

From: VICTORIA DIGBY

Sent: Thursday, November 01, 2018 1:09 PM

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

Subject: 230 North Centre Road - Tricars Latest Design

Good Afternoon to All,

May I extend my appreciation to Mike for forwarding the latest information - I have had a chance to review the new designs from Tricar regarding the 230 North Centre Road application . I wish to share my impressions of this redesign:

- The developer has only addressed two issues: 1) height (from 22 storeys back in February to 18 storeys in July and now currently at 15 storeys) and 2) number of units (brought the number of units down from 230 to 222 . . . leaving all other matters unaddressed and therefore unresolved).
- Public optics suggest the developer is being reasonable. However, the compromises that Tricar has made over the last several months are mere adjustments to an overall outrageous plan to begin with. The issue facing 230 North Centre Road is not a need for compromise between all parties; rather, it's a need to refocus the attention on what it is to be considered a 'good fit' for this neighbourhood.
- Under the current medium density zoning, the land permits only 75 units per hectare (uph); this new design is over massing the land 147 units more than allowed under medium-density zoning.
- Under the Official Plan (1987) which guides this land, the current medium density zoning permits a developer not to build more than 6 storeys unless they decide to 'bonus' up to (but no more than) 15 storeys. So, this is what Tricar's latest development has done. But storeys are not the only issues.
- The developer has offered 'bonusing' which translates into financial contributions from Tricar to the City towards Transit Hub initiatives @ Masonville Mall and an agreement to build a level of underground parking at 230 North Centre Rd. This is called Type 2 bonusing, which is allowed in the City of London. Underground

parking shouldn't be a bonus item because they couldn't accomplish their goal without it.

- While the community appreciates the efforts by City Planning and Tricar to reduce massing and shadowing, the efforts have fallen short of achieving the kind of transitioning and intensification allowed under good planning and medium density zoning; clearly the proposed design would be the type expected in a downtown core or any urban city.
- There is no need to rezone for higher density because 230 North Centre Rd is not on the BRT route even though it has been designated by City Planning to fall within the New London Plan as part of the new Transit Village. It's important to remember that most parts of the New London Plan are still under appeal. . .and that the BRT has been put on hold until the spring. Further, 230 North Centre is on the most northern outer edge of the Transit Village – where it appears Planning arbitrarily declared this vacant land to be included . . .as well as another parcel of Western Univ land just north of 230 North Centre.
- Safety/security of seniors in area remains a concern. Richmond Woods seniors complex will share the driveway entrance to 230 North Centre Rd – these residents remain the most vulnerable to this proposed complex. As residents walk daily throughout their driveways and parking areas for pleasure they also do so for safety . . .away from the public street ways . . . there is concern over the potential for 230 North Centre residents to use Richmond Woods driveways/parking facilities as a cut-through or even as their own to utilize.
- Under this new design, there will still be four residential communities entering/exiting onto North Centre Road within feet of each other. Further, the main entrance to the anticipated development is at the corner of Richmond & North Centre. All of this combined makes us anticipate gridlock and traffic hazards in the future.
- Lack of green space remains a concern. The roof of the parking lot is not suitable 'green space' for such high-density development. Although City Planning continues to refer to the large amount of open space around 230 North Centre as justification for allowing over development, let's be clear that the land to the north

is private property owned by Western University which houses its President and holds private ceremonies on its property through the year. The land to the northwest is protected environmentally sensitive land. So where will residents from 222 units congregate? Even their own rooftop won't be able to support the hundreds of residents living in their own complex.

- Intensification and transitioning between zones is something that good planning takes into consideration – but for the transitioning to be occurring all within 1+ hectare of land is not reasonable nor in keeping within the spirit of good planning. This project is not a good fit.
- Our community is asking for the same consideration and decision making that has been applied in other parts of the city. Specifically, the City PEC committee unanimously rejected a 4-storey application on Byron Baseline Road back on August 16th on the basis that 1) there was not enough green space, 2) the stark contrast on existing homes in area and 3) the sheer over-intensification of development in the area. These same arguments apply to 230 North Centre Road.

In conclusion, residents ask the PEC and Council to be the bodies that create the balance between what the City Planning Dept. and developers envision for this city and what we the residents desire for our neighbourhoods.

Residents request the PEC to reject the application for rezoning 230 North Centre Rd from its current medium density to a high-density allowance. We encourage Tricar to continue to bring the massing down and consider the issues raised by community partners.

Thank you,

Victoria Digby
16-1890 Richmond Street
London, Ontario N5X 4J1