is also considered when designating lands Multi-Family, High Density Residential. The subject site is in keeping with this criteria as it is considered compatible with the surrounding land uses. The lower forms of development to the west and south of the site are setback across wide rights-of-way and the proposed townhouse units imbedded in the podium on the south façade create a compatible interface helping reduce impacts of the proposed development. The abutting property to the east is developed as a medium density form of development helping to transition down from taller heights of the edge of the community to lower heights in the interior. The proposed development podium steps down to a similar scale as the continuum-of-care facility with the tallest portions of the proposed apartment located on the west side of the property. The subject site is also of a size and shape where a development can provide appropriate buffering and design features to ensure it is compatible within the surrounding area and will not adversely impact the surrounding amenities or character of the area. There are no servicing concerns within the area and the potential increase in traffic to the area is considered minimal and can be absorbed within the anticipated volume of traffic. The site's location is also within convenient walkable distance to public transit service, and shopping facilities.

For the above mentioned reasons it is appropriate to designate the lands as Multi-Family High Density Residential.

The London Plan

The subject site is located within a Transit Village Place Type. The proposed apartment use is in keeping with the vision and role within the city structure as it provides a permitted land use [811] that will help increase the density in the area and provides a high standard of design [806]. It promotes a development based around a rapid transit system where higher densities of people living, working and shopping are encouraged with the goal of reducing overall traffic congestion within the city [807,808]

4.2 Issue and Consideration # 2 – Intensity

The PPS requires 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]. The proposed High Density Residential development provides an ideal location and form of development to promote intensification. It is located along an arterial road, in close proximity to a major commercial node with access to multiple bus routes. The surrounding building stock ranges from a continuum-of-care facility, office, townhomes, open space and commercial uses all of which are setback from the site. This proposed intensity of the development can be accommodated on the site and within the surrounding context. The PPS also 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 [1.4.3(d)]. The proposed development meets the intent of this PPS policy.

Official Plan

The MFHDR designation provides three ranges of net density within the City excluding provisions for bonusing. In the case of the subject site it is located outside of the Downtown and Central London and is therefore permitted a maximum density of 150 unit per hectare (3.4.3. Scale of Development). As previously indicated, the applicant has applied to increase the density above the permitted 150 uph to 199 uph through bonusing provisions. Density bonusing can be approved by Council, under the provisions of policy 19.4.4. and is a tool used to achieve enhanced development features which result in a public benefit that cannot be obtained through the normal development process in return for permitting increased heights and densities. The Planning Act provides direction on bonusing which allows municipalities to use bonusing provisions in their Official Plan in return for facilities, services, or matters, as are set out in the By-law. The proposed building form and design (discussed in Section 4.3- Form) and provision of a financial contribution to the future transit hub at Masonville Mall, 1 level of underground parking and publicly accessible civic space located at the southwest corner of the property all of which may not otherwise be implemented through the normal development approvals process, allow the proposed development to qualify for Bonus Zoning in conformity to the policies of the Official Plan. These bonusable features are outlined below:

- 1) A high quality development which substantially implements the site plan and elevations as attached in Schedule “1” to the amending by-law:

Podium

- vii) The inclusion podium townhouse units, seven along the Richmond Street frontage and seven along the North Centre Road frontage;
- viii) Brick as the primary material on the street facing elevations;
- ix) Individual unit entrances with front door access for all townhouse units;
- x) Ground floor units with walkways leading to City sidewalk for all street facing townhouse units;
- xi) A prominent principle entrance into the apartment building that is easily identifiable by including some or all of the following: a change of massing, a higher level of clear glazing, and/or the incorporation of canopies;
- xii) A multi-level parking structure that is buffered from the street-facing facades by the inclusion the townhouse units.

Mid Rise Portions

- v) A material and colour palette that provides for a cohesive design between all elements of the building including the podium, the mid-rise portions and the tower. This could include the inclusion of brick and/or a similar colour to the brick cladding on the podium;

- vi) A high proportion of glass materials and a relatively low proportion of exposed concrete or similar materials, including floor to ceiling window walls. Use of clear glass balcony barriers;
- vii) A step-back of the ninth and tenth floors on the west, south and east facades;
- viii) The inclusion of window walls on the ninth and tenth floors matching the top levels of the tower portion.

Tower

- vii) A material and colour palette that provides for a cohesive design between all elements of the building including the podium, the mid-rise portions and the tower. This could include the inclusion of brick and/or a similar colour to the brick cladding on the podium.
- viii) A high proportion of glass materials and a relatively low proportion of exposed concrete or similar materials, including floor to ceiling window walls. Use of clear glass balcony barriers;
- ix) A step-back of the sixteenth, seventeenth and eighteenth floors on all tower elevations.
- x) The inclusion of window walls on the sixteenth, seventeenth and eighteenth floors.
- xi) The design of the top of the towers that provides interest to the skyline and is well integrated with the design language of the overall building.
- xii) Incorporation of mechanical room with the roofline of the tower.

2) Transit Station

The financial contribution of funding to the future Transit Station at Masonville Mall in the amount of 1% of the construction value up to \$250,000, for the provision of facilities, services, programming, public art or other matters for positive project enhancements to be provided at the time of site plan approval or construction of the station, whichever occurs first.

3) 1 level of underground parking

4) Publicly accessible civic space located at the southwest corner.

In order to implement the identified items for bonus zoning, section 19.4.4 iv) of the Official Plan states that:

“As a condition to the application of bonus zoning provisions to a proposed development, the owner of the subject land will be required to enter into an agreement with the City, to be registered against the title to the land. The agreement will deal with the facilities, services, or matters that are to be provided, the timing of their provision, and the height or density bonus to be given.”

Bonus zoning is implemented through a development agreement with the City that is registered on title to the lands. The development agreement is intended to “lock in” the design features that will be incorporated into the form of development to merit the additional density. Through the site plan approval process, the proposed development will be reviewed to ensure that all facilities, services and matters that have warranted bonus zoning have been incorporated into the development agreement. These design features are highlighted in the recommendation and the amending by-law included in the illustrations attached as Schedule “1”.

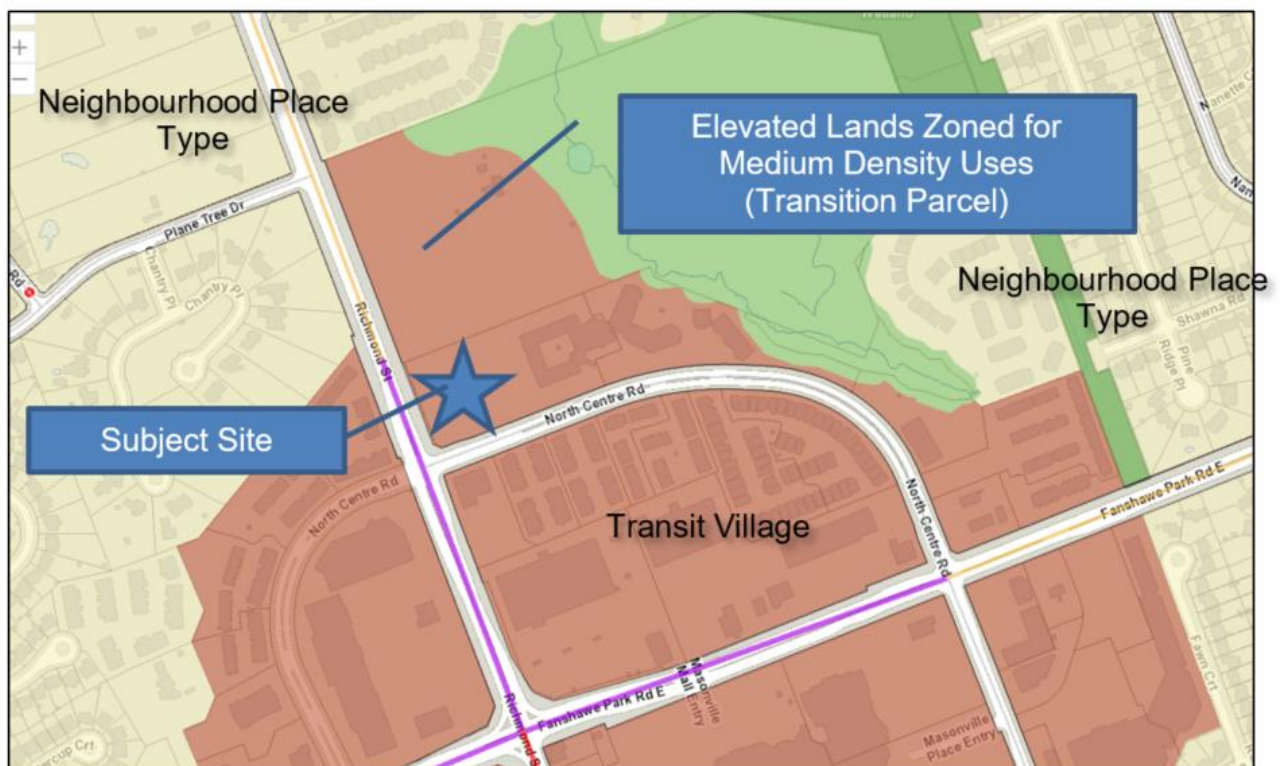
The London Plan

The London Plan clearly encourages an increase in residential densities within its Transit Villages in order to support the commercial uses of the node and the rapid

transit station that is considered the hub of the village. In order to ensure these goals are being met the London Plan provides intensity policies (L13). These policies provide permissions for buildings to have a minimum of either two storeys or eight metres in height and will not exceed 15-storeys in height. However, Type 2 Bonus Zoning is permitted beyond this limit, up to 22-storeys. The proposed development height of 18-storeys is within the range permitted by The London Plan through Type 2 Bonusing which is similar to the bonusing process applied through the 1989 Official Plan.

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. As previously noted in the Transit Villages policies these areas are already developed and limited opportunities for intensification exists. The subject site provides an ideal location for intensification as it is a vacant property.

The Transit Village also encourages building heights to step down from the core of the Transit Village to any adjacent Neighbourhoods Place Types. The subject's site's location is in close proximity to the main intersection of the Village core and has a large elevated parcel of land zoned for medium density development directly north which provides for the appropriate transition from the proposed 18-storey apartment to the Neighbourhoods Place Type on the edge of the Transit Village.



4.3 Issue and Consideration # 3 - Form

Provincial Policy Statement, 2014 (PPS)

The proposed development is in keeping with the PPS as it provides an opportunity for intensification at an appropriate location taking into account the existing building stock in the area. The proposed development has considered the surrounding building stock by positioning its tallest portions along an arterial road where impacts will be reduced on the surrounding buildings located in the interior of the neighbourhood. The proposal has gone through an extensive design process helping to ensure that an appropriate development standard is established to help implement the intensification of the subject site. The subject site is located in a Transit Village which has convenient amenities, employment and shopping destinations based around a future bus rapid transit hub and currently in close proximity to several bus routes that stop at Masonville Mall. The

building's design and location help promote active transportation as they provide the ability for pedestrian and bicycles to access the nearby facilities and will help limit the need for a vehicle to carry out daily activities in conformity with the goals of the PPS [1.1.3.2, 1.6.7.4].

Official Plan

The proposed form of development has made a strong effort to create a transition in scale through the proposed form of development in response to the surrounding land uses. Townhomes wrap the parking garage along Richmond Street and North Centre Road to create a similar scale and interface with the surrounding office and townhouse units. Additional townhomes have been included along the easterly parking garage to help create an active interface with the abutting continuum-of-care facility.

The development also positions increases in height and massing to appropriate locations. The development is L-shaped above the podium base and is significantly setback from the proposed 2-3 storey townhomes at grade. The mid-rise portion along Richmond Street reaches 10-storys where height is encouraged to locate and is 6-storeys along the northerly part of the site where the abutting lands increase significantly in elevations. The 18-storey tower portion of the apartment is located in the NW corner of the property where height impacts will be minimal. Through the use of the townhomes the development is able to reduce the visual impacts of the proposed parking structure. The main pedestrian access point is located directly at the intersection of Richmond Street and North Centre providing tenants easy access to the surrounding transit services and activity nodes.

The Official Plan also ensures that all developments conform to the Urban Design principles in Section 11.1. As part of a complete application the applicant provided an Urban Design Brief and attended the Urban Design Peer Review Panel to identify how the above-mentioned policies have been achieved through the building design and form. The original 22-storey apartment was well received by Staff and the Urban Design Peer Review Panel. Some minor concerns were raised about improving the cohesiveness of the building by further connecting the podium to the mid-rise and tower portions of the project through alternative design features. Removing the blank façade was suggested 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. Extending the proposed townhouse units along the Richmond Street frontage to create a stronger street presence was also recommended. The pedestrian access to the building was encouraged to be redesigned to give priority to accessibility to the front entrance through the reorientation of the access ramp. The proposed amenity area was also considered isolated in nature and the provision of greater surveillance of the area through an internal amenity space looking over it or simply moving it and providing a drop-off/rear-entry to the building was suggested as an alternative design feature.

In an effort to respond to the Urban Design panel's original comments and the public concerns a revised design was submitted and presented to the panel. The main changes included a reduction from 22-storeys to 18-storeys and shifting the height of the building from the SW corner of the site to the NW corner to help reduce shadows on abutting lands. The applicant also extended the townhomes along Richmond Street along the length of the parking structure, removed the at-grade amenity space located in the North East corner and identified that it would be placed atop the parking structure. The applicant provided a drop-off area instead in the NE corner as suggested by the panel and reoriented the accessibility ramp to the front entry. Fenestration to the NW corner was also added to articulate as an entrance to the project. After the revisions were made the proposed 18 storey, L-Shaped building was re-circulated to the public and reviewed by the Urban Design Review Panel. The panel was appreciative of the efforts made to try and address their original comments and provided follow up considerations

The panel provided additional recommendations based on the revised design which included:

- *Recommend an indoor amenity adjacent to rooftop amenity. There should be a mix of passive and active amenities*
- *The tower proportions could benefit from shifting the penthouse to the northwest corner of the floorplan. This will help create an elongated sense of the massing and assist with the overall form/expression of the tower.*
- *The landscape design should consider amenity for townhouses along the street*
- *Entrance design should be further refined to address the blank facades on the sides of the two townhouses - consider adding an active space near the main entry to eliminate the blank wall (side) of townhouse units. Further articulation of the massing in the form of an entrance canopy could also assist in creating a stronger sense of arrival at the corner.*
- *Suggest 3 storey townhouses along Richmond Street*
- *Give further attention to the east façade. At the moment it is hard to discern where the entrances into the building occur.*
- *Give further consideration to the function and design of the drop off area as it may cause confusion as there doesn't appear to be a functional entrance to access the building (other than to the pool)*
- *Wrapping corner with balcony – reconsider if it needs to wrap as these types of balconies tend to be used as storage and has the possibility of being unsightly.*

During the circulation of the revised design similar comments were received from the public along with a concern that the new apartment will impact the view corridor from the lands to the north. As a result the final design being recommended for approval received some additional changes. The wrapped balconies were removed to help reduce the visual massing of the building and townhome units were included along the east podium to help reduce the visual impact on the abutting senior's home. Due to the inclusion of these townhomes however, the proposed drop off circle had to be removed. The wing portion of the building along the north edge of the property was reduced from 8-storeys to 6 storeys and the height along Richmond Street was increased from 8-storeys to 10-storeys. This change in design provides a more effective overall design as it helps tie in the design of the penthouse on top of the tower portion to the mid-rise portion along Richmond Street.

The applicant has also provided their opinion on how the panel's concerns have been address through the final design.

- 1) *We have updated and changed all windows around the tower and podium to large punched windows of the same size.*
- 2) *Window walls have been added on the north and south side of the tower to provide a break between solid material in the tower.*
- 3) *The 2 townhouse units on the corner of the North Centre Road and along Richmond Street have been converted to Amenity Spaces allowing more glazing and a more lively entrance at this corner. The amenity space is double height. The architectural language of the amenity space complements the residential entrance and townhouses through using a combination of the same materials.*
- 4) *The north and south portion of the corner balconies are removed to reduce the weight around the corners of the tower.*
- 5) *3 townhouses are added to the North-east corner of the site. We have also added a secondary entrance near the parking entrance to provide pedestrian access to the elevator lobby from the drop-off area at the East of the site.*
- 6) *We have also reduced the height of the wing on the north side to 6 storeys and increased the height of the wing to the southwest to 10 storeys, to better incorporate the tower and southwest leg. We have a 2m setback on the 9th and 10th floor and use the full window wall to replicate the same look as the 16th to 18th floor of the tower.*

Additional design details that are considered minor in nature have been identified in the recommendation to the Site Plan Approval Authority to consider implementing through the site plan process. It is also important to consider that the proposed form of development will be controlled through the recommended bonus zone ensuring the

design being proposed is what is built. No other apartment building can be built at this height or density on the site without a rezoning. Other potential developments would be restricted to the limitations of the proposed R9-7 zone which is commonly used to implement MFHDR designation.

The London Plan

The London Plan also helps guide the shape of development through form policies. The rationale used above under the current Official Plan in regards to scale and form of development also satisfies form policies of The London Plan. The proposed design is generally in keeping with the City Design Policies of the Plan and a high quality architectural design is being achieved. The development is transit supportive and the base is designed to establish and support a high-quality pedestrian environment [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.
5. Consideration should be given to providing publicly-accessible pedestrian connections through a proposed development site connecting with the pedestrian network on existing and future adjacent sites.
6. All public works will ensure a highquality pedestrian environment through streetscape improvements such as widened sidewalks, upgrading the sidewalk material, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art.
7. The base of all buildings will be designed to establish and support a high-quality pedestrian environment.
8. Pedestrian traffic associated with rapid transit stations should be considered in the design of the station, the public realm, and adjacent developments.
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.
12. Shared car and bicycle parking facilities and carshare/bikeshare programs will be encouraged within Transit Villages. Public changerooms and bicycle facilities will be 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.

4.4 Issue and Consideration # 4 - Context

Through the public circulation a number of comments expressed that the existing residential community is low-rise and low density in nature and that the proposed high-rise development is not in keeping with the area. It should be noted that the intent of the existing land use designations in the area, planned through the 1989 Official Plan was to see a much larger residential density created through medium and high density developments to support the large commercial node. Although the existing zoning did not fully implement the 1989 Official Plan to its fullest extent it has always been identified and considered good planning to provide an increase in intensity and density in the area. This same rationale has been carried over into The London Plan which promotes increased intensities within the Transit Village in order for it to access local amenities, shopping destination, employment opportunities and support rapid transit.

It should also be noted that comparable development exists at North Centre and Fanshawe Park Road W, just west of Richmond, where a 12-storey apartment is located between a 4-storey apartment building and 2-storey townhomes. The proposed apartment has changed its design to respond to the surrounding land uses and it is not considered out of place to allow for a high quality designed building to be placed within the surrounding context.



4.5 Issue and Consideration # 6 – Traffic

Another main point of contention through this process is the potential increase in traffic that the proposed development will create in relation to the ongoing traffic issues.

Several comments about existing cut through traffic along North Centre Road, the increase in truck and construction traffic and the high volumes of traffic along Richmond Street were received. A traffic impact assessment was not required as part of a complete application as the potential increase in traffic from the proposed development did not warrant the need for the study.

Both Staff and the Ward councillor followed up with the Transportation department based on the public concern and received the following comments.

“In terms of the development, a traffic impact assessment is not required as part of the zoning application nor the Site Plan Consultation. A Site Plan application has not yet been submitted by the developer. The traffic study was not required since the trips generated by the development did not trigger a study as per the TIA guidelines and because the anticipated road improvements to the adjacent Richmond/FPR intersection in the near future based on the EA recommendations.”

Staff reviewed the collision history at the intersection and noted there have been no collisions in the past 5 years (typical period used for collision history) between vehicles and vulnerable road users (pedestrians and cyclists). As part of the Site Plan process staff can work with the applicant in regards to the Traffic Management Plan to limit construction truck traffic impacts to the street (such as only accessing north centre from Richmond). There are no intersection operational concerns associated with this development staff continually review traffic patterns at signalized intersections and make adjustments to traffic signal timing as required to ensure efficient operation. The projected traffic increase for the development is about a total of 70 trips in the AM peak hour and 86 trips in the PM peak hour, the existing transportation infrastructure will be able to accommodate this small increase in traffic.”

Transportation Staff also approved a speed study along North Centre Road be undertaken to help address the ongoing concerns of the public. An environmental assessment is also being completed to deal with capacity constraints at Fanshawe and Richmond Street which should help reduce the need for traffic to cut through North Centre Road.

4.7 Issue and Consideration # 6 - Shadows

Another main concern of the public was the shadows cast from the proposed development. Upon review of the shadow studies the design of the building allows the shadows to move relatively quickly, traversing across amenity areas within approximately one hour. Concern has been raised about the amenity space in the centre of the Continuum-of-Care facility to the east and the impacts the shadows will have on that area. An analysis was completed showing the existing shadow from the Continuum-of-Care facility was cast over the outdoor amenity area prior to the shadow of the proposed apartment reaching it. There is a small increase in the shadow within the outdoor amenity area created by the proposed apartment. (See Below)

The full shadow study is attached as Appendix D



4.8 Issue and Consideration # 7 – Ground Water

Based on concerns about a high water table in the area a request was made at the Planning and Environment Committee meeting on July 16th to ensure that a hydrogeological report is completed. Although this would be required through the building permit process a holding provision is being recommended to ensure that it is completed at the site plan approvals process instead. The applicant has completed a preliminary assessment of the site and soil conditions which indicated that no concerns will arise as a result of the proposed apartment building. The report indicates that the proposed depth of construction will not impact the water table and only temporary dewatering may be required to accommodate the proposed footings. The volume of pumped groundwater is unlikely to exceed the MOE standard of 50,000L/ day. If the required volume of pumped water were to be close to or exceed MOE limits the Ministry would be required to provide approval of the development.

h-132 Purpose: To ensure that a Water Balance Study and a Hydrogeological Study is submitted as part of a complete Site Plan Application, the h-132 symbol shall not be removed until the results of each Study are accepted to the satisfaction of the City of London.

5.0 Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2014 and conforms to the City of London Official Plan policies and Transit Village Place Type policies of The London Plan. The proposal facilitates the development of an undeveloped lot and encourages an appropriate form of development. The bonusing of the subject site ensures the building form and design will fit within the surrounding area while providing a high quality design standard. The subject lands are situated in a location where intensification can be accommodated given the existing municipal infrastructure, the nearby arterial streets, large commercial node, and existing and future public transit facilities in the area.

Prepared by:	Mike Corby, MCIP, RPP Division Name
Submitted by:	Michael Tomazincic, MCIP, RPP Manager, Division Name
Recommended by:	John M. Fleming, MCIP, RPP Managing Director, Planning and City Planner

September 17, 2018
MC/mc

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2018

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989 relating to 230
North Centre Road.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on October 2, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – October 2, 2018
Second Reading – October 2, 2018
Third Reading – October 2, 2018

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to change the designation of certain lands described herein from Multi-Family, Medium Density Residential to Multi-Family, High Density Residential on Schedule "A", Land Use, to the Official Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 230 North Centre Road in the City of London.

C. BASIS OF THE AMENDMENT

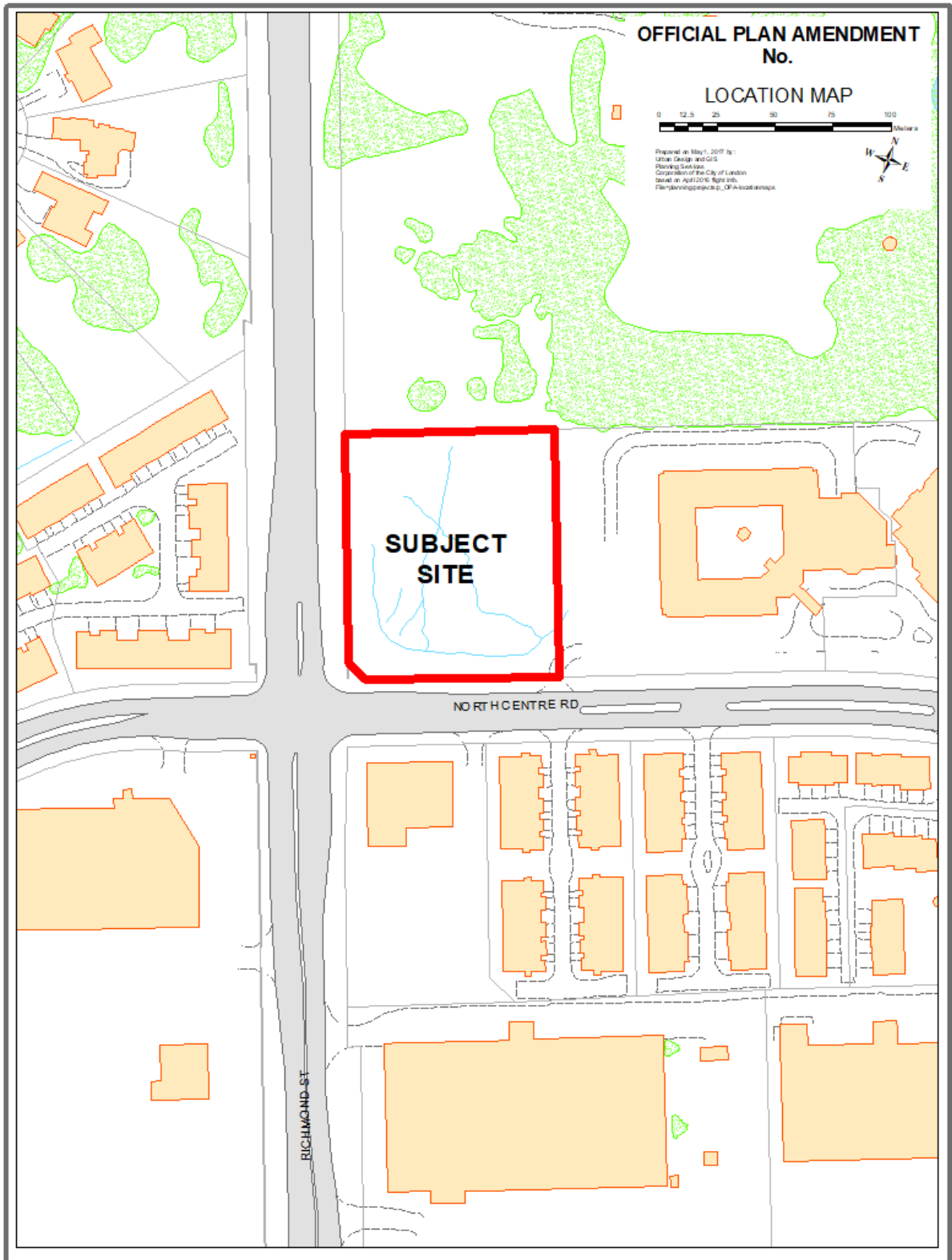
The recommended amendment is consistent with the Provincial Policy Statement, 2014, and the Multi-Family, High Density Residential policies of the Official Plan.

The recommended amendment will facilitate a residential apartment building which is compatible with the surrounding land uses.

D. THE AMENDMENT

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

Schedule "A", Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 230 North Centre Road in the City of London, as indicated on "Schedule 1" attached hereto from Multi-Family, Medium Density Residential to Multi-Family, High Density Residential.



Appendix "B"

Bill No. (number to be inserted by Clerk's Office)
2018

By-law No. Z.-1-18_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at (230 North Centre Road).

WHEREAS The Tricar Group has applied to rezone an area of land located at 230 North Centre Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 230 North Centre Road, as shown on the attached map comprising part of Key Map No. A.102, from a Holding Residential R5/R7/R8 (h-5*R5-7/R7*D75*H12/R8-4*H12) Zone to a Holding Residential R9 Bonus (h-132*R9-7*B(_)) Zone.
- 2) Section Number 4.3 of the General Provisions in By-law No. Z.-1 is amended by adding the following new Bonus Zone:

4.3) B(_) 230 North Centre Road

The Bonus Zone shall be implemented through the required development agreements to facilitate the development of a high quality residential apartment building, with a maximum of 18-storeys, 230 dwelling units and density of 199 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule "1" to the amending by-law; and

- i) Transit Station

The financial contribution of funding to the future Transit Station at Masonville Mall in the amount of 1% of the construction value up to \$250,000, for the provision of facilities, services, programming, public art or other matters for positive project enhancements to be provided at the time of site plan approval or construction of the station, whichever occurs first.

- ii) 1 level of underground parking
- iii) Publicly accessible civic space located at the southwest corner.

The following special regulations apply within the bonus zone upon the execution and registration of the required development agreement(s):

a) Regulations:

- | | | |
|-----|---------------------|----------------------------|
| i) | Density | 199 uph |
| ii) | Height
(maximum) | 62 metres
(203.40 feet) |

iii)	Exterior Side Yard Depth for floors 1-3 (minimum)	7.5 metres
iv)	Rear Yard Depth for floors 1-3 (minimum)	3.5 metres
v)	Rear Yard Depth for floors 4-15 (minimum)	6.5 metres
vi)	Rear Yard Depth for floors 16-18 (minimum)	12 metres
vii)	Maximum Lot Coverage	60%

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

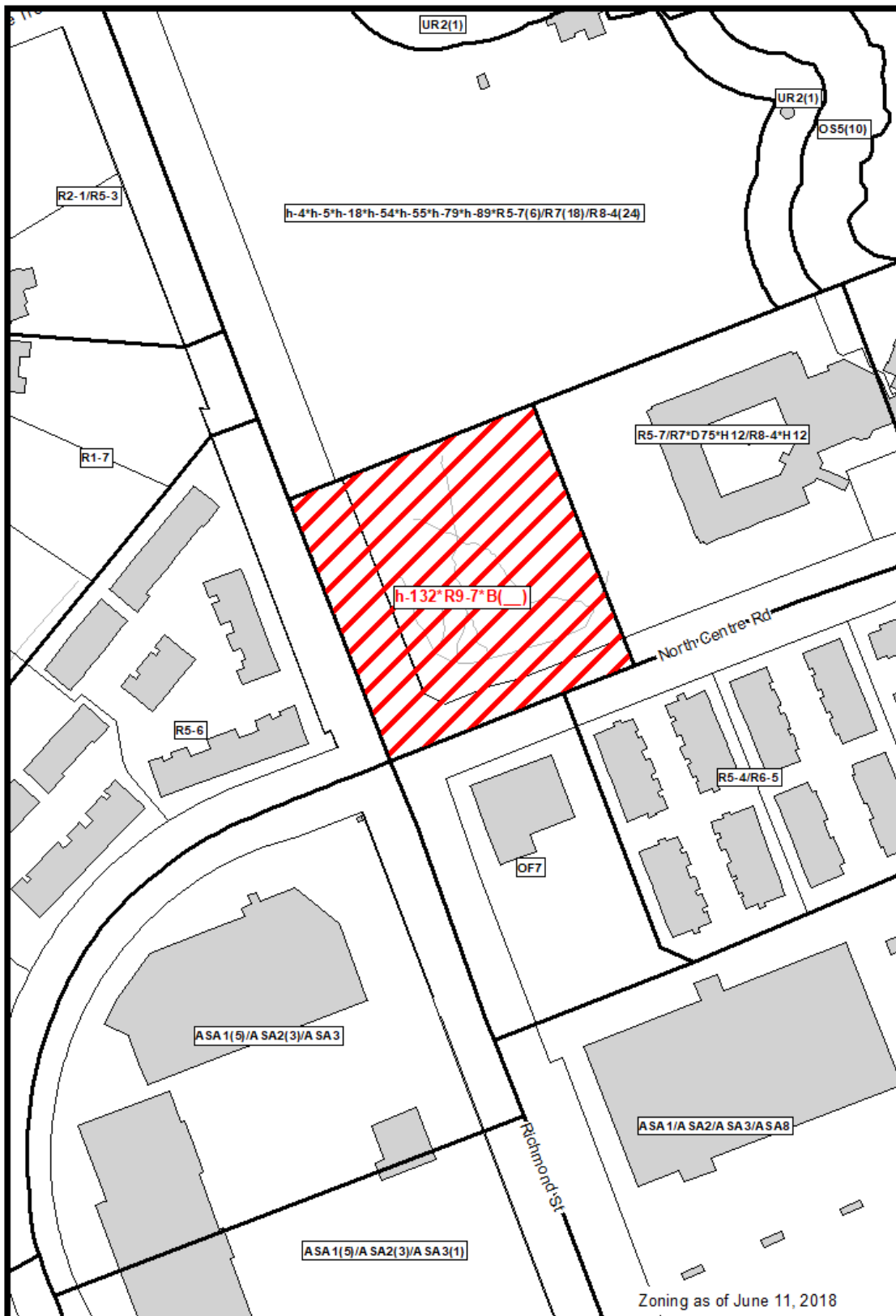
PASSED in Open Council on October 2, 2018.



Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – October 2, 2018
Second Reading – October 2, 2018
Third Reading – October 2, 2018

AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



<p>File Number: OZ-8874 Planner: MC Date Prepared: 2018/06/14 Technician: MB By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:2,000</p> <p>0 10 20 40 60 80 Meters</p> 
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Schedule "1"





Kasian Architecture
Ontario Incorporated

100 Main Street East, Suite 200
Toronto, Ontario M5E 1B5
www.kasian.ca

NO.	DATE	DESCRIPTION
1	2016-05-10	ISSUED FOR PERMIT

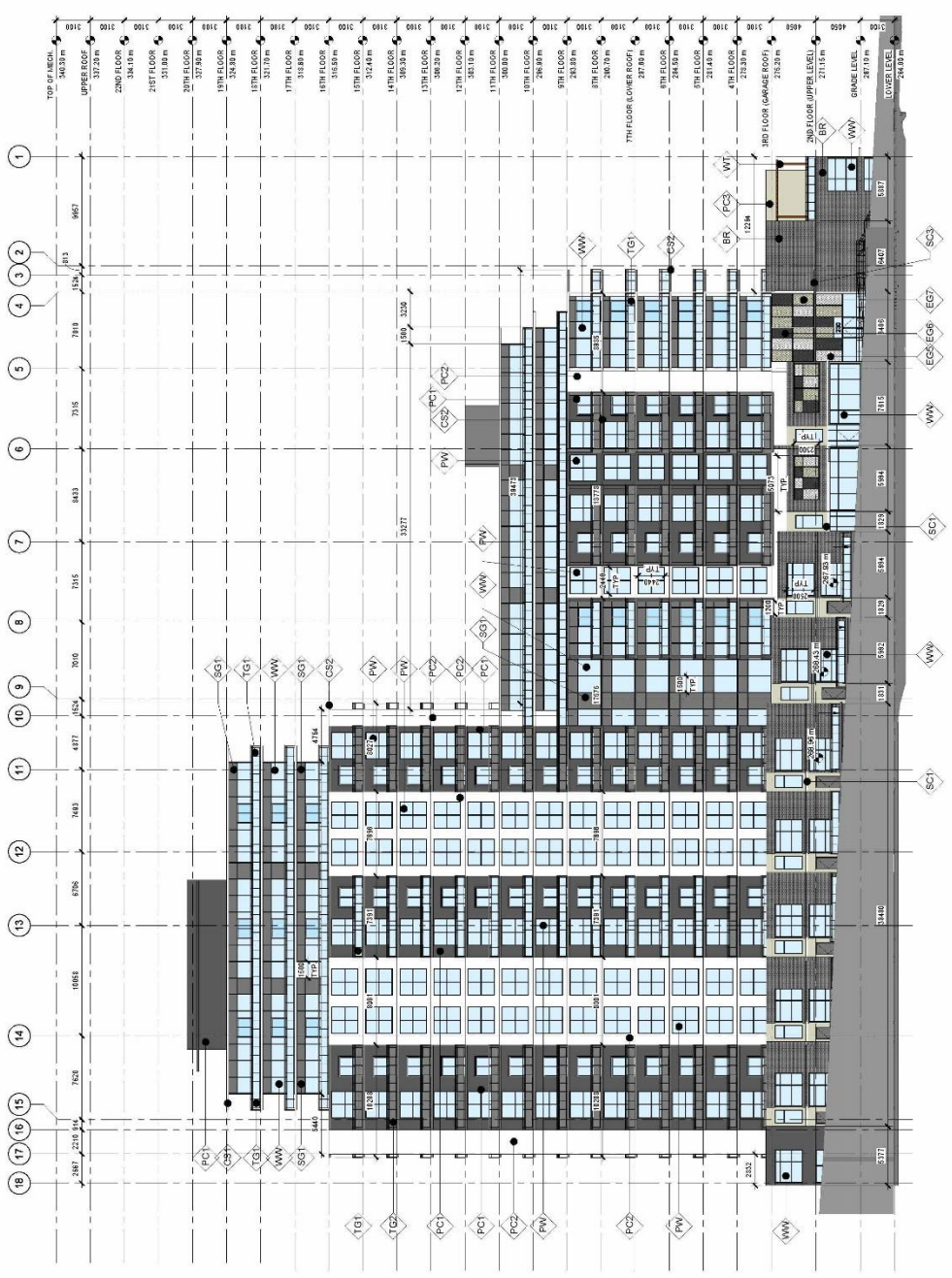
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230 NORTH CENTRE ROAD
LONDON, ON
WEST ELEVATION

PROJECT NO.: 180557
DATE: As indicated
DRAWN BY: Author
CHECKED BY: Checker
REVISIONS: REVISION

A2-02



- EXTERIOR FINISH LEGEND
- 401 BRICK VENEER - COLOUR T.B.D.
 - 402 CONCRETE CLAM - COLOUR T.B.D.
 - 403 CONCRETE CLAM - COLOUR T.B.D.
 - 404 ETCHED GLASS - COLOUR T.B.D.
 - 405 ETCHED GLASS - COLOUR T.B.D.
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 - 413 ETCHED GLASS - COLOUR T.B.D.
 - 414 ETCHED GLASS - COLOUR T.B.D.
 - 415 METAL PANEL - COLOUR T.B.D.
 - 416 PRECAST CONCRETE - COLOUR T.B.D.
 - 417 PRECAST CONCRETE - COLOUR T.B.D.
 - 418 PRECAST CONCRETE - COLOUR T.B.D.
 - 419 PINKED WINDOW - T.B.D. FRAMES
 - 420 STEEL CANOPY - COLOUR T.B.D.
 - 421 STEEL CANOPY - COLOUR T.B.D.
 - 422 STEEL CANOPY - COLOUR T.B.D.
 - 423 SPANDREL GLASS - COLOUR T.B.D.
 - 424 TYPED GLASS PAILING - COLOUR T.B.D.
 - 425 TYPED GLASS PAILING - COLOUR T.B.D.
 - 426 WOOD TRELLIS - COLOUR T.B.D.
 - 427 WINDOW WALL - T.B.D. FRAMES

Appendix B – Public Engagement

Community 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 (all comments were included in the July 16th report to the Planning and Environment Committee)

A Revised Notice of Application was circulated on July 4th, 2018 to 111 property owners, emailed to 43 individuals who expressed interest in the application. Revised Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on July 5, 2018.

10 new responses were received.

24 additional comments were received through a community meeting with the Ward 4 Councillor.

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

Concern for:

- the proposed height of the building
- the impact of the shadows
- 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 on ground water and natural heritage

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

Telephone	Written
	Peter White Executive Director, Government Relations and Strategic Partnerships Western University 2107 Stevenson Hall London , Ont. N6A 5B8
	Rob Croft 38-145 North Centre Rd London N5X4C7
	Roland Carson 30-145 North Centre Road
	Victoria Digby 16-1890 Richmond Street
	Dorren Holman 32-145 North Centre Road
	Michael Owen and Sharon Rich 275 Elderberry Avenue London Ontario N5X 0A1

Telephone	Written
	Ross Sturdy 9-205 North Centre Rd.
	William Evanson 32-270 North Centre Rd.
	Allyson Watson
	Donglin Bai 74 Orkney Pl London, On N5X 3S1
	Hella Stahl
	Marlene Thompson
	Peter & Louise Newson 4 - 1890 Richmond Street

Comments Received in response to the Revised Notice of Application sent out July 4, 2018

From: Peter White
Sent: Friday, June 29, 2018 3:28 PM
To: Corby, Mike <mcorby@London.ca>
Subject: Question on 230 North Centre Development

Hi Mike,

Could you contact me when you have a few minutes. It appears that with the re-design of the project, that the new tower lay-out will have a larger impact on our property. As I had mentioned earlier, we were concerned about the impact of having the tower immediately abutting our property and being higher than the tree-line. In the sketches it appears that the relocated tower will have an even larger impact on our property – same impact in the months when foliage exists because even though the height is reduced the new location negates any benefit, but even more so in the fall and winter months. Let me know when we can discuss.
Peter

Peter White
Executive Director, Government Relations and Strategic Partnerships
Western University
2107 Stevenson Hall
London , Ont.
N6A 5B8

From: rob croft
Sent: Tuesday, July 10, 2018 11:36 AM
To: City of London, Mayor <mayor@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; Squire, Phil <psquire@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; notricartower@gmail.com; van Holst, Michael <mvanholst@london.ca>; Armstrong, Bill <BArmstro@london.ca>; Helmer, Jesse <jhelmer@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>
Cc: Corby, Mike <mcorby@London.ca>
Subject: File: OZ-8874 230 North Centre Road

In March 2018 I wrote a letter to Mr. Corby at City Planning expressing concern about Tricar's application for a zoning amendment for 230 North Centre Road. I have had

months to become well informed about the City's different initiatives and more educated about the issues of planning and development. I have come to the same conclusion - that the Official Plan should not be amended from Medium Density to High Density Residential for 230 North Centre Road. Medium density will still allow intensification in keeping with The London Plan. There are many issues regarding this application, but I will pick a few.

Environment/Heritage

The Gibbons Wetland which abuts the proposed development is designated as a Provincially Significant Wetland, and Environmentally Significant Area and part of the Arva Moraine PSW. Unfortunately, this designation was done rather late as some development close to the wetland and in the new buffer zone had already taken place in the 1990's and 2000's, before designation. Today, development would not be allowed in that area. The water table on this property and the surrounding area is known to be high and the soil type unstable. I had a conversation with the engineer from Stantec who is doing the geotechnical tests for Tricar and he recognizes the problems with this property. For the large apartment building proposed, the footings will have to include caissons, which are used in weak soil and can go much deeper than any basement or underground parking. This opens up the concern that water drained from this site during and after construction will likely come from connected underground streams and the wetland. The scale of this development will cover almost the whole 1.1 hectare with an impermeable surface, affecting the natural balance of runoff and infiltration. According to the City Planning Department, *"Through our internal circulation process it was determined there is no requirement for a Hydrogeological Study through the rezoning process."* This is a concern. Even though the property is a few meters outside of the ESA (but within the buffer zone) we do not fully know how all the underground streams are interconnected to the ESA. Also, this site is at the tip of a significant groundwater recharge area as well as a highly vulnerable aquifer, which once again indicates that a lower density development would reduce the pressure on this ESA. Direction #4 of the London Plan states: "Protect and enhance the health of our Natural Heritage System." The property to the north contains Gibbon's Lodge, a Priority 1 property in the City of London's Heritage Resources. Rezoning to permit a 22 storey building will detract from one of the City's most pristine examples of Tudor Revival. A modern skyscraper will be out of place, and destroy the view of downtown for the Lodge as well as residents to the north, east and west of "upper" Richmond Street.

Response to Tricar's Urban Design Brief

In 1.4 SPATIAL ANALYSIS (pg. 1.6) the brief states the development will "contribute to the visual transition between low density land uses to the north and the proposed development". 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. The Official Plan Chapter 3 section 3.1.4 MULTI-FAMILY, HIGH DENSITY RESIDENTIAL OBJECTIVES states: "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." Clearly, this would not be the case. Tricar's building is more suited to the downtown area, not Masonville. 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.

In 2.1 DESIGN RESPONSE TO CITY DOCUMENTS (pg 2.10, OPEN VIEWS), 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 Road the glorious view of London including downtown will be marred by this behemoth forever.

On page 2.11 ACCESS TO SUNLIGHT- The shadow study in the brief concludes that "no single part of a property is impacted for any significant length of time". Nearby

properties show hours of shadow, including the senior's complex. The shadow even reaches as far as the homes on Chantry Place! Light affects mood and lack of daily sun affects each individual differently. The privacy of many homes in this neighborhood will be compromised as well.

Richmond Street-Old Masonville

Based on the SPECIFIC POLICIES FOR THE TRANSIT VILLAGE PLACE TYPE on page 203 in the London Plan (dated Dec 28 2016) special attention is paid to Richmond Street-Old Masonville as the centre of the transit hub. Even for those soon to be developed properties (1607, 1609, 1611, 1615, 1619, 1623, 1627, 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street) the city has placed restrictions. On page 204 (4): "Mitigation of impacts on the surrounding established low density residential neighborhood by lowering the maximum height of townhouse dwellings and restricting the above grade height of basements through the use of zoning regulations." And (10) "Limiting the number of townhouse dwellings to four per block to break up the visual massing." None of this transitional sensitivity is taken into account by Tricar with respect to the single and 2 storey homes right across the street, and the seniors residence next door. 230 North Centre Road is ONE KILOMETER from this main transit hub. Also, It should be noted that all the condominium residences on North Centre Road east and west of Richmond are shown as high density on Schedule A of the Official Plan Land Use Designation map and in Tricar's brief, (fig. 6 page 1.5). This is incorrect- they are zoned medium density in the City's Zoning Map.

230 North Centre Road is located right next to a Provincial Wetland, ESA and a heritage site, and is surrounded by an existing neighborhood of varying medium densities, established 20 years ago. If the property remains medium density, Tricar has the opportunity to do something really special and have as much as 100 units per hectare that integrate seamlessly with the natural and built surroundings.

A very informative website has been constructed by some local residents with their concerns and interesting observations:

www.notricartower.com

I encourage all to have a look at this site, and please say no to rezoning.

Rob and Barb Croft
38-145 North Centre Road

From: rob croft
Sent: Friday, August 3, 2018 1:23 PM
To: Corby, Mike <mcorby@London.ca>
Subject: OZ-8874

Rob Croft
38-145 North Centre Rd
London N5X4C7

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

Dear Mike,

Thanks for the opportunity to voice my concerns on the revised proposal by The Tricar Group to permit an 18 storey apartment on this 1 hectare site. I remain firm in my belief that it is not necessary to rezone this relatively small parcel of land but rather retain the medium density. Intensification can take place, with 75- 100 units per hectare

possible. This would allow a building height compatible with the surrounding area, and still be consistent with the City's vision of intensification. From the applicant's current amendment I have noted the following concerns:

1) The difference in footprint between the original 22 storey and the revised 18 storey building is almost negligible. With the tower moved to the north further up the slope on Richmond, the 12m difference in height is negated, making the building almost as tall. The residential units are now 215 instead of 218. The building still consumes practically the entire 1 hectare with no green space, limited visitor parking and poor utility vehicle access, creating safety issues. For comparison, the 13 storey apartment at 300 North Centre Road has 11 visitor parking spots, 2 handicap spots, and 16 additional numbered spots, yet cars still park on the street. It must be noted that the 18 storey proposal shown in The Report to Planning and Environment Committee, July 16 2018 omits to show the new shadow study, where the building still casts a giant shadow over adjacent residences. So the revised 18 storey is not much of an improvement. Any building of this size does not fit.

2) While The Tricar Group is reaching out to the community with a revised proposal it appears a bit of an illusion. As Mr. Carapella said in an article in the London Free Press dated April 3, 2018: "Even if it's 18 storeys, that won't make a difference," said Carapella. "A tower is a tower." He is quite correct in that statement. Tricar is presumptuous in using the Transit Village Place Type in the London Plan with bonusing as a way to ask for 18 (or 22) storeys. How can this be voted on now when the London Plan has not yet been fully ratified and BRT is still a vision?

3) Many of Tricar's design principles go against what City Planning has laid out in the Official Plan and The London Plan with regards to transition of scale, adjacent residential areas adversely affected by traffic, access to sunlight and privacy. Natural Heritage Objectives could also be affected due to the high water table and proximity to wetlands. I ask council to adhere to these planning principles when considering an 18 storey building.

4) I would like to quote Stephen Burke, author of Placemaking and the Human Scale City: (<https://www.pps.org/article/placemaking-and-the-human-scale-city>) "So if the human scale of any given environment is defined by its community, then *the outcome of placemaking is a human scale city*. We usually define placemaking as a community-led process, but another way to say this is that it is *human-led*. That is, change is driven by a group of individual human beings with names and connections to their physical surroundings built environment, not solely by trends in the real estate market, zoning laws, or large city agencies. And, as we always need to keep in mind, placemaking is a process, not an outcome."

And Scott Stringer in a press release opposing New York City Mayor DeBlasio:

"When it comes to urban planning, we need to do a better job of listening to existing communities, engaging residents, and considering the long term impact of rezoning on the people who have lived in our neighborhoods most, if not all, of their lives. Once a developer's shovel hits the ground, the die has been cast for generations. We have to do this right." – [NYC Comptroller Scott Stringer](#)

I echo the voices of the large majority of residents in the area. We ask Planning, PEC and all councillors to keep the existing Medium Density designation for 230 North Centre Rd.

Sincerely,

Rob Croft

From: Rcarson
Sent: Tuesday, July 10, 2018 1:25 PM
To: Corby, Mike <mcorby@London.ca>
Subject: RE: 230 North Centre Road - Revised Notice of Application

Thanks for sending this. Much appreciated.

In my opinion this project will destroy the serenity of our neighbourhood. Why is the city determined to countenance this? Considering the people living in the neighbourhood, why would they allow such an eyesore of a building to dot the skyline? The area is cannot assume such an increase in human and automobile traffic. I have lived here for since the neighbourhood was built and have watched the animals, the watershed, the beautiful habitat for eagles, hawks, groundhogs, deer and other wildlife get destroyed. This latest attempt to increase the population will bring health and safety issues, privacy issues, further destruction of habitat, traffic(accidents and congestion) and destruction of the tranquility of the neighbourhood. The seniors who moved here for that peace of mind and convenience will be subject to traffic harassment, intrusion of their privacy and possible accidents.

I hope the city planners have considered the toll such an addition will have on the people of this neighbourhood.

Tricar should not be allowed to build anything past 5 storeys in that corner. There's ample space further north and closer to the other behemoths they've already put in place. Already we have traffic and dangerous driving from the sunningdale crowd who use the north centre road as shortcut to the mall and other places.

I say no Tricar building on North Centre Road.

From: Cassidy, Maureen
Sent: Friday, July 20, 2018 1:29 PM
To: Tomazincic, Michael <mtomazin@London.ca>; Corby, Mike <mcorby@London.ca>; acarapella@tricar.com
Cc: Fleming, John M. <JmFlemin@london.ca>
Subject: FW: 230 North Centre Road (OZ-8874)

Hi All,

A resident of North Centre Road sent me this email. I thought I would share it with you for your consideration as you move this file along through the process.

I have done quite a bit of reading about urban planning re density, good fit for neighborhoods, etc. and there seems to be a growing trend in N America and worldwide to build middle/mid-rise apartments in existing neighborhoods. Seems to be the in thing. Planetizen's article "Mid-Rise: Density at a Human Scale" was an interesting read.

I notice Tricar's Park West in Byron seems to fit this description. A great fit for the area, very tastefully done, retains 57% open space and is actually lower in height than the apartment next door. This apartment was built on 0.9 ha as opposed to 1.1 ha at 230 North Centre. Park West has about **135 uph**. This is close to what they are asking for at 230NC. Why not something similar for here? This reduced footprint will provide more green space for residents, address the seniors' complex concerns, U Western concerns and generally fit in well with the neighborhood/PSW. Tricar would be able to build a very tasteful and upscale building- not one that looks like it belongs downtown.

I hope that going forward, we will continue to have input and work with Tricar on a resolution.

Have a good weekend.

Sincerely,

From: VICTORIA DIGBY

Sent: Thursday, July 5, 2018 9:24 PM

To: Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>

Subject: Preliminary impressions of Tricar's New 3rd Design

Hello Mike and Maureen,

As you know, Tricar held an open house this past Tuesday evening. After personally reviewing the designs online and speaking to several people in the community about the new (3rd) Tricar design slated for 230 North Centre Drive, here are eleven preliminary observations that I wanted to share:

- Site is still overdeveloped even though the number of units is down from 230 to 215. (For all I know this could increase with bonusing)
- The main tower is 18 storeys tall with an 8 storey mini podium - again still too high for our medium density preference. If rezoned to high density, I fear bonusing will allow Tricar to push the storeys back up to the original application design (22+ storey height).
- Shadow studies are only minimally better.
- The one common/shared driveway w/Richmond Woods Seniors complex is still oversubscribed as it will serve as the primary auto & service entrance for Tricar development as well as the service entrance & underground parking entrance for the entire Richmond Woods complex. This problem continues to be an issue on all designs to date.
- The health/safety of all Richmond Woods residents who venture in and around the North Centre front of their property will be threatened as Tricar residents and their visitors who are in a hurry will be tempted to use either the Richmond Woods Villas entrance/exit or the Richmond Woods Village entrance/exit as a shortcut. This is very Dangerous.
- A lack of green space around the development continues to be an issue.
- The Tricar poster illustrations are misleading because of the property grade & the steepness of the Richmond Street hill driving south. Note that the main tower is built into the hill; so the 18 storey tower is actually 19 storeys high juxtaposed the mini tower. I question the sincerity of the developer when they misrepresent.
- There are still only five outdoor visitor parking spots for service vehicles - too few given the size of the complex being proposed. Because of it's close proximity to the Richmond Woods complex shared entrance, that low number of outdoor parking spots will be a temptation for Tricar visitors & their service vehicles to 'temporarily' park within the service entrance to Richmond Woods and possibly use the seniors paid/assigned parking spots; further, it has a strong potential to block the entrance/exit from Richmond Woods underground parking access point.
- That Tricar/Richmond Woods shared entrance is going to be unsafe and too busy because it is aligned with 215 North Centre Road - which has 20 units . . . so now that 76 vehicle morning departure (Tricar's numbers from their own study) & evening arrivals just about doubled if we include the service vehicles and the Richmond Woods seniors who park underground. . . . (all using the same small entrance). Not safe.
- This development is not like the proposed Soho development or even the Poole property along Fanshawe Park east. In this case, the onus is on Tricar to do its due diligence so as to foresee problems, bottlenecks and potential hazards that could occur because of the close proximity & shared entrance/exit with a seniors complex (Richmond Woods).
- Where is the ODA barrier free compliance around that secondary entrance? If there was an emergency call or fire in the back eastern side of the Tricar

development, how could an EMS or firetruck get in there quickly and without barriers? Or will they be parking in Richmond Woods reserved parking as well?!?!?

- The primary entrance of the new design continues to be at the south west corner of Richmond and North Centre - but the parking is at the far north/eastern side of property. I question the practicality of such a sign and wonder if visitors & service trucks will just park along North Centre drive 'temporarily' - causing congestion issues at the stop light.
- The main tower is being shoved into the hill but it is tall enough to cause people entering the city (driving south on Richmond Street) to experience shock & awe as they move from the calming low residential zoning of Northcrest and Foxborough to the immediate north side of said property & then suddenly into a huge monolith structure of high density ... but then back down into medium density before moving into Loblaws commercial zoning area. If this tower is allowed, it's establishing inconsistent zoning privileges & displaying poor planning on the part of the city. Surely we can do better.

In conclusion, until this design is registered with the city as an official application, i must reserve further comments. The flaws that were present in the 22 storey design were passed on to the second design (15+12 storeys) and appear once again in this third design. Overdevelopment and poor design for this property can only be corrected by recognizing it for what it is: a community under siege by a developer who made a bad business decision. Tricar's inflated investment is not justification for rezoning or ignoring the interests of the local community.

I strongly urge the city to Reject the high density application!! Reject all Tricar designs to date. Instead request Tricar to go back and design a development which is consistent with medium density residential - it's current zoning.

Thank you for letting me have a voice on this new third design. I'm cc'ing some of the local residents who may share similar concerns.

From: doreen holman
Sent: Friday, July 27, 2018 11:47 AM
To: Corby, Mike <mcorby@London.ca>
Subject: Tricar tower

Hi Mike.

My concerns as a home owner living on NCRd are, 1-increase in traffic on NCRd 2-with that increase the safety factor 3-proposed size of tower 4-all buildings need to have a relationship to street and community, 18-22 stories would not do that I would welcome a structure that would meet present zoning regulations

Thank you,

Doreen Holman
32-145 North Centre Rd
London

From: **Michael D Owen**
Date: Mon, Jul 16, 2018 at 9:55 AM
Subject: Tricar Tower
To: "mayor@london.ca" <mayor@london.ca>, "mcassidy@london.ca" <mcassidy@london.ca>, "psquire@london.ca" <psquire@london.ca>, "joshmorgan@london.ca" <joshmorgan@london.ca>, "msalih@london.ca" <msalih@london.ca>, "notricartower@gmail.com" <notricartower@gmail.com>, "mvanholst@london.ca" <mvanholst@london.ca>, "barmstro@london.ca"

<barmstro@london.ca>, "jhelmer@london.ca" <jhelmer@london.ca>, "phubert@london.ca" <phubert@london.ca>, "ahopkins@london.ca" <ahopkins@london.ca>, "vridley@london.ca" <vridley@london.ca>, "sturner@london.ca" <sturner@london.ca>, "husher@london.ca" <husher@london.ca>, "tpark@london.ca" <tpark@london.ca>, "jzaifman@london.ca" <jzaifman@london.ca>

My wife and I are north London residents and strongly support the construction of the TriCar Tower.

Tricar has an excellent reputation as a developer (colleagues and friends live in their Sunningdale Road condos) and TriCar have shown willingness to cooperate with the city to find a site-appropriate design.

The North Centre Road site is appropriate to high-end condo living and development there must be viewed as protecting nearby farmland from further development.

Please do not allow the NIMBYs to control the city's development plan.

Michael Owen and Sharon Rich
275 Elderberry Avenue
London
Ontario N5X 0A1

From: **Ross Sturdy**
Date: Thu, Jul 12, 2018 at 12:40 PM
Subject: OZ-8874 Zone Change from Medium to High Density at 230 North Centre Rd, London, ON
To:

Cc: Ross Sturdy, Tony Furlong

Good Morning,

When I first heard about the Tricar application for a zoning change from Medium to High Density at 230 North Centre Rd. London, ON. I was told by different people that it was a waste of time to fight this because the city never turns anything down from Tricar. I don't believe this. I feel that the city councillors have been elected to carefully consider each and every application and do what is best for the community and city, not a friend.

I also want to make it clear that I'm not against Tricar as I do feel they are a very good builder, but wonder why they didn't build 18 storey high-rise's on Sunningdale where they wouldn't disturb any senior retirement residents.

I hope it's not because they wouldn't want to disturb the more affluent area compared to this site.

Points To Consider:

1. It is certainly not fair to the senior residents of the retirement home to have an 18 storey, 215 unit, high density, high-rise built right beside them. 300+ parking spaces could mean over 600 cars coming in and out during a day which would create a lot of noise and confusion. The entrance to the parking garage is on the same side as the seniors retirement home which will create a lot of traffic noise. Also the noise from the horns beeping every time someone locks or unlocks their car would be disturbing.

2. The shadow study reveals that no one would lose their sunshine for more than four hours a day which is very high for anyone. The senior's retirement home would lose

the sunshine in their courtyard up to four hours a day. The study also shows that during the winter months of January, February, March the hill on Richmond St. would be in a shadow from sunrise until approximately 11:00am. This could be a real traffic hazard without the sun being able to melt the ice from the very high traffic hill.

3. North Centre Road has become very busy as it is used as a short cut to avoid the lights at Richmond and Fanshawe. Tricar has a 12 storey building on the West side of Richmond on North Centre Rd. where the traffic is not as busy. If you ever drive past this building you will always see a lot of cars parked on the street. The same thing will happen on the new high-rise which will make it very dangerous for the seniors trying to get across the road, many with walkers & canes.

When making your decision, please keep in mind, what is more important, the quality of life for our London seniors in the home or the 18 storey, high density Tricar high-rise. After you have read this e-mail please hit "return e-mail to sender," then "send" to confirm receipt.

Thanks
Ross Sturdy
9-205 North Centre Rd.
London, ON.

From: Will Evanson
Date: Mon, Jul 16, 2018 at 4:49 PM
Subject: Issues with Rezoning of 230 North Centre Road (File: OZ-8874)
To: mayor@london.ca, mcassidy@london.ca, psquire@london.ca,
joshmorgan@london.ca, msalih@london.ca,
notricartower@gmail.com, mvanholst@london.ca, barmstro@london.ca,
jhelmer@london.ca, phubert@london.ca,
ahopkins@london.ca, vridley@london.ca, sturner@london.ca, jzaifman@london.ca

Hello honorable Mayor and esteemed Counselors,
I am a resident of 270 North Centre Rd, and I'd like to submit to you my concern for Tricar's application to change my neighborhood to high density. Please do not approve this change. This change will effectively diminish the quality of life of the long-time residents in the area. The proposed, hideous tower is quite simply "over kill" fueled by the developer's greed.

Thank you,
William Evanson
32-270 North Centre Rd.

Comments based on the original application that were not included in original submission of the Public Record.

From: Victoria Digby
Sent: Sunday, July 15, 2018 7:14 PM
To: Corby, Mike <mcorby@London.ca>
Cc: Turner, Stephen <sturner@london.ca>; Park, Tanya <tpark@london.ca>; Hopkins, Anna <ahopkins@london.ca>; Helmer, Jesse <jhelmer@london.ca>
Subject: Urgent: 230 North Centre Meeting July 16th.

Greetings from Seoul S Korea Mike,

I'm out of the country on business for the next few weeks and won't be able to attend Monday's meeting. However, It has been brought to my attention that Tricar has included lots of details in their report (for Monday's meeting) around the newest 18 storey application. I take great exception to this and wanted to voice my opinion via email. So I'm am hoping that in my absence you can read this at the meeting scheduled for July 16th Monday afternoon.

Here is my main concern: The lack of integrity Tricar has exhibited over the last five-six months.

Since filing the first application, I feel like Tricar has been intentionally misleading, confusing, misrepresenting, undermining, and misinforming all partners in this situation. Here are several examples to illustrate my point:

- 1) Tricar's over- the- top designs don't fit current zoning. Further, large profitable firms don't invest so much of their resources into an investment unless they know they can maximize it. So if Tricar knew something about this property, the application process or whatever early on that no one else knew about, then the playing field wasn't level from the start. Why do I feel like we are all bit players in a Tricar film?
- 2) Tricar's presumptuous behaviour to market (early on) a design that was yet to be approved is assuming a fait accompli with the City and residents. (ie posting two 5' x 10' four colour wooden signs on property around the date application was filed, holding an open house around the same time to solicit perspective tenants, launching a website to once again solicit sales). So not only have all designs to date been presumptuous but even Tricar's marketing strategy (in terms of what was for sale to the public) was falsely assumed and premature.
- 3) The foreshadowing statement made by a Tricar executive in a LFP article months ago showed a preference for 18 storeys all along because 'there's very little difference between 22 and 18 storeys' was the actual quote. Where did that come from? No one was talking about 18 stories back in Feb/March. .. but clearly Tricar was. Have the last five months been a game and was the LFP intentionally being misled?
- 4) Tricar used the Ward 5 councillor as a messenger back in late May/early June to meet with only six local residents to present a second preliminary design (12 storeys). No development details. No one from planning invited. No one from Tricar attended. The meeting left residents baffled and confused as to Tricar's true design intentions.
- 5) Just two weeks before the July 16th meeting, a second application is filed with a totally new 18+9+6 design. And now we find within supporting documents filed by Tricar that they've conveniently included many references to this second application (and third design). And yet, I received a letter from the city planning dept stating that the July 16th meeting was going to be a 'high level' one discussing the first application only. If Tricar includes discussion points on July 16th on both the first AND second applications ... then why should anyone else be held to a false guideline to only speak about the first application? We're being asked for input and our impressions ... but on what application 1, application 2 or a combination of them both? Tricar's rushed last-minute filing of application

two and their inclusion of said designs into the report for July 16th is meant to muddy the waters and confuse the situation.

- 6) The creation of a false public impression The LFP is contacted by Tricar a few weeks before the July 16th meeting to share the new design - even before it's been filed let alone approved! The public sees this as a compromise on Tricar's behalf -and a win for the residents making the City look like they were successful in brokering a settlement between two disputing parties. When in fact, there was no settlement, no discussion with residents about said design and certainly (at that time) no official status of the design. This is gamesmanship at our (resident) expense.
- 7) Resident signage in area was stolen by a Tricar employee. When caught and confronted back in May, Tricar sells the situation to the LFP as a 'misunderstanding'. When in fact this was Tricar throwing an employee under the bus. How often does an employee work solo on Sunday mornings (10am) wearing a company uniform and driving a company truck who responds (when asked by a local resident) "I'm just doing as I'm told" while removing lawn signs from public property not owned by Tricar? Tricar intentionally misrepresented the situation to the LFP when the evidence suggests something far more sinister.
- 8) The omission of relevant information in the second application design (partial inclusion of shadow studies "before and after"). Again, misrepresenting the impact of their development plan.

From my perspective, Tricar continues to engage in classic misrepresentation. And once again speaks to the lack of integrity the developer (Tricar) has shown since the outset. And if allowed, just makes the city complicit in perpetuating such persuasive tactics.

I'm going to make the assumption that Tricar is a good company lead by good people but in an attempt to maximize their return on this investment, they became trapped in their own escalation to commitment; finding themselves making poor decisions resulting in desperate judgements.

Mike, we need the City to hold this developer accountable and in check.

Please reject the application for rezoning 230 North Centre Drive. Send the developer back to the drawing board to come up with a plan that complies with current zoning and addresses the concerns of local residents.

Thank you.

Victoria Digby
16-1890 Richmond street. London Ontario

From: **doreen holman**

Date: Thu, May 24, 2018 at 7:09 AM

Subject: Issue with Rezoning of 230 North Centre Road (File: OZ-8874)

To: "mayor@london.ca" <mayor@london.ca>, "mcassidy@london.ca" <mcassidy@london.ca>, "psquire@london.ca" <psquire@london.ca>, "joshmorgan@london.ca" <joshmorgan@london.ca>, "msalih@london.ca" <msalih@london.ca>, "notricartower@gmail.com" <notricartower@gmail.com>, "mvanholst@london.ca" <mvanholst@london.ca>, "barmstro@london.ca" <barmstro@london.ca>, "jhelmer@london.ca" <jhelmer@london.ca>, "phubert@london.ca" <phubert@london.ca>, "ahopkins@london.ca" <ahopkins@london.ca>, "vridley@london.ca" <vridley@london.ca>, "sturner@london.ca" <sturner@london.ca>, "husher@london.ca" <husher@london.ca>, "tpark@london.ca" <tpark@london.ca>, "jzaifman@london.ca" <jzaifman@london.ca>

I am opposed to the construction of a high density tower at 230 North Centre road

My concerns have been expressed previously and like concerns are being expressed by all residents of the affected areas.

Thank you
Doreen Holman
145 NCRd

From: **Allyson Watson**

Date: Tue, Jun 26, 2018 at 7:48 AM

Subject: 230 North Centre Road

To: mayor@london.ca, "Cassidy, Maureen" <mcassidy@london.ca>, psquire@london.ca, joshmorgan@london.ca, msalih@london.ca, notricartower@gmail.com, mvanholst@london.ca, barmstro@london.ca, jhelmer@london.ca, phubert@london.ca, ahopkins@london.ca, vridley@london.ca, sturner@london.ca, husher@london.ca, tpark@london.ca, jzaifman@london.ca
To City Council:

I feel strongly that the area has not been zoned for a high density housing building for a reason. We should respect that zoning policy and recognize that area is already very congested. There are 3 high density buildings at the corner of Richmond and Sunningdale already so there is plenty of housing in the area. Please respect the current zoning laws.

Allyson Watson

From: **Donglin Bai**

Date: Sat, Jun 16, 2018 at 7:43 AM

Subject: Issues with Rezoning of 230 North Centre Road (File: OZ-8874)

To: mayor@london.ca, mcassidy@london.ca, psquire@london.ca, joshmorgan@london.ca, msalih@london.ca, No Tower <notricartower@gmail.com>, mvanholst@london.ca, barmstro@london.ca, jhelmer@london.ca, phubert@london.ca, ahopkins@london.ca, vridley@london.ca, husher@london.ca, tpark@london.ca, jzaifman@london.ca

Please stop violating the London By-laws and building such a large massive building!

Don

From: **Hella Stahl**

Date: Sun, Jun 3, 2018 at 7:14 PM

Subject: 22 story monstrosity on North Centre Road

To: "mayor@london.ca" <mayor@london.ca>, "mcassidy@london.ca" <mcassidy@london.ca>, "psquire@london.ca" <psquire@london.ca>, "joshmorgan@london.ca" <joshmorgan@london.ca>, "msalih@london.ca" <msalih@london.ca>, "notricartower@gmail.com" <notricartower@gmail.com>, "mvanholst@london.ca" <mvanholst@london.ca>, "barmstro@london.ca" <barmstro@london.ca>, "jhelmer@london.ca" <jhelmer@london.ca>, "phubert@london.ca" <phubert@london.ca>, "ahopkins@london.ca" <ahopkins@london.ca>, "vridley@london.ca" <vridley@london.ca>, "sturner@london.ca" <sturner@london.ca>, "husher@london.ca" <husher@london.ca>, "tpark@london.ca" <tpark@london.ca>, "jzaifman@london.ca" <jzaifman@london.ca>

Hello,

Is the city really considering allowing Tricar to deface our beautiful neighbourhood with a 22-story tower? Apart from standing out like a sore thumb amongst single and 2-story buildings, North Centre Road cannot handle the additional traffic brought on by a high density apartment building. What city planner would approve such a "mistake"? Are you going to hold an information meeting (Masonville library) to get input from residents who would be impacted by the high-rise tower?

If you really don't care about the damage you do to the character of our city, think about the legacy you create for yourself and your administration.

H. Stahl

From: Marlene Thompson

Date: Sun, Jun 10, 2018 at 6:05 PM

Subject: Issues with Rezoning of 230 North Centre Road (File: OZ-8874)

To: mayor@london.ca, mcassidy@london.ca, psquire@london.ca,
joshmorgan@london.ca, msalih@london.ca,
notricartower@gmail.com, mvanholst@london.ca, barmstro@london.ca,
jhelmer@london.ca, phubert@london.ca,
ahopkins@london.ca, vridley@london.ca, sturner@london.ca, husher@london.ca,
tpark@london.ca,
jzaifman@london.ca

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

From: Mary Birch

Date: Sat, May 26, 2018 at 12:19 PM

Subject: Issue with Rezoning of 230 North Centre Road (File: OZ-8874)

To: mcassidy@london.ca, sturner@london.ca, ahopkins@london.ca,
jhelmer@london.ca, tpark@london.ca

Please say no to Tricar.

Building is way too big for such a small space and way too tall for that location. Traffic is already an issue in this area. Thank you.

Mary Birch

From: Newson, Peter

Date: Tue, Jun 19, 2018 at 8:32 AM

Subject: Issues with Rezoning of 230 North Centre Road (File: OZ-8874)

To: "mayor@london.ca" <mayor@london.ca>, "mcassidy@london.ca" <mcassidy@london.ca>, "psquire@london.ca" <psquire@london.ca>, "joshmorgan@london.ca" <joshmorgan@london.ca>, "msalih@london.ca"

<msalih@london.ca>, "notricartower@gmail.com" <notricartower@gmail.com>, "mvanholst@london.ca" <mvanholst@london.ca>, "barmstro@london.ca" <barmstro@london.ca>, "jhelmer@london.ca" <jhelmer@london.ca>, "phubert@london.ca" <phubert@london.ca>, "ahopkins@london.ca" <ahopkins@london.ca>, "vridley@london.ca" <vridley@london.ca>, "sturner@london.ca" <sturner@london.ca>, "husher@london.ca" <husher@london.ca>, "tpark@london.ca" <tpark@london.ca>, "jzaifman@london.ca" <jzaifman@london.ca>

Thank you for reading this note.

This tower is a bad idea -- independently of public transport plans for the Maisonville area.

The lot is small.

Visitor parking will be a problem. Is it really possible to have a few visitor slots for 21 storeys?

With shared access to the retirement home next door, visitors to the tower will use the Retirement visitors parking.

Not neighbourly, particularly for those that can't complain.

Using North Centre Road is not an option.

The shadow will affect the neighbors. Too close.

With the units selling at a premium, are the customers really going to use public transportation?

Or will they require parking for 200+ units?

If it is underground parking, there may be drainage issues involved which would require above-ground parking instead.

If the tower is part of the urban transportation plan --

How mature is the plan for transportation down Richmond Street to Dundas Street? Or even to Oxford Street.

Are they going to widen Richmond street?

Are they going through Western University down Western Road instead?

How would they return to Dundas and Richmond?

Enough for now. There is more but we are jealous of your time.

Thanks for reading.
Peter & Louise Newson
4 - 1890 Richmond Street

Ward Councillor Community Meeting Feedback Forms

COMMUNITY MEETING FEEDBACK

- Comments -

Additional Comments:

(Please use the back of the page should you require more space)

I was unable to attend the community meeting due to a previous engagement. [redacted] who was at the meeting asked me to comment.

My comments are derived from conversations at daily table discussions. We, at [redacted], are most concerned about the proposed luxury apartment building for the following reasons ---

- 22 stories is not within the promised low density area building
- much concern about increased traffic should the proposed 22 story building go ahead.
- a 22 story building will put a damper on how much sun our building will receive.
- will we be losing parking spaces?
- are we going to be subjected to development ground woes - as seen on page 1 London Free Press - Thursday May 3rd?
- when driving to Cherry Hill Mall, I noted the "tall" rises measured about 10-12 stories. How "dwarfed" will we be if 22 stories are our neighbours.
- is 22 stories a publicity ruse so developers can reduce the height to 12 stories to make us satisfied??

I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.

COMMUNITY MEETING FEEDBACK

- Comments -



Additional Comments:

(Please use the back of the page should you require more space)

HIGH (HIGH) RISES - 22-STORIES!
PLEASE KEEP THIS AREA MED. DENSITY
20-25 YRS. BACK THIS AREA WAS HIGH DENSITY. DEVELOPERS
AND CITY CHANGED IT TO MED. DENSITY. NICE CONDOS BUILT,
RESIDENTIAL, LOW LEVEL, STABILIZED AT LOVELY AREA.
FAST FORWARD NOW DEVELOPERS WOULD LIKE THIS CHANGED
BACK TO HIGH DENSITY FOR 22 STORIES!
A HIGH (HIGH) RISE 22 STORIES, WOULD LOOK AND
FEEL GREATLY INTRUSIVE AND ODD - DO NOT CHANGE ZONING
TRICAR YOU BUILT LOVELY DESIGNED BUILDINGS,
- DESIGN A BUILDING MED. DENSITY THAT WILL COMPLIMENT
AND ENHANCE THIS RESIDENTIAL AREA
→ THIS HIGHRISE IS PROPOSED, ON THE FUTURE ZONING
OF B.R.T. PROJECT, WHICH IS NOT EVEN IN THE FORESEABLE
FUTURE!



I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.

COMMUNITY MEETING FEEDBACK

- Comments -



(Please use the back of the page should you require more space)

My main concern is that the proposed development would be located in an existing residential neighbourhood zoned for low density housing. As I understand this would require changes in the city official plan and zoning by-law. ^{over} the proposed tower would throw a shadow ^{over} our 3-storey block, especially the ~~west~~ west and NW side. Notwithstanding the fact (already mentioned) that the entrance to the tower is on N-C Road, and all in-and-out traffic has to move close to our residence, causing traffic problems during rush-hours and worse in winter it creates problems for our residents who cross the N-C Road often (with and without ~~as~~ ^{as} walkers) for shopping in the neighbourhood. This will create a real safety problem.

In addition I understand that the height of the tower will ~~restrict~~ ^{block} sunlight in our small courtyard and those units facing north into the exterior of the courtyard. This ~~is~~ ^{is} ~~exactly~~ ^{is} my case, and I receive sunlight (north-west) in my apartment in the late afternoon. This sunlight particularly in the spring is important to my quality of life. This sunlight is also important to the residents of all frame communities as it offers sheltered exterior space, in the spring ~~that~~ ^{that} in our courtyard (of ample size) ^{is}.

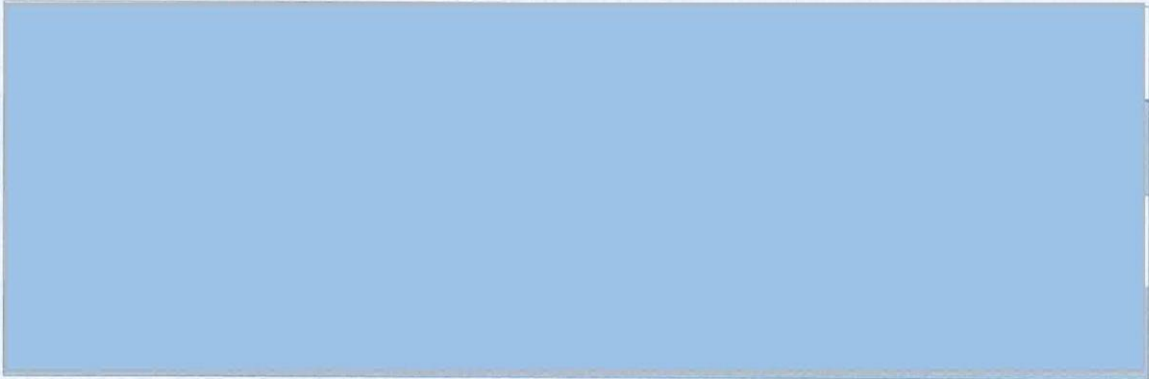
Thank you for arranging the meeting and allowing for the additional comment.



I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.

COMMUNITY MEETING FEEDBACK

- Comments -



Additional Comments:

(Please use the back of the page should you require more space)

Richmond Woods Retirement Home.

[REDACTED]
[REDACTED] I watched them put in the road this spring. There were three large dump trucks waiting to replace the truck that was loading on the site. They took up the whole space on North Centre Road all the way to Richmond Street.

There was congestion there, what will it be like for traffic flow when they are building everything they want to do? I hope some one has done a good study on this.

[REDACTED]



I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.

COMMUNITY MEETING FEEDBACK

- Comments -



Additional Comments:

(Please use the back of the page should you require more space)

A 22 Storey Apartment (condo), building is indeed too High at 22 floors, for this area. It would Not blend in with ESTABLISHED neighbour hood.

This height of ~~this~~ would have to have the Zoning Changed -

The traffic would be a real problem, both in the community, and especially beside Richmond Woods Retirement Centre.



I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.

COMMUNITY MEETING FEEDBACK

- Comments -



Additional Comments:

(Please use the back of the page should you require more space)

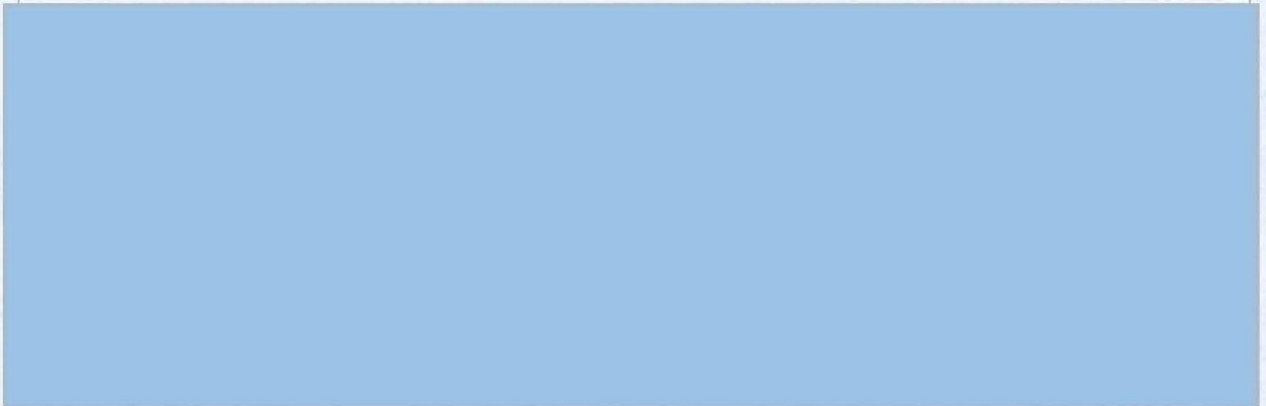
A 22-STOREY BUILDING WILL GREATLY AFFECT MY RESIDENTIAL NEIGHBORHOOD.
A MEDIUM-SIZED BUILDING, WHICH THIS AREA IS ZONED FOR, WOULD BE A NEIGHBORHOOD FIT.



I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.

COMMUNITY MEETING FEEDBACK

- Comments -



Additional Comments:

(Please use the back of the page should you require more space)

It is totally beyond my imagination how this proposed behemoth of a 22 storied structure can possibly be constructed at a busy location of the NE corner of Richmond and North Central Road; completely filling up the space, way above the height of its neighbouring two and three storied structures in its vicinity. [Redacted]
[Redacted] this proposed construction, with its lower adjacent of 2 storied villas, is an eyesore and vehemently opposed by us locals!



I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.

COMMUNITY MEETING FEEDBACK

- Comments -

Additional Comments:

(Please use the back of the page should you require more space)

I am concerned with the increase in traffic on North Centre Rd. People now use it as a short cut to cut off the Richmond and Fanshawe street corner.
What will it be like with a 22 floor apt traffic ??

Having a high rise apt next to a retirement villiage is not too compatible

Elderly residence walk to the mall and this large unit will present a hazard for them crossing the road.

How will truck transport enter onto the property??

Progress yes, but at what cost.

I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of

COMMUNITY MEETING FEEDBACK

- Comments -

Additional Comments:

(Please use the back of the page should you require more space)

I am concerned about the increase of traffic flow on North Centre Rd.

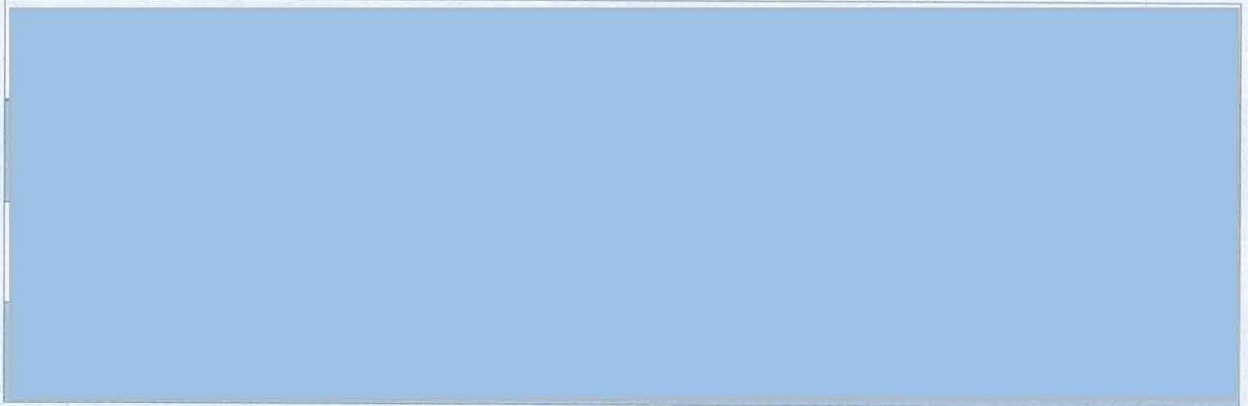
A 22 story high rise would certainly increase the population of people living and travelling on North Centre - a smaller building would be less concerning.



I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.

COMMUNITY MEETING FEEDBACK


- Comments -



Additional Comments:

(Please use the back of the page should you require more space)

AS AN AVID WALKER I AM CONCERNED ABOUT THE
EXTRA ~~T~~RAFFIC THAT HUGE BUILDING WOULD BRING.
ALSD IT WILL TAKE AWAY SO MUCH SUNSHINE FROM
SENIORS FACING THAT WAY. SO MUCH GLASS
IN SUCH A HIGH RISE WILL BE SO OUT OF
PLACE AND SPOIL THE WHOLE AREA.
PLEASE THINK CAREFULLY BEFORE THE
ZONE IS CHANGED



I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.

COMMUNITY MEETING FEEDBACK

- Comments -



Additional Comments:

(Please use the back of the page should you require more space)

IF THE OFFICIAL PLAN INCLUDING DENSITY WAS A GOOD PLAN WHEN IT ^{WAS} APPROVED, WHY IS IT NOT A GOOD PLAN NOW?

DEVELOPERS ACQUIRE A PARCEL OF LAND KNOWING THE OFFICIAL PLAN DOES NOT MEET THEIR NEEDS. THEY THEN SEEK TO CHANGE THE PLAN, IN THIS CASE FROM LOW/MEDIUM DENSITY TO SUPER HIGH DENSITY, TO THE DETRIMENT OF THE COMMUNITY.

RICHMOND WOODS IS HOME TO 400/600 SENIORS RANGING IN AGE TO OVER 100 YRS. MANY OF THESE HAVE MOBILITY ISSUES & INCREASED TRAFFIC WILL PUT THEM AT RISK

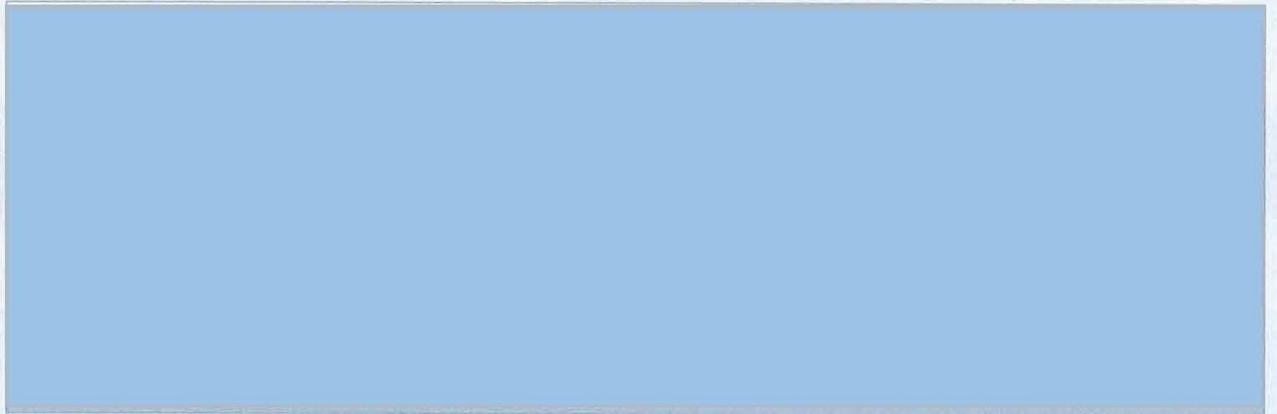
SURROUNDING BUILDINGS ARE MEDIUM HEIGHT & TO SUGGEST A BUILDING 22 STORIES HIGH, DOES NOT FIT THE PROFILE OF THE AREA



I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.

COMMUNITY MEETING FEEDBACK

- Comments -



Additional Comments:

(Please use the back of the page should you require more space)

This is regarding the property on the corner of Richmond St. & North Centre Rd. in London. I reside [redacted] near this property and am opposed to a 22 story building being built on this piece of property. It is not even a good location for any building causing a lot of traffic so near the corner of busy Richmond St. North Centre Rd. is also very busy with morning and evening traffic at rush hours - so it could cause major traffic problems in this area. Also any building that is too high would reduce wind, sun and view for residential area. I am definitely opposed to any building that would change this nice residential area.

I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.

COMMUNITY MEETING FEEDBACK

- Comments -



Additional Comments:

(Please use the back of the page should you require more space)

Apartment
A 22 story apartment is a good
choice for the corner and will
'set' the site for more development
on Richmond Rd North.

BRT

The BRT will be a failure unless a
solution is found for major delay
caused by rail crossing and the corner
of Bedford and Richmond Sts.



I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.



Things to consider about Tricar's proposed Condominium Building at the corner of Richmond and North Centre Rd.:

1. Physical aspects:

A. The height of the building will cast a shadow that will shut off sunlight from the residents of 200 North Centre Rd. The woods behind Richmond Woods will be shadowed from the sun as it begins in the afternoon to set and residents in 180, facing the woods will be deprived of the only evidence they get of sunset.

B. A building this size will create new wind patterns. Some of those will affect those (often challenged people) who would regularly walk routes near the building.

*** C. A car traffic problem is a definite consideration. North Centre Rd. is now a busy thoroughfare (often used to avoid the congestion and traffic signals at Richmond and Fanshawe). The proposed building will increase the car traffic considerably.

Whatever the proposed parking facilities will be the number of cars used by the building's residents will cause a certain bottleneck, and danger at its entrances to the facilities. The car traffic of Richmond Woods will face difficulties of sight, entrance and egress from their facilities. These difficulties would be most evident if the Tricar parking entrance is on North Centre Rd. Such entrances on Richmond seem inconceivable.

2. Locale aspects:

*** A. Look around the neighbourhood at the height of other buildings: the only high one is the apartment-condominium structure sited well along West North Centre Rd. and a good distance from Richmond. Count the number of floors in this building.

B. Consider the view of London when approaching the city from the north by car (or foot). The view of The Forest City will be marred by a looming tower. The same marring will occur when leaving the city. (The only other living-complex on the left at the top of the hill is far enough up the hill to not be too noticeable

COMMUNITY MEETING FEEDBACK

- Comments -



Additional Comments:

(Please use the back of the page should you require more space)

Change of zoning to high density can change the area under consideration to a much more crowded and complex area. This change could permit many types of businesses not in keeping with present situation where senior citizens live in quiet natural situations. Many seniors in [redacted] move about on "walkers" & wheelchairs with limited hearing and eyesight and mobility. Many senior citizens when first moving to [redacted] were assured that the areas now under consideration were ^{designated} ~~assured~~ by the London Planning Bd ^{and} would be used as compatible with the present land-use such as a possible Nursing Home care when we moved to [redacted] approximately five to eight years ago.



I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.

COMMUNITY MEETING FEEDBACK

- Comments -



Additional Comments:

(Please use the back of the page should you require more space)

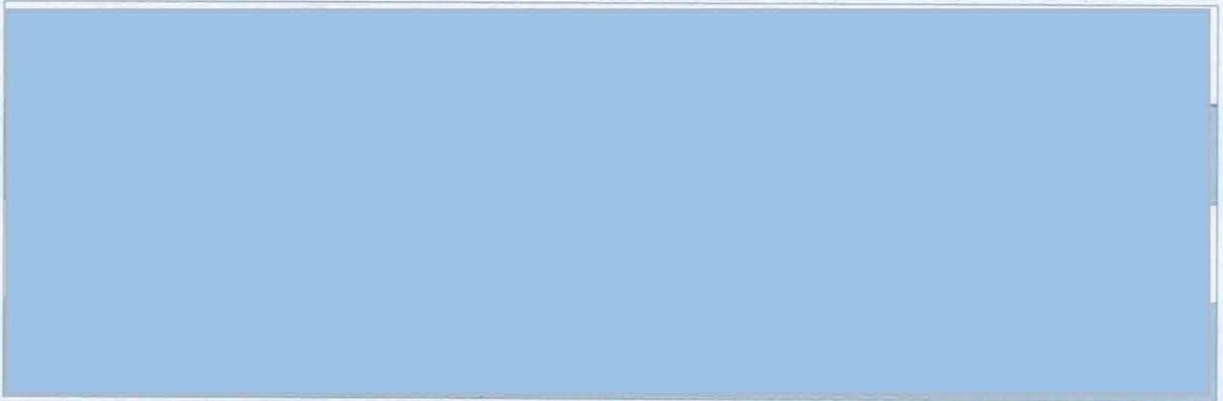
The zoning for this area should not be changed
to allow 22 story apartments to be ~~er~~ built.



I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.

COMMUNITY MEETING FEEDBACK

- Comments -



Additional Comments:

(Please use the back of the page should you require more space)

RE THE PROPOSED NEW HIGH RISE
BLDG. FOR RICHMOND AT N. CENTAL RD.
FAR TOO MANY STORIES TO FIT
IN TO THE NEIGHBOR HOOD. AMBIANCE
WILL BE DESTROYED. EXCESS TRAFFIC
WILL PUT IN DANGER SENIOR
RESIDENTS WHO DOMINATE THE AREA.

I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.

COMMUNITY MEETING FEEDBACK

- Comments -



Additional Comments:

(Please use the back of the page should you require more space)

HEIGHTS - TOO TALL to be NEXT TO
A RETIREMENT HOME

TRAFFIC - A very big big INCREASE
ON NORTH CENTRAL RD
& the CORNER AT RICHMOND
ST. THE RESIDENTS OF
RICHMOND WOODS WILL
HAVE A TOUGH TIME.



I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.

25

COMMUNITY MEETING FEEDBACK

- Comments -

[Redacted comment box]

Additional Comments:

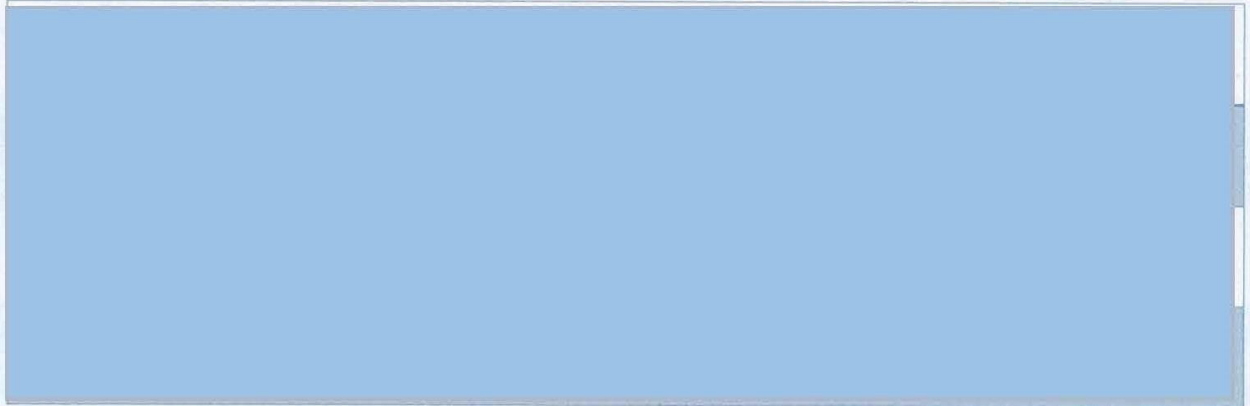
(Please use the back of the page should you require more space)

We oppose a high rise building to be built next
[Redacted]
[Redacted] do not wish to be "shadowed" [Redacted]
[Redacted] with a High Rise Building blocking our
view and for obstructing an enjoyable sunset in the
evening. We also will be disturbed [Redacted]
lives by the excessive noise of the construction work.
Also the traffic will be increased and it will also
become noisier and much more dangerous for us Seniors
Please do not leave us shadowed in darkness [Redacted]
[Redacted]. We will be in total darkness [Redacted]
[Redacted]

I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.

COMMUNITY MEETING FEEDBACK

- Comments -



Additional Comments:

(Please use the back of the page should you require more space)

RE PROPOSED BUILDING - CORNER OF
NORTH CENTRE RD. + RICHMOND STREET.

1. The building should be in keeping with the surrounding area.
2. The driveway is so close to the entrance on Richmond Woods which would be another safety issue.
3. On Richmond St. the high rise bldgs. are 12 stories high, whereas the proposed bldg on North Centre Rd. is 22, which is unacceptable. The traffic on North Centre Rd. would be prohibitive. It is a very short rd., and that much traffic would make it a hazard safety wise for Richmond Woods residents.

1 OVER



I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.

John #302

H. There was a comment regarding the water table. I would like to know if this is a problem for Richmond Woods.

Name (Last, First, Middle)
J. CORBY

Address (Street, City, State, Zip)
500 North Central Ave, London, ON, N6A 0B1

Additional Comments
Please use the back of the page if you need more space.

Project Name
The proposed building - location of

1. The building should be no larger than the existing building.
2. The building should be no taller than the existing building.
3. The building should be no closer than 10 feet to the existing building.
4. The building should be no closer than 10 feet to the existing building.
5. The building should be no closer than 10 feet to the existing building.
6. The building should be no closer than 10 feet to the existing building.
7. The building should be no closer than 10 feet to the existing building.
8. The building should be no closer than 10 feet to the existing building.
9. The building should be no closer than 10 feet to the existing building.
10. The building should be no closer than 10 feet to the existing building.

I hereby certify that the information provided is true and correct to the best of my knowledge and belief.
 I have read and understand the contents of this document.

COMMUNITY MEETING FEEDBACK

- Comments -

Additional Comments:

(Please use the back of the page should you require more space)

I am very concerned about the size + height of the the proposed high rise condo, 22 floors, at the corner of North Centre Rd and Richmond St. right beside the existing Richmond Row Seniors building, 3 floors, and the apartment buildings, 5 floors. It will also impact the housing areas across the road.

- The proposed high rise condo building will cause
1. a huge increase in traffic on North Centre Rd
 2. the size + height of the high rise will block the sun on patios of the Richmond Woods Seniors at the side of the new condos
 3. It will affect the underground parking garage (see over) =



I give my Councillor (Councillor Maureen Cassidy) consent to disclose my personal contact information to City of London Staff in order to investigate the concerns I have outlined above.

where cars from both existing buildings enter & exit and the
path where many of the seniors use for walking ^{on} in good weather
to where would cars from the new Condo enter & exit?
5. The height of the High Rise Condo will change the living
conditions of many, many people in the single family
dwellings across the Road from Richard Woods & also ~~will~~ ^{would}
be impacted ~~by~~ ^{by the} landscape ^{change} of the area & extra traffic.



The residents of Richmond Woods Retirement Community oppose the proposed Official Plan Amendment to change 230 North Centre Road from medium density to high density. Please maintain the medium density zone.

Agency/Departmental Comments

Urban Design Peer Review Panel, July 5, 2018

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

The Panel is appreciative of the proponent's efforts to address Panel comments as outlined in their presentation. Highlights of these changes include:

- The extension of townhouses along the entire Richmond Street frontage
- Shifting the outdoor amenity area to the podium rooftop
- Introducing a vehicular drop off area (however further consideration of its function is required)
- Reorienting the accessibility ramp to the front entry

The Panel has the following recommendations based on the revised design:

- Recommend an indoor amenity adjacent to rooftop amenity. There should be a mix of passive and active amenities
- The tower proportions could benefit from shifting the penthouse to the northwest corner of the floorplan. This will help create an elongated sense of the massing and assist with the overall form/expression of the tower.
- The landscape design should consider amenity for townhouses along the street
- Entrance design should be further refined to address the blank facades on the sides of the two townhouses - consider adding an active space near the main entry to eliminate the blank wall (side) of townhouse units. Further articulation of the massing in the form of an entrance canopy could also assist in creating a stronger sense of arrival at the corner.
- Suggest 3 storey townhouses along Richmond Street
- Give further attention to the east façade. At the moment it is hard to discern where the entrances into the building occur.
- Give further consideration to the function and design of the drop off area as it may cause confusion as there doesn't appear to be a functional entrance to access the building (other than to the pool)
- Wrapping corner with balcony – reconsider if it needs to wrap as these types of balconies tend to be used as storage and has the possibility of being unsightly.

Concluding comments:

The Panel supports the overall design concept with the integration of the design recommendations noted above.

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,

Janine Oosterveld, MCIP RPP (UDPRP Chair)

Upper Thames River Conservation Authority, July 5, 2018

- Upon review of the current assessment report mapping, we wish to advise that there are **no vulnerable areas** identified for this area.
- The UTRCA has no objections to this application.

London Hydro, July 24, 2018

- Servicing the above proposal should present no foreseeable problems. Above-grade transformation is required.

- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Development Services Engineering – August 2, 2018

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

SWED

Comments for the re-zoning application.

- The Owner agrees to have a qualified consultant carry out a hydrogeological investigation to determine the potential short-term and long-term effects of the construction associated with the development on existing ground water elevations, private wells in the area (if present), and to assess the impact on the water balance of the subject plan, identifying all required mitigation measures including Low Impact Development (LIDs) solutions to the satisfaction of the City Engineer. Elements of the hydrogeological investigation should include, but are not limited to the following:
 - Installation of borehole and monitoring wells at select locations across the Site
 - Evaluation of the hydrogeological regime, including specific aquifer properties, static groundwater levels, and groundwater flow direction.
 - Evaluation of water quality characteristics (both groundwater and surface water, if applicable), and the potential interaction between shallow groundwater and surface water features.
 - Completion of a water balance for the proposed development.
 - Evaluation of construction related impacts, and their potential effects on the shallow groundwater system.
 - Evaluation of construction related impacts, and their potential effects nearby domestic water wells (if present) and/or impacts on local significant natural features.
 - Development of appropriate short-term and long-term monitoring plans (if applicable).
 - Development of appropriate contingency plans (if applicable), in the event of groundwater interference related to construction.

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.

Appendix C – Policy Context

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

Provincial Policy Statement, 2014

- Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
 - 1.1.3 Settlement Areas
 - 1.1.3.2
 - 1.1.3.3
 - 1.1.3.4
 - 1.6.7.4
 - 1.4 Housing

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

City of London Official Plan

3.4. Multi-Family, High Density Residential

3.4.1. Permitted Uses

3.4.2 Location

3.4.3. Scale of Development

11.1. Urban Design Policies

19.4.4. Bonus Zoning

The London Plan

Our Vision For The Transit Village Place Type (806)

Role Within The City Structure (807, 808)

Transit Village

Permitted Uses (811)

Intensity (813)

Form (814)

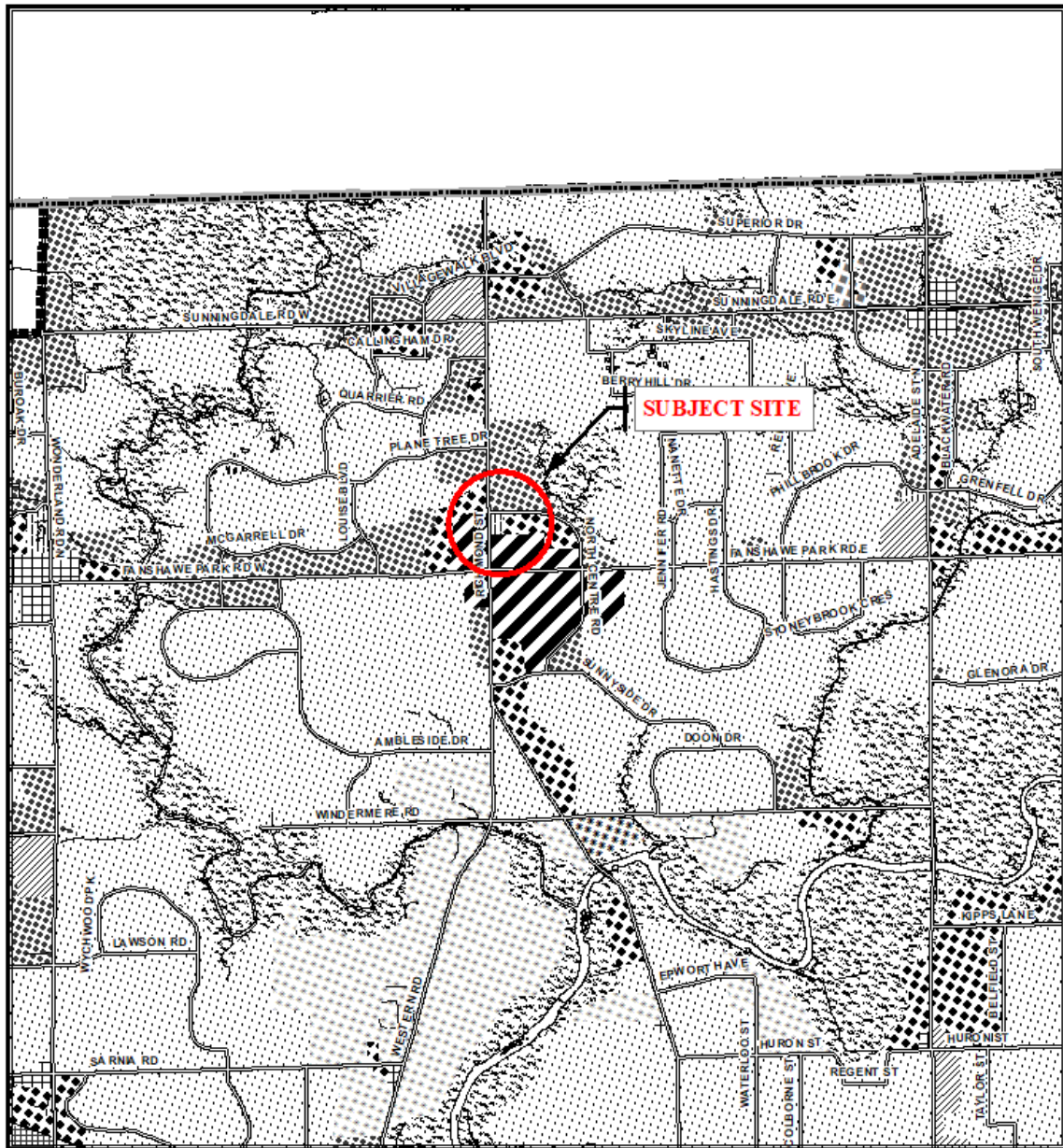
Bonusing Provisions (1652)

Z.-1 Zoning By-law

Site Plan Control Area By-law

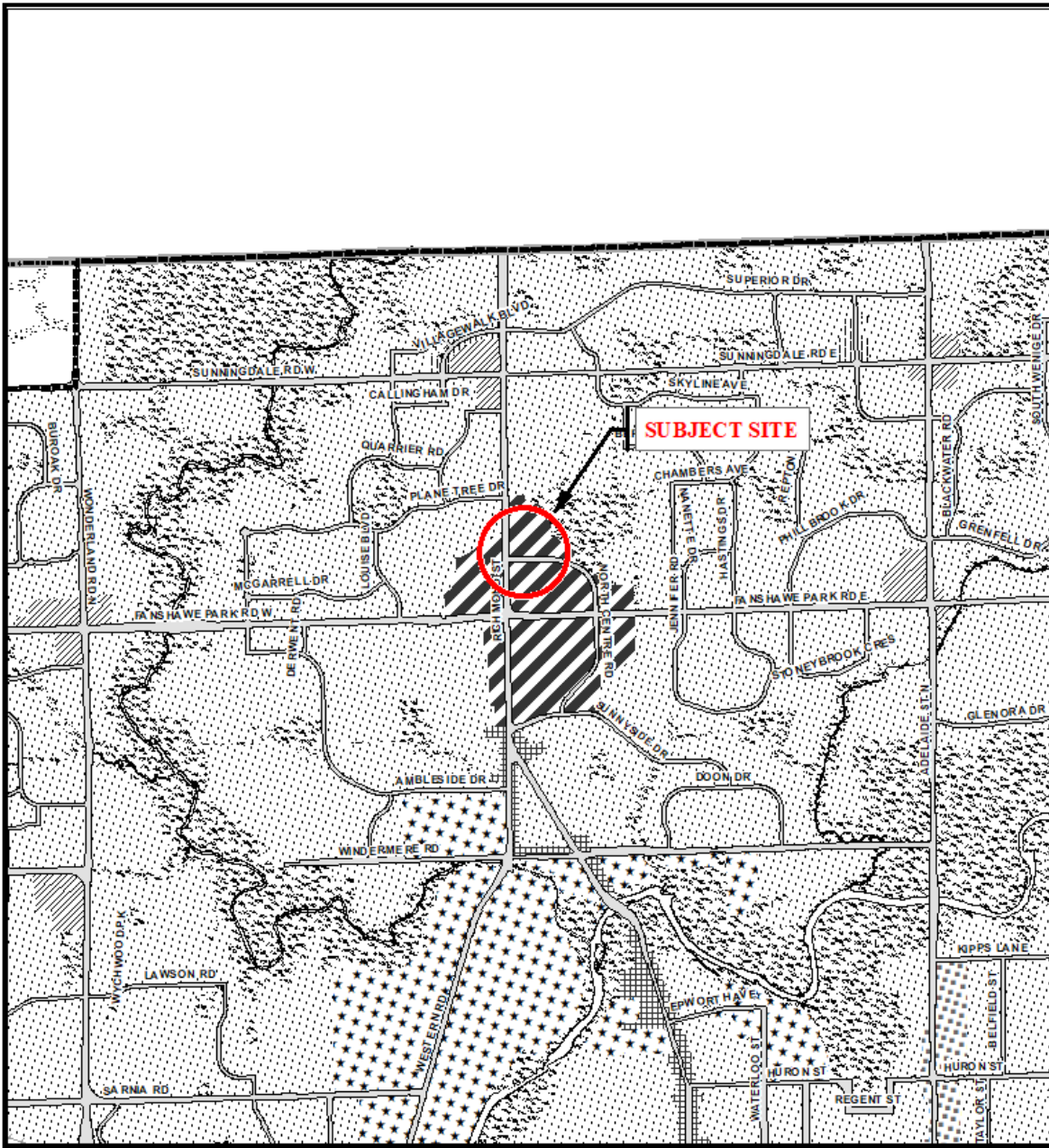
Appendix D – Relevant Background

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</p>
		<p>PLANNER: MC</p> <p>TECHNICIAN: MB</p> <p>DATE: 2018/04/13</p>



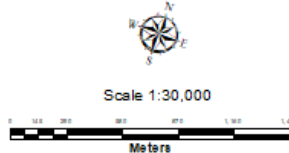
Legend

- | | | |
|------------------------|--------------------------|---|
| 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 | |

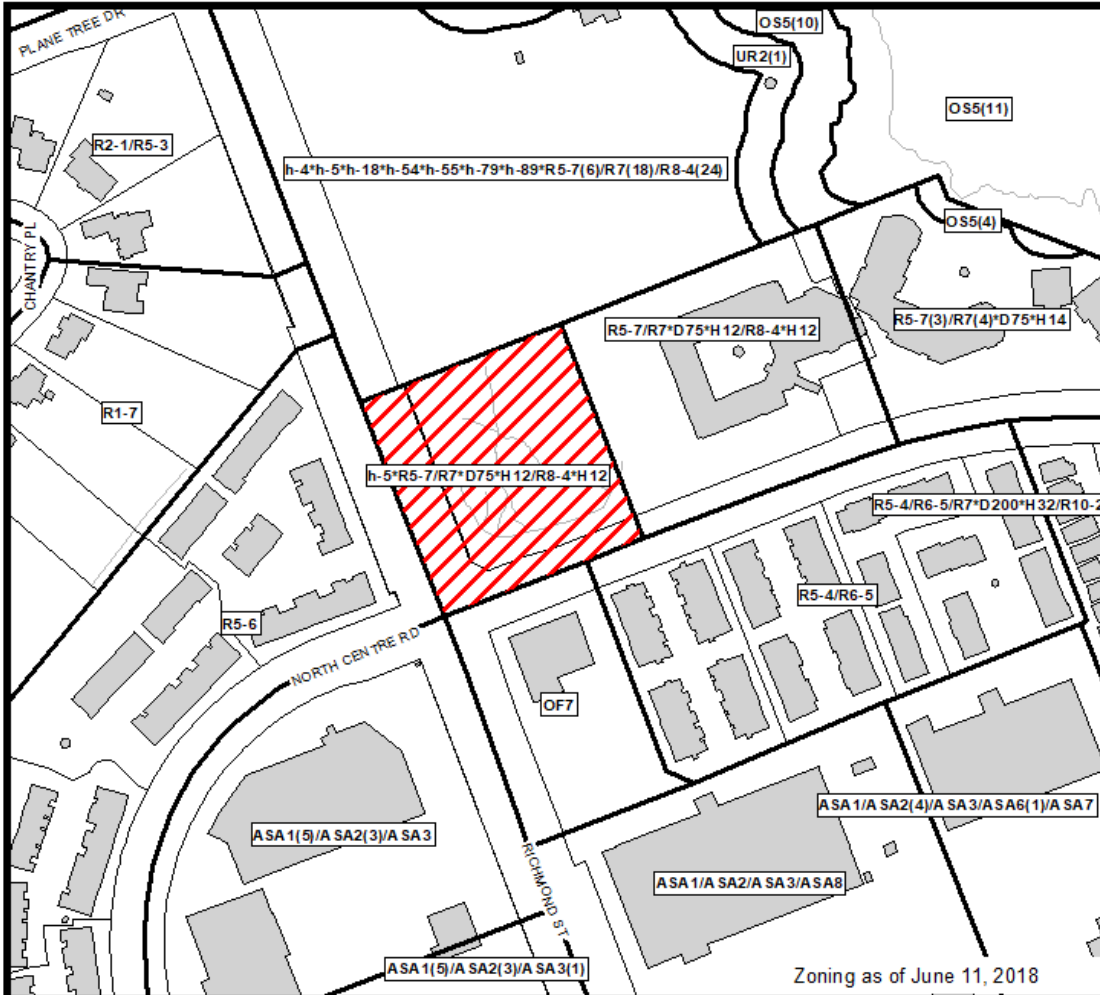
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

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
Date: April 13, 2018



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**

- | | |
|--|---|
| <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 |
|--|---|

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:

OZ-8874

MC

MAP PREPARED:

2018/06/14

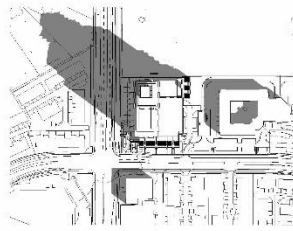
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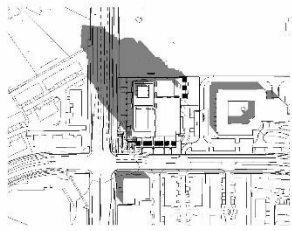
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THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

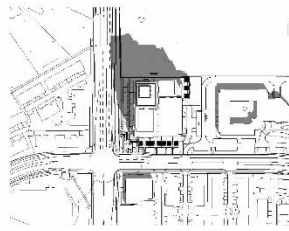
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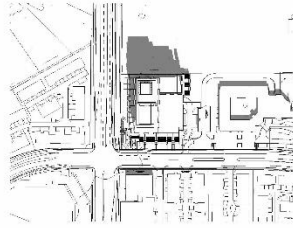
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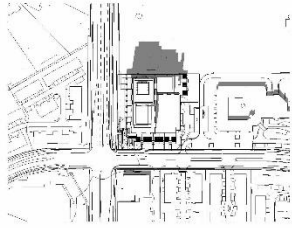
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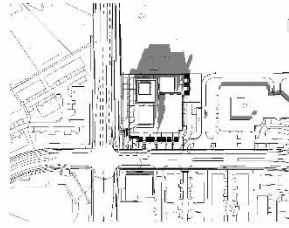
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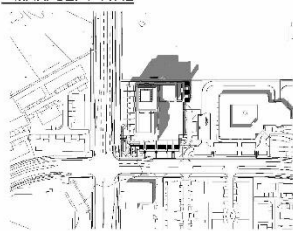
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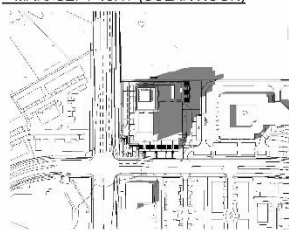
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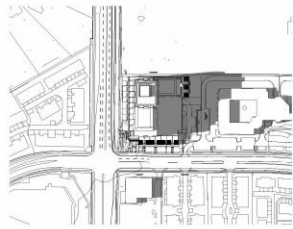
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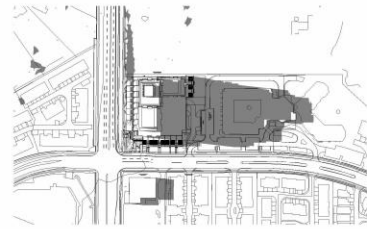
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MAR/ SEPT 16:52



MAR/ SEPT 17:52 (1.5HR BEFORE SUNSET)



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Solar Noon: 13:17 P.M.
Sunset: 19:22 P.M.

Latitude, Longitude: (46.1610632656634, -79.398193369376)

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230 NORTH CENTRE ROAD
LONDON, ON.

A-801
2018-08-10
PROJECT 190357



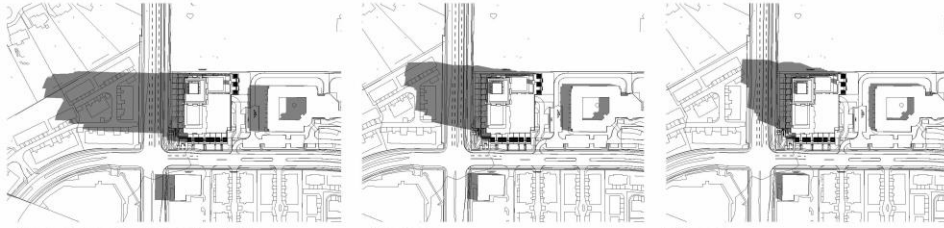
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SPRING/ FALL EQUINOX_2
230 NORTH CENTRE ROAD
LONDON, ON.

A-802
2018-08-10
PROJECT 190357

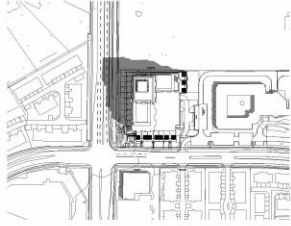




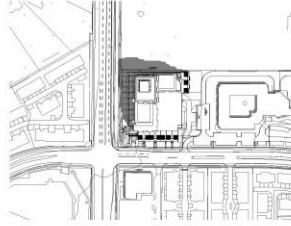
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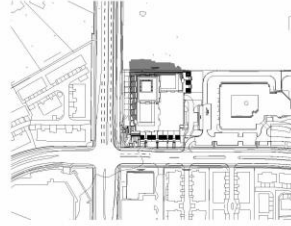
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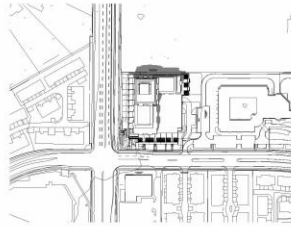
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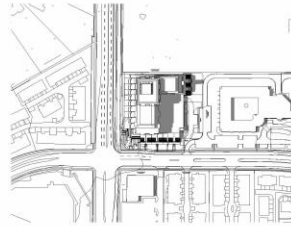
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JUN 13:16



JUN 13:26 - SOLAR NOON



JUN 13:37

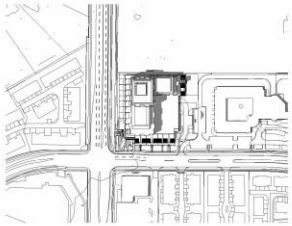


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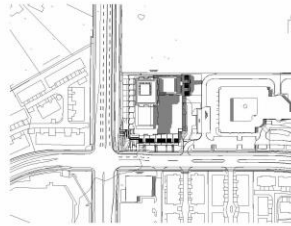
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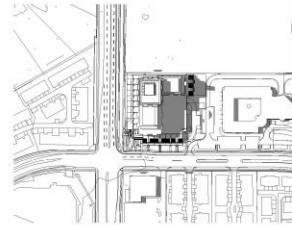
A-803
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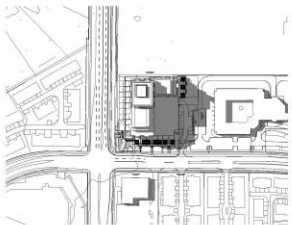
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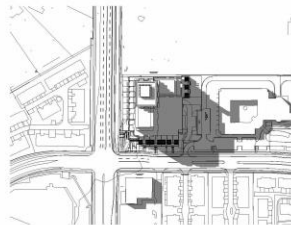
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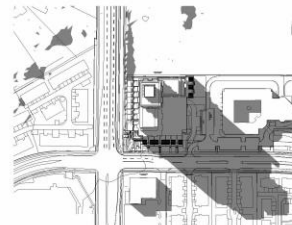
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JUN 17:37



JUN 18:37



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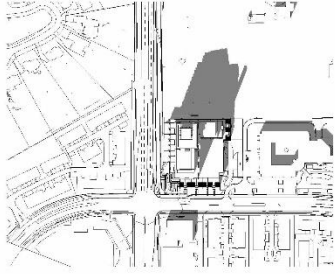
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 LONDON, ON.

A-804
 2018-08-10
 PROJECT 190357

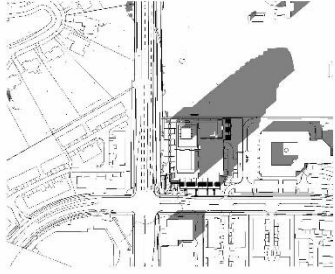




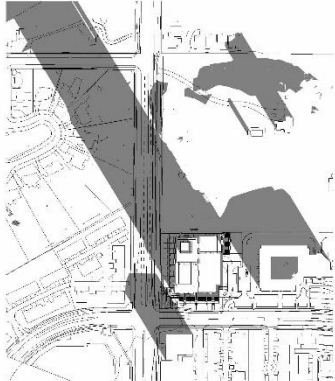
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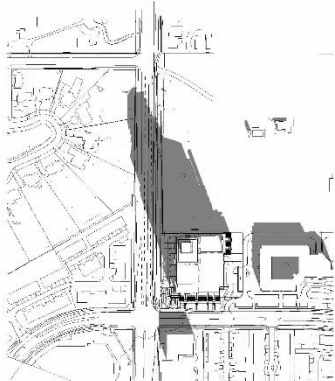
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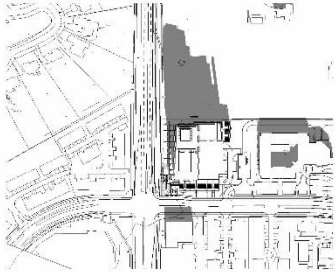
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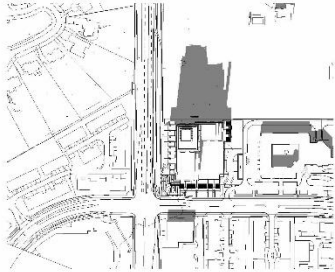
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DEC 10:22



DEC 11:22



DEC 12:22 (SOLAR NOON)



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Sunset: 16:53 P.M.

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WINTER SOLSTICE_2
230 NORTH CENTRE ROAD
LONDON, ON.

A-806
2018-08-10
PROJECT 190357



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Sunset: 16:53 P.M.

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WINTER SOLSTICE_1
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LONDON, ON.

A-805
2018-08-10
PROJECT 190357

