

From: Bejia 2nd Winds

Sent: Friday, September 21, 2018 7:30 AM

To: City of London, Mayor <mayor@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; psquire@london.ca <??psquire@london.ca>; joshmorgan@london.ca <??joshmorgan@london.ca>; msalih@london.ca <??msalih@london.ca>; van Holst, Michael <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>; Turner, Stephen <sturner@london.ca>; husher@london.ca <??husher@london.ca>; tpark@london.ca <??tpark@london.ca>; jzaifman@london.ca <??jzaifman@london.ca>; notricartower@gmail.com <??notricartower@gmail.com>; Corby, Mike <mcorby@London.ca>

Subject: NCR Resident in dispute with Rezoning Application of 230 North Centre Road File #OZ-8874

To: The City of London Mayor, Council Members, PEC Committee Members & City Staff.

My name is Bejia Auger. I am a 7 year resident at 145 North Centre Road. I am in agreement with my fellow neighbours, community, regarding all of the ongoing unresolved issues directly attached to TriCar's application to change the Medium Density Zoning, to High Density for a future build at 230 NCR. The original and ongoing issues include Over intensivation of mass, shadowing, parking spots, traffic, shared driveway/emergency access/wetlands preservation/vista loss/community loss of lifestyle and safety, high water table/soil stability and enviroment issues... all of these issues remain Unresolved by TriCar.

However, today I want to breifly address the 82 page report, written by Mike Corby, released on line Sept. 19, which supports a recommendation that TriCar's Rezoning Application be accepted. This report is problematic in several areas where information given is misleading, to out dated, to completely incorrect. I do state, that I remain fully APPOSED to this Rezoning Application.

It has been implied that TriCar has been working with the community, on going, to improve this application. THEY HAVE NOT.

At the end of the July 16 meeting, PEC gave an unanimous direction for Staff members and TriCar to continue working with the community and each other to reduce mass, shadowing, overlook etc...NEITHER TriCar, or Staff members have communicated directly with the NCR Community, although Staff, TriCar and Western (?) have met with each other a number of times. THIS WAS NOT THE DIRECTION, and interferes with the NCR Community's rights to be part of this process.

In Mike Corby's report, a number of vital facts and illustrations have been misrepresented, and or based on outdated materials:

- 1) The list (pg. 35) remains incomplete to community concerns which have been well covered over the months.
- 2) Re: Safety of Seniors @ Richmond Woods (next to 230 NCR) and other numerous seniors in 4 Condo Corps across the road.
- 3) Shared Laneway, 230 (230+ Units) & Richmond Woods will all enter/exit from NCR opposite 4 additional Condo Corp enter exits within 7-75 meters from Richmond. Traffic Congestion is a problem and concern that needs to be addressed, now, not after the fact of injury (to possible deaths of our elderly pedestrian residents).

4) On pg. 77-78, outdated maps incorrectly display the most western end of NCR. NCR circles around, at the western end, to join back onto Fanshawe Park Road. The 12 Storey Apartment, located at the corner of NCR and Fanshawe Park Road, is not a "mirror" image of the 230 Rezoning App. The most western NCR apartment overlooks Fanshawe Park Road, 2 strip malls, 1 school and Masonville Mall, and was built on land that was designated High Density. It is misleading to both incorrectly depict NCR as not connecting to Fanshawe Park Road at (both) ends of our 2 block street, or to not show the correct location of the the apartment build, which can not be rightfully compared to 230 NCR build when accurately presented.

5) Pg. 4'1.4 INCORRECTLY states that West of 230 NCR is residential/commercial, IT IS NOT; however, there is an additional Seniors Complex at the far west end of NCR (that makes 2 Senior Complexes on our short 2 block street).

6) TriCar is accessing special bonusing awards made available by the London Plan (presently under appeal), in accordance with BRT Plan (presently not passed), which has designated Masonville Area as the North Transit Villiage (in accordance, if BRT goes ahead in future). 230 NCR is not mid the proposed Transit Villiage; it is the last, most north property included (for some reason?). TriCar expect more than reasonable High density and Bonusing based on these pending plans; however, at the same time TriCar fails to recognize, or respect the transitioning language and directions that outline the introduction of a high density build to a low to medium density established community. It is the intent of the London Plan to respect surrounding communities of lower density requiring a gradual transitioning into high density that cooperates with and respects the surrounding communtiy. Our community has been effectively marginalized throughout this process. TriCar has "cherry picked" parts of the London Plan/BRT/Transit Villiage Vision to suit their own agenda, while ignoring community and enviromental concerns/rights, and now TriCar has included you, our City officials, your regulations, guidelines and directions...and still Mike

Corby has written a (somewhat misleading/inaccurate) report, seemingly ignoring TriCar's consistant Non-Compliance, and

rather giving his recommendation, to PEC, to allow the rezoning of 230 NCR File #8874.

*I have an important question about this above fact: How can it be that Mike Corby can write a 82 page (inaccurate) report, giving his recommendation to PEC to approve this Rezoning App, PRIOR TO THE FINAL MEETING, Sept 24, at which our Community has our last chance to address Council/PEC/Staff on this final TriCar Plan. How can we feel that our voices are even heard, and we're not just going through the steps, but the decision is already made, before our input? This seems very backwards, and inappropriate to a just process.

How do you expect the overwhelming MAJORITY of the North Centre Road Community to accept all of these breaches, in actions, in information, in misleading language used to imply false information ie. has complied, has communicated, has adjusted...

On July 16, you PEC set TriCar and Staff Committee back to communicate with the Community of NCR and "reduce mass, shadow...etc. etc. Units were at 215 at the time of this

direction. There has been NO Communication/meeting with NCR community, and TriCar has return with an INCREASED Plan of 230 Units. Do you not care that they are not even listening to you, never mind the community that relies on our City Representatives to Represent Us.

There are many other issues that can be discussed, but I will end here with this final statement:

I, Bejia Auger, remain APPOSED to the current TriCar Proposal File # OZ-8874. I request that PEC diligently review "all" inconsistencies/incorrect information given by Mike Corby, in his Sept 19, 2018 report, to you that clearly misrepresents the facts and unfairly sways his recommendation to support TriCar; this despite an approximate 98% APPOSAL by our NCR community. I ask that in accordance with errors in this process, in information/reporting, and given the late (some-no) notifications to NCR Community of changing plans and final Sept 24 meeting date, that PEC/Staffing/Representative find TriCar in Non-Compliance in their responsibilities throughout this process and REJECT THIS APPLICATION FOR REZONING FILE #OZ8874.

I thank each one of you, for reading my response, as well as those of my many neighbours. We are a strong and loyal community to our City and to our Representatives. Please return this loyalty with a fair and respectful decision which includes us your constituents , in your voice.

Exhausted and Sincerely

Bejia Auger, #6-145 North Centre Road, London, Ontario. N5X 4C7