

MSCC #582
Foxborough Chase
1890 Richmond St.
London, ON N5X 4J1
2018 Sept. 20

To: Ward 5 Councillor, Maureen Cassidy, the Planning and Environment Committee, and members of City Council, Mike Corby, City Planner, Mike Tomazincic, Senior Planner

Subject: Proposed Tricar Development @ 230 North Centre Road

This letter is being written on behalf of the concerned residents of 48 homes in our condo corporation, a development located just north of the Tricar site and the university property, Gibbons Lodge.

The proposal for a 22 storey building was first presented by Tricar in February 2018. The proposal was predicated on the concept of a transit hub being located in a high density community. With London considering a Bus Rapid Transit plan, the Tricar request for a change from medium to high density with bonusing for the property at 230 North Centre Road, seemed to fall in line with the city's plans.

While on the surface Tricar's purchase and proposed development of this property ticked all the boxes, Tricar failed to take into account many aspects of The London Plan and the community input that was gathered at several meetings in Ward 5 and city hall. The Planning and Environment Committee is scheduled to hear the latest proposal on September 24 @ approximately 7:00 p.m.

The original design showed a 22 storey tower with a 6 storey wing on top of 2 levels of parking and 12 podium units at street level.

The second version in July was 16 or 18 storeys with 2 - 6 storey wings on top of 2 levels of parking and 17 podium units.

The current design proposes a building with 16 storeys, an 8 storey wing and a 4 storey wing on top of 3 levels of parking garage, with 18 podium units (2 and 3 storey townhouses) at the base of the building. The height of the building does not include the mechanical rooms on top.

Following the July presentation at the city planning committee, Tricar did not hold any further meetings with the community despite the recommendation from the planning committee. Furthermore, the design that is going back to the PEC on Sept. 24 has been distributed to the community without information on the site plan, elevation of the building, exterior parking spaces, shadow studies, emergency access routes as well as the plans for outdoor green space for residents.

The existing medium density designation for this site has a maximum of 75 units per hectare. Tricar is asking for a change to a high density designation which has a maximum of 150 units per hectare but also wants to take advantage of a bonusing exception. The current proposal contains 211 units and covers almost the entire site in

hard surface. There are over 300 indoor parking spaces and over 200 bicycle spaces. There is little outdoor parking evident, which suggests that there will be significant increases in street parking. Other multi unit buildings in the area have indoor and adequate outdoor parking for visitors, residents, emergency and service vehicles as well as disabled parking.

The Tricar request for high density flies in the face of so many precepts of The London Plan, from compatibility with the neighbourhood, Green and Healthy City policies, outdoor amenity spaces for residents, to appropriate transition to the surrounding neighbourhood.

Lastly, despite all the protests and suggestions from the community, Tricar appears to be merely paying lip service to the public. City planners seem to favour this proposal again in spite of the objections from the community. All of the public input appears to be an exercise in futility. The developer and city planners are hanging their hats on the concepts of a transit hub, London's BRT proposal and the push for infill development. Whether or not the city's transit plans come to fruition, we will be left with a monstrous development that has no green space, overshadows its neighbours, obstructs views of the downtown for anyone living to the north of the new building and brings increased traffic and safety issues to an area populated by seniors, and families with school age children that are bussed to school.

The target market for this proposed building, with a total of 28 residential floors, will be mostly empty nesters looking for a luxury condo unit. The 211 unit owners will have 1-2 cars and are not likely to be using public transit. How can City planners and City Council in good conscience think that this Tricar development on this scale is desirable, appropriate or necessary? Will the next city council agree with the decision?

Sincerely

Susan Gliksman, Director
Jack Hardy, President
Gerry Killan, Director
Richard Voegelin, Director
Victoria Digby, Director