



Community and Strategic Planning

P. O. Box 1614, 21 Reeve Street
Woodstock Ontario N4S 7Y3
Phone: 519-539-9800 • Fax: 519-421-4712
Web site: www.county.oxford.on.ca

Our File: ZON 6-09-04

APPLICATION FOR ZONE CHANGE

To: The Mayor and Members of Ingersoll
Town Council

MEETING DATE: July 12, 2010
REPORT NO.: 2010-197

OWNERS:

Reeves Realty Corporation
95 Young Street
Woodstock, ON N4S 3L6

LOCATION:

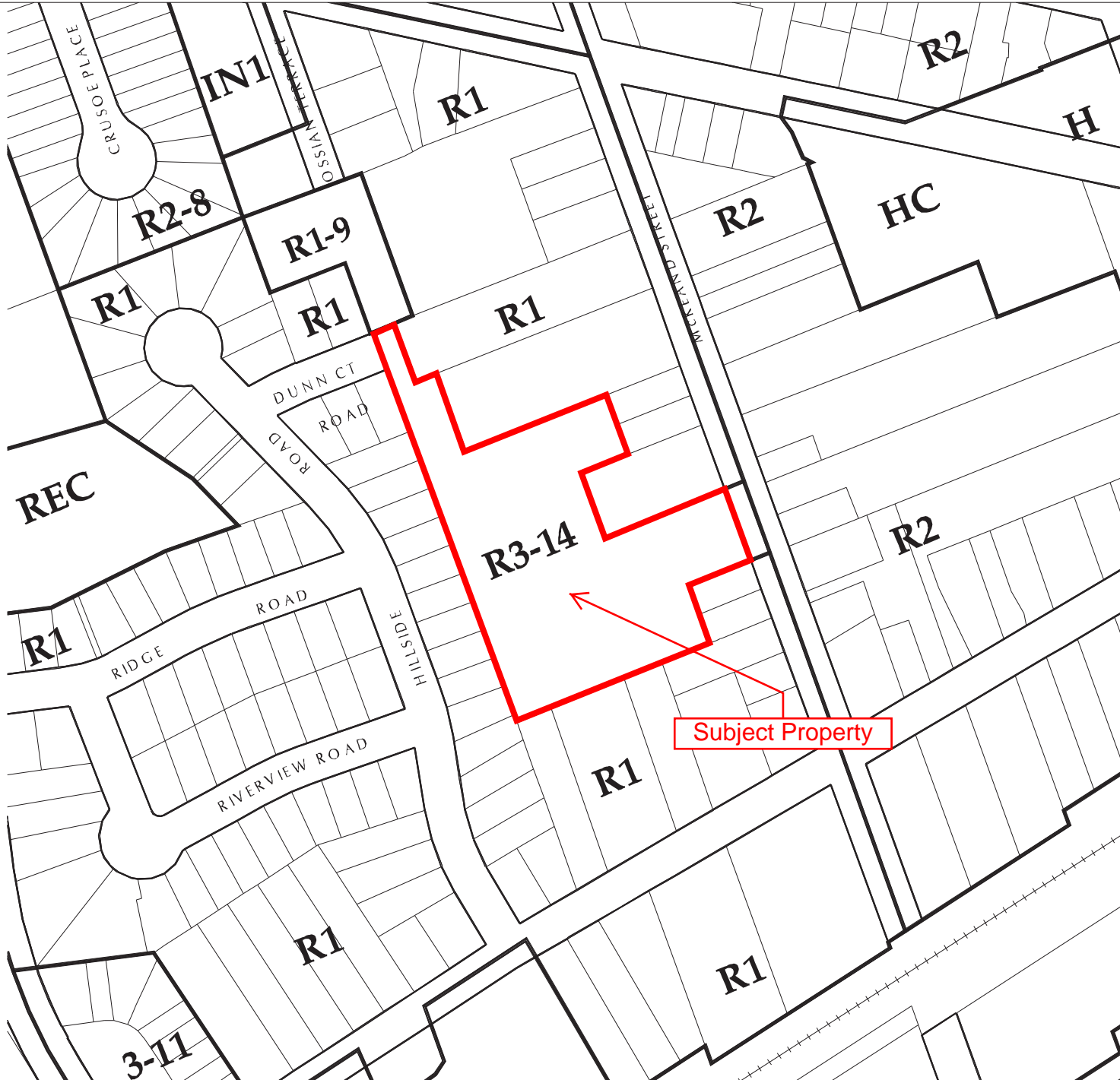
West side of McKeand Street, between Victoria Street and Bell Street (County Road 119).
Part Lots 1, 2 & 5, Block 84, Registered Plan 279, Town of Ingersoll.

COUNTY OF OXFORD OFFICIAL PLAN:

Schedule "I-1"	Town of Ingersoll Land Use Plan	Residential
Schedule "I-2"	Town of Ingersoll Residential Density Plan	Low Density Residential

TOWN OF INGERSOLL ZONING BY-LAW NO. 04-4160:

Existing Zoning:	Special Residential Type 3 (R3-14)
Requested Zoning:	Amended Special Residential Type 3 (R3-14)



LEGEND

Zoning

- Floodway
- Floodfringe
- Zoning Line

Municipal Limits

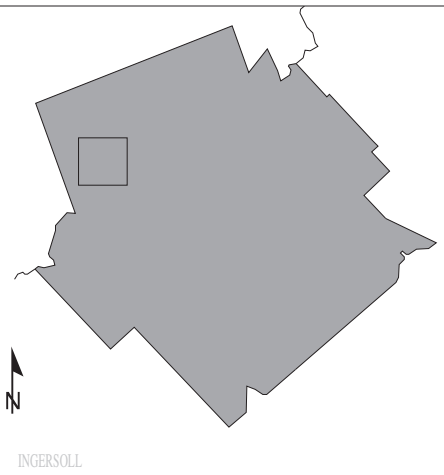


Plate 1 - Existing Zoning
 Reeves Realty Corporation, Part Lots 1, 2 and 5, Block 84, Plan 279
 File No.: ZON 6-09-4, Town of Ingersoll

APPLICATION REVIEW:(a) Proposal

An application has been submitted to the Town of Ingersoll to amend the existing 'Special Residential Type 3 (R3-14)' zone to increase the number of multiple dwelling units on the subject property from 30 to 46. The units will be developed as one-storey and two-storey townhouses are to be approximately 86.9 m² (935.4 sq. ft.) in gross floor area. Each unit is to have 2 parking spaces and 19 visitor spaces are proposed as well. The subject property covers an area of 1.56 ha (3.9 acres).

Plate 1, Existing Zoning, identifies the subject property as well as the existing zoning of properties in the immediate vicinity.

Plate 2, 2006 Air Photo, shows the subject property and surrounding land uses in greater detail.

Plate 3, Proposed Development, illustrates the proposed layout of the multiple dwelling unit development.

(b) Background

The property has been subject to 2 previous planning applications. A draft approved plan of subdivision exists on the property for 15 single detached residential lots (File No.: 32T-87006, draft approved on May 25, 1988).

In 2004, the previous owner applied for a zone change (File No.: ZON 6-167) to rezone the property to permit 30 townhouse units on the subject property in place of the 15 single family dwellings. On September 24, 2004, Council of the Town of Ingersoll considered the application at a public meeting. Planning staff recommended the application be approved, and Town Council subsequently approved the zone change recommendation and passed By-Law No.: 04-4190. No appeals to the passing of By-Law 04-4190 were received.

(c) Supporting Reports

The applicant provided a Traffic Impact Study and detailed Servicing and Grading Plan in support of the proposed development.

The Traffic Impact Study conducted a review of the existing traffic patterns in the area as well as a 10-Year projection assuming a full build out of the proposed development to determine whether any improvements were required in order to accommodate the development.

The study concluded that traffic volume generated from the development should not significantly impact existing or future high level of traffic operations along McKeand Street, or at the Bell Street or Victoria Street intersections and that traffic control measures are not required.

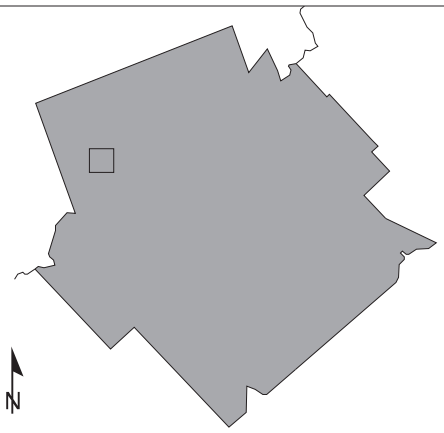
The Servicing and Grading Plans identified that all stormwater runoff generated from the site will be controlled internally and directed to the Town's storm sewer system.



LEGEND

County Orthoimagery (2006)

Municipal Limits



INGERSOLL

Plate 2 - 2006 Air Photo
Reeves Realty Corporation, Part Lots 1, 2 and 5, Block 84, Plan 279
File No.: ZON 6-09-4, Town of Ingersoll



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LAND RELATED INFORMATION SYSTEM
COUNTY OF OXFORD

CREATED ON: 07-JUL-2010

(d) Provincial Policy Statement

The Provincial Policy Statement promotes efficient development and land uses which sustain the financial well-being of the Province and municipalities over the long term, promoting cost-effective development standards to minimize land consumption and servicing costs, as well as ensuring that the necessary infrastructure is available. Policies also encourage intensification opportunities where it can be accommodated. It is Planning staff's opinion that the application is consistent with Provincial Policy.

(e) Official Plan

The subject property is located within the 'Low Density Residential' designation on the Residential Density Plan for the Town of Ingersoll in the County Official Plan. Low density residential areas can include those lands that are primarily developed or planned for a variety of low rise, low density housing forms including: single-detached dwellings, semi-detached dwellings, duplex, converted dwellings, quadraplexes, townhouses and low-density cluster development.

The Official Plan states that the placement of new residential development into established built-up areas on vacant or under-utilized sites will be supported in Low Density Residential areas in order to efficiently utilize the designated residential lands and municipal servicing infrastructure. The maximum net residential density for an individual development in the Low Density Residential area is 30 units per hectare (12 units per acre) and no building shall exceed three storeys in height at grade. The proposed development is for 46 one and two storey townhouse units on the 1.56 hectare (3.9 acre) site, with a net residential density of 29.5 units per hectare (11.8 units per acre).

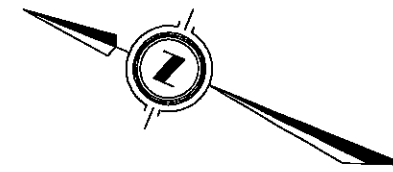
Policies within the County Official Plan deal with multiple unit dwellings, such as townhouses and cluster development with internal roads in Low Density Residential areas in stating that these developments will generally be restricted to sites which abut arterial or collector roads or are situated to minimize traffic impacts from the site; sites where the topography or other natural features would be best preserved by fewer buildings; and sites which are close to shopping, recreation, cultural and community facilities.

The Official Plan also has criteria that applies to all proposals for infill development in that:

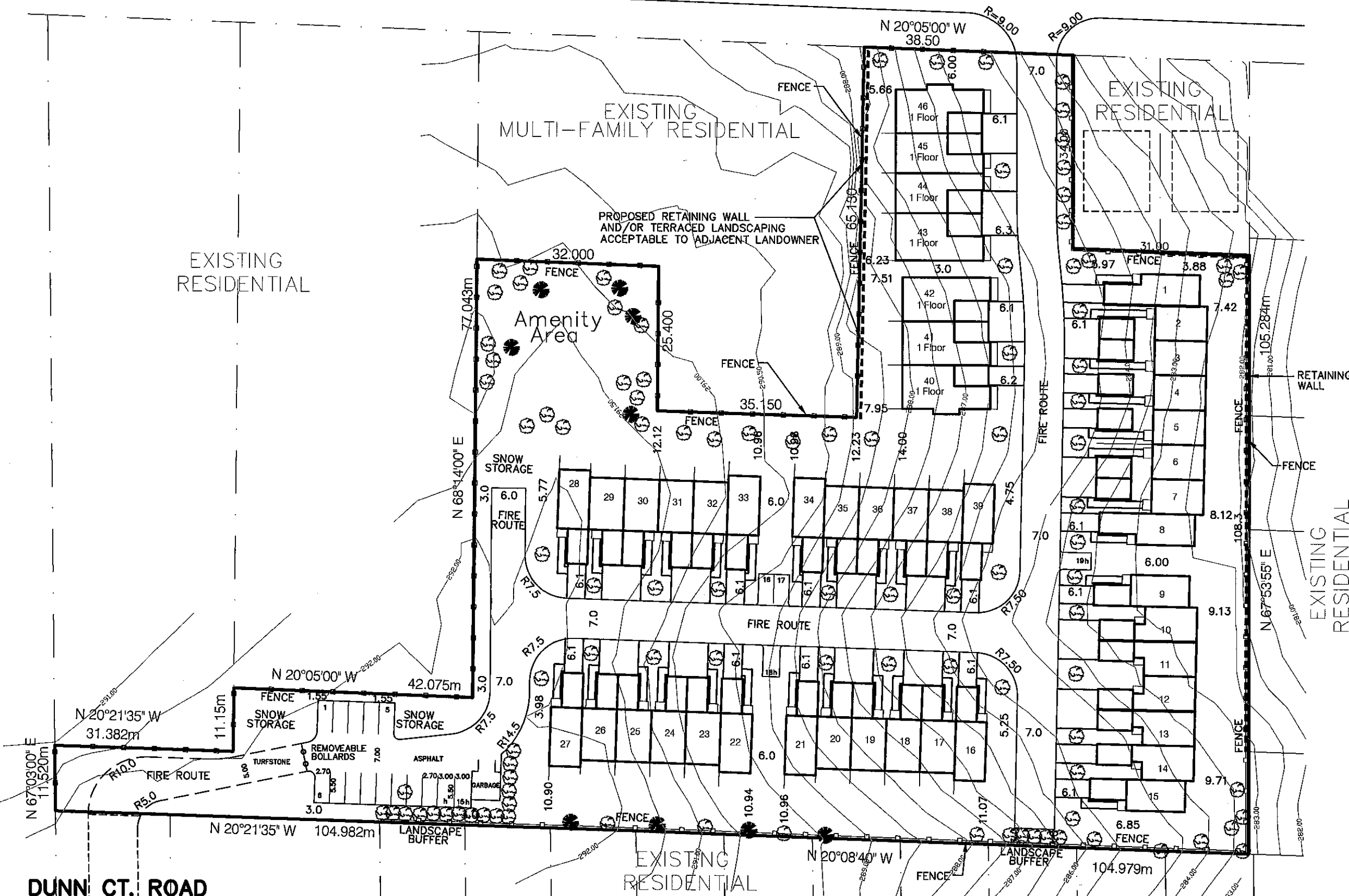
- existing municipal services and public facilities will be adequate to accommodate the proposed project; stormwater run-off from the proposal will be adequately addressed;
- adequate off-street parking and outdoor amenity areas will be provided;
- the location of vehicular access points, the potential impacts of traffic generated by the proposal on public streets and that pedestrian and vehicular safety on surrounding properties are acceptable;
- the proposed development provides the retention of any desirable vegetation or natural features where possible.

Additionally, all infill proposals will be evaluated as to the environmental effects and constraints associated with the proposed development in accordance with Section 3.2 as well as to the potential effect of the development on cultural heritage resources; and finally compliance of the proposed development with the provisions of the Zoning By-law of the Town and other municipal by-laws.

Plate 3 - Proposed Development



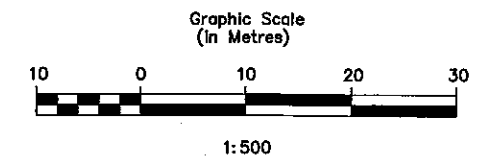
McKEAND STREET



PROPOSED SITE PLAN
 OF PART OF
PARK LOTS 1, 2 & 5,
BLOCK 84, PLAN 279
 AND
BLOCKS 6 & 7
PLAN 41M-109
 IN THE
TOWN OF INGERSOLL
COUNTY OF OXFORD

SITE DATA

PROPOSED USE	Residential	REQUIREMENTS	PROPOSED
Total Site Area		1.56 ha	1.56ha
Lot Frontage		20m	38.5m
Front Yard Depth		6m	6m
Interior Yard Depth		3m	3m
Rear Yard Depth		10m	6m
Gross Floor Area (total)		-	3,998m ²
Building Coverage		35%	25.1%
Parking		92 spaces	111 spaces
Height		3 storey	2 storey
Landscaped Open Space		40%	52.5%
Density		30 units/ha	29.12 units/ha
Amenity Area (min.)		40 sq. m/unit	46 sq. m/unit (Rear Yard)



No.	DATE	DESCRIPTION	BY
11.	JULY 27/09	REV. UNIT SIZE & LOCATION	D.M.
10.	MAY 12/08	REV. UNIT SIZE & LOCATION	D.M.
9.	MAR.9/06	REV. UNIT SIZE & LOCATION	D.M.
8.	SEPT.30/05	REV. UNIT SIZE & LOCATION	D.M.
7.	JUNE 8/05	REV. PER TOWN OF INGERSOLL REVIEW	D.M.
6.	MAR.15/05	REV. PER TOWN OF INGERSOLL REVIEW	D.M.
5.	JAN.5/05	REV. PER OXFORD CTY. COMMENTS, DEC.22	D.M.
4.	DEC.2/04	REV. UNIT TYPES AND LOCATIONS	D.M.
3.	OCT4/04	REV. EGRESS RADIUS, PARK ADJ. TO UNIT 18	R.P.
2.	MAR1/04	ADDED SURLUS AREA, REVISED NO. OF UNITS	R.P.
1.	DECS/03	PARKING REVISIONS	R.P.

REVISIONS

REEVES REALTY CORP.

**MCKEAND RIDGE CONDOMINIUM
 SITE PLAN**

DESIGNED BY: D.G.		CHECKED BY: D.G.		SCALE: AS SHOWN		DRAWING NO. 1	
DRAWN BY: R.P.		DATE: DEC, 2003		JOB No: 07-1998			

DUNN CT. ROAD

The Official Plan requires that proposals for multiple unit development address the policies of Section 9.2.7, Site Design Policies for Multiple Unit Residential Development, including building location, driveways and parking areas, pedestrian facilities and sidewalks, landscaping and fencing, amenity areas, garbage storage facilities and utilities, lighting and signage.

Through comments received from the Town of Ingersoll Engineering Services Director, it has been confirmed that there is sufficient capacity in the storm and sanitary sewers to serve the property and that a storm water containment system has been agreed to for the subject property. The engineer acting on behalf of the owner and the Town's Engineering Department have agreed upon a storm water management system for the proposed development. Further to this, the Engineering Services Director recommended that the remainder of the issues (such as grading, location of parking areas, buildings etc.) is more appropriately dealt with through the Site Plan Approval process. Staff note that no significant environmental features have been identified on the subject property.

Overall, it is the opinion of this Office that the proposed application is in general compliance with the policies contained within the County Official Plan.

(f) Town of Ingersoll Zoning By-Law No.: 04-4160

The subject property is zoned 'Special Residential Type 3 (R3-14)' in the Town of Ingersoll Zoning By-law No. 04-4160. The R3-14 Zone permits 30 single storey multiple dwelling units on the subject property. The application for zone change is required to increase the number of units on the subject property. The definition of a multiple unit dwelling unit in the Town's Zoning By-Law includes a townhouse as proposed in this application. Table 1 illustrates the zoning conformity of the proposal with the R3 zone provisions.

	R3 (Multiple Unit Dwelling)	
	Required	Proposal
Lot Frontage	Minimum - 20 m	38.5 m
Lot Area	Minimum - (150 m ² /unit) 6,900 m ²	15,600 m ²
Front Yard	Minimum - 7.5 m	6 m
Interior Side Yard	Minimum - 4 m	3.88 m
Lot Depth	Minimum - 20 m	139.3 m
Rear Yard	Minimum - 10 m	6.85 m
Lot Coverage	Maximum - 40%	25.1%
Landscaped Open Space	Minimum - 30%	52.5%
Gross Floor Area	Minimum - 55 m ² (per unit)	Minimum – 86.9 m ²
Building Height	Maximum - 3 storeys	Maximum - 2 storeys

Private Outdoor Amenity Area	Maximum - 40 m ² /unit	42.5 m ² /unit (Unit 46)
Parking	Minimum - (2 spaces/unit) 92 spaces	111 spaces (including 19 visitor spaces including 2 H/C accessible)
Parking space dimensions	2.7 m x 5.5 m	2.70 m x 5.5 m

Staff's review of the site plan and application indicated that modifications to the front yard setback, interior side yard and rear yard setbacks need to be reflected in the site specific by-law, if approved. It is noted that interior side yard relief is required only along Unit 1 and that all other interior side yard setbacks either meet or exceed the requirements.

(g) Agency Comments

The application has been reviewed by a number of public agencies.

The County of Oxford Public Works Department indicated that:

"Public works has reviewed the above note zoning application and have the following comments:

- *The County will take an easement over the watermain to curbstops through this development.*
- *During site plan, garbage collection will be reviewed."*

The Town of Ingersoll Fire Chief provided the following comments:

"Please be advised the Ingersoll Fire & Emergency Services has no objection to the proposed Application for Zone Change provided that a proper turn around for emergency vehicles is created and maintained."

The Town of Ingersoll Chief Building Official gave the following comments:

"I have reviewed the above application have the following comments:

- *Some of the comments can be addressed through either the site plan control process or the building permit application.*
- *The setback between Units 42 and 43 will not meet the requirements of the Ontario Building Code without further details. I would recommend that a 6 m setback be maintained between all units.*
- *The rear setback to Unit 15 will require a variance from 7.5 m to 6.85 m.*
- *All rear decks should be shown on the site plan in order to confirm setback requirements.*
- *If the total building area exceeds 600 m², an architect and engineering drawings will be required for the building permits application."*

The Town of Ingersoll Clerk/Deputy Administrator indicated:

"Site Data:

Rear Yard Setback – required 10 m – proposed 6 m – drawing shows 6.85 m to the fence.

Height – shown as 3-storey, presently zoned for 1-storey – site data should be amended.

Parking – shows 92 spaces required and 111 spaces provided. Can the spaces be identified as:

<i>46 units x 2 =</i>	<i>92 spaces</i>
<i>Visitor parking =</i>	<i>19 spaces</i>
<i>Total =</i>	<i>111 spaces</i>

Should a provision be made for H/C accessible parking in the Visitor parking area?

The Delcan drawing indicates that there is a proposed retaining wall and terraced landscaping acceptable to the adjacent landowner. The approval of the site plan from the Town under the ownership requested a retaining wall with a fence located on top of the wall subject to the approval of the Director of Engineering Services.

The drawing shows removable bollards immediately north of the parking area, should consideration be given to some mechanism to impede traffic from entering the area from Dunn Court Road?

Additionally, are the garages on Units 2 through 7 inclusive separated from the dwellings and if so, are there setback requirements?"

The Town of Ingersoll Engineering Services Director provided the following comments:

"The Engineering Department has completed its review of the above zone change application and offer the following comments:

- 1. The current zoning only allows for single storey units not two storey units although the current zoning by-law allows for three storeys.*
- 2. Drawing 1 – McKeand Ridge Condominium Site Plan scale is incorrect. The scale noted is 1:500 when the actual scale is 1:400.*
- 3. The Site data table is incorrect in that the minimum front yard setback should be shown as 7.5 metres; landscaped open space minimum is 30% not 40%; interior side yard minimum required is 4.0 metres not 3.0 metres; lot coverage minimum is 40%. Variances for the front yard and rear yards would be required.*
- 4. The TIS indicates that traffic should not be impacted, however; on street parking may be affected as the entrance/exit at this location is just south of the crest of McKeand Street.*
- 5. Fire has indicated that they would like to have the turning radius reviewed to ensure that all emergency vehicles can properly access the site.*
- 6. The removable bollards should be directly off the end of Dunn Court Road.*
- 7. Ownership of the storm, sanitary and water systems should be decided prior to site plan approval.*
- 8. The fencing previously approved was a wooden privacy fence and should remain the same.*
- 9. Other minor issues can be resolved at site plan approval."*

The Erie Thames Powerlines Corporation and Upper Thames River Conservation Authority have indicated that they have no objections to or comments regarding the application.

It is noted that an e-mail was received from Paula Todd expressing a number of concerns with respect to the proposal. A copy of the comments are attached to the planning report for Council's consideration.

(h) Planning Review

The application for zone change has been submitted to amend the existing zoning on the subject property to increase the number of multiple dwelling units on the property from 30 to 46. The dwelling units are to be a combination of single storey (Unit 40 to 46 inclusive) and two storey (Units 1 to 39 inclusive). It is staff's understanding that the units will contain 2 and 3 bedrooms. The units along the southern end of the property (16 to 27 inclusive) will be constructed with walkout basements due to the grading of the property.

As Council is aware, the application filed by Reeves Realty Corporation has been appealed to the Ontario Municipal Board by Reeves using a section of the Planning Act that allows the applicant to lodge such an appeal where Council has failed to make a decision on the matter within 120 days of receipt of the application. The application was received on June 23, 2009, but was not circulated by staff until August, 2009 pending the receipt of a supporting traffic impact study and servicing and grading plans by the applicant.

The subject property is within the Low Density Residential designation in the County Official Plan. The Official Plan permits low density townhouse development on sites which abut arterial or collector roads or are situated such that traffic impacts from the site create a minimum disturbance on local streets. The applicant has provided a Traffic Impact Study that states that existing or future traffic operations along McKeand Street, and at the Bell Street or Victoria Street intersections are such, that traffic control measures are not required as a result of the proposed development.

In terms of other relevant Official Plan criteria, Planning staff note that the subject property is in close proximity to community and recreational facilities such as Woodhatch Park and Garnet Elliott Park, as well as shopping and cultural facilities located in the downtown core.

The Official Plan outlines criteria that must be met prior to approval of this type of multiple unit residential development, including confirmation that water, sanitary and stormwater services are adequate to serve the development, the impact on traffic is minimal, drainage and erosion control plans can be designed to accommodate the sloping topography of the site and the site design provides adequate amenity areas and privacy within the development and adequate buffering/screening from adjacent single detached residential development. The applicant has also provided a servicing plan and grading plan that details that the development can be readily serviced and that all stormwater generated from the site will be contained and directed to the Town's storm sewer system.

The Town's Engineering Services Director has confirmed that there is sufficient capacity in the storm and sanitary sewers to serve the property. Further to this, it was also noted that a number of other issues related to the design of the emergency access, location of the bollards, final grades, fencing, location of parking areas, etc. are more appropriately dealt with through the Site Plan Control process.

Planning staff consider that the most relevant criterion to consider with this application relates to the proposed development being compatible with the area and that the proposed development be appropriately buffered considering that existing development surrounding the property primarily consists of single family dwellings. Staff note that the proposed layout of units are intended to back onto neighbouring residential properties as much as possible in an attempt to provide the greatest amount of buffering between the development and the adjacent residential uses. Units 1 and 15 flank onto the rear of residential properties and staff note that

additional buffering plantings can be utilized to soften the impacts on adjacent properties. Through previous discussions with respect to the 30-unit development it was agreed that a wooden privacy fence would be constructed along the perimeter of the property to maximize privacy of the development as well as the neighbouring residential properties. In view of this proposal, Planning staff would suggest that this requirement be carried forward to the present proposal.

Staff advise that such a fencing requirement would be appropriate to consider and that this be implemented through the Site Plan Approval process. Through the Site Plan Approval process, additional site specific issues such as driveways, parking areas, fire routes, fire hydrant locations, emergency access design, pedestrian facilities and sidewalks, landscaping, amenity areas, garbage storage facilities and utilities, and lighting will be considered.

In addition, the applicant will be required to remove the draft approved plan of subdivision from the subject property in order for the townhouse proposal to proceed.

No objections were received as a result of the agency circulation. It is the opinion of this Office that the application to amend the existing R3-14 zoning on the subject property in order to permit the lands to be used for a 46-unit multiple dwelling unit development is in general compliance with the policies of the County Official Plan for development in the Low Density Residential designation and is supportable from a planning point of view.

Having said this, considering the nature of the appeal to the Ontario Municipal Board by the applicant and interest expressed in the proposed development by neighbouring residents Planning staff would recommend that the application be approved-in-principle in order for Council to fully consider the concerns raised by residents. A By-Law for Council's consideration can be brought forward at a later date.

RECOMMENDATION:

It is recommended that the Council of the Town of Ingersoll approve-in-principle the zoning change application by Reeves Realty Corporation, whereby lands located at Part Lots 1, 2 & 5, Block 84, Registered Plan 279, located on the west side of McKeand Street, between Victoria Street and Bell Street (County Road 119), in the Town of Ingersoll, are to be rezoned from 'Special Residential Type 3 (R3-14)' to an amended 'Special Residential Type 3 (R3-14)' to permit the development of 46 multiple unit dwellings on the subject property.

Authored by:

Approved By:

"Ron Versteegen"

"Gordon K. Hough"

Ron Versteegen, MCIP, RPP
Development Planner

Gordon K. Hough, MCIP, RPP
Senior Development Planner

RV/rv

Date: July 6/10

File: 6-09-4_rpt.doc

Ron Versteegen

From: Heather McDonald [heathermcdonald46@hotmail.com]
Sent: Monday, July 05, 2010 10:06 PM
To: planning@county.oxford.on.ca
Subject: Zone Change 6-09-4 By Law Amendment

Mr. Gordon K. Hough, MCIP,RPP
 Community and Strategic Planning Office – County of Oxford
 P.O.Box 1614, 21 Reeve St.
 Woodstock, Ont.

Re:ZON 6-09-4 Reeves Realty Corporation

I am writing to request that my concerns re the above noted Application for Zone Change to amend the existing “Special Residential Type 3 (R3-14)” be raised and recorded and that I be notified of any current or future meetings re this subject.

DENSITY – ‘SPECIAL RESIDENTIAL TYPE’

With each new purchaser of this property, there appears to be an increase in the number of units that are to be built on this parcel of land. It is now proposed that it be raised from 30 to 46. The density regulations have been pushed to the maximum level for this size of property. We have recently had one of our major parks expropriated to provide a site for a new regional school. No comparable green space within our community has been set aside to offset this loss. Over and above this concern, there would appear to be a disproportionate amount of high density housing within my immediate area. I believe it should be distributed in a more balanced manner across the township. I do not feel that continually approving variances re lot size, parking, green spaces, grading etc. is the solution as it diminishes our level of enjoyment of our property by increasing noise, traffic, and a denser population.

GRADING

I understand that a portion of the land abutting the southern edge of my property is to be lowered while the western edge is to be raised significantly. Dropping the property to the south will seriously lower the water table, which is 3 ft. from the surface and will have a substantial impact on the vegetation. The intent is to raise the land level by 6 ft. at the rear of my property to meet Dunn Ct. Road, thereby providing access for emergency vehicles only, with removable bollards to block normal traffic. The contractors have designated this area as excess parking and for the storage of salted snow plowed off the roads. Oddly enough, half of the snow storage area is on the opposite side of the removable bollards and would be inaccessible unless they drove over the parked cars or removed the bollards, thereby negating the “Emergency Vehicles Only” designation. The grade length is relatively short for the required rise to meet Dun Court Road and has what looks to be about a 90 degree turn at the top, into a subdivision. I question the ability of fire trucks to maneuver this approach in the summer, never mind in winter when there will be overflow parking, piles of plowed snow and removable bollards.

The intent is to store the salty snow from the road clearing against my property line to the south and west, which in the spring will trigger a salty run off that will have a damaging impact on the

grass and trees on my property. I understand all road maintenance/clearing and the collection of run-off water will be the responsibility of the Condo Association. Should there be future issues regarding road safety, accessibility for emergency vehicles, safety concerns about exit planning for residents, property damage or a personal injury claim, will the Condo Board have the resources available to them, to meet financial obligations and ensure all issues are dealt with in a timely and acceptable manner. Should it be deemed that poor design of unit accessibility in case of fire, insufficient alternate exits for residents, or high risk traffic approaches played any part in future potential claims, will the township be liable in any capacity as they approved the plan?

TRAFFIC FLOW

There is only one entrance/exit to the development, on the side of a hill that is treacherous in the winter and has a high rate of collisions. When there is a skim of snow or ice on the hill, it is extremely difficult to stop at the bottom of the hill and avoid having cars slide through the intersection. With 50 or more vehicles entering and exiting the traffic flow mid way down the hill I believe it will greatly increase the risk of accidents and potential personal injury. I understand that a traffic assessment study was completed and approved by a London firm (paid for by the developer) and they deemed the single entrance/exit to be satisfactory. I understand Jean McLaren, an Engineer for the Town of Ingersoll, will review the assessment and report to Council. As a constant user of McKeand St., and well aware of the winter hazards on the hill, I believe my safety and the safety of my family will be put at risk.

FIRE/EMERGENCY ACCESS

With one entrance/exit and a completely fenced development, should there ever be a fire towards the front of the development, how would residents exit as the entire development will be enclosed with a fence and the other roadway would be the only approach for emergency vehicles? The firemen would have to fight any blaze at the rear of a unit, from the front as there is no access for fire trucks towards the back i.e. between the fence and unit #1 there is 3.88 m, others being 6 m with turns that I doubt a fire truck could make. I would request that the Fire Chief sign off on their emergency response ability to access all parts of this development prior to approval of the re-zoning.

ENVIRONMENTAL IMPACT

I request that an environmental impact review be undertaken by the Upper Thames Conservation Authority to define the impact of this development relevant to grading and subsequent impact on the water table which is currently 3 ft from the surface? How will it impact the aquifer? The run off water and the plowed snow will eventually be drained into the municipal disposal system, what is the developer's plan to deal with this issue prior to the water reaching that point and is it environmentally suitable?

PERSONAL ISSUES

I understand that all the topsoil will be scrapped off and stored on the south side of my property directly beside my garage, for future use in landscaping. Due to the quantity involved, it will represent a small mountain of soil that over the duration of the construction – which could represent several years, will create water and mud running down against the side of my wooden structure with the potential of rotting the wood.

The plan calls for the property to be fenced, however that is generally the last step in a development and

I would ask that it be installed immediately along the southern edge of my property due to the fact that I have a severely handicapped son who should not be denied the use of the yard for the duration of the development. Previously I was told that they would put up a temporary shorter fence, (snow fence) this will not ensure his safety as it is too short and unstable.

What is the intended use of the Amenity Area – is it to be maintained as a small park/green space, playground for children, or a storage area for equipment. Apparently, as it stands, it will be a green space with no structures slated. Once the development is complete, can this be enforced or could it possibly be used to store equipment?

I believe that the density, access, grading and water issues will impact significantly on the value, safety and enjoyment of my property and would like these concerns addressed prior to approval.

Sincerely,

Paula Todd
173 McKeand St.
Ingersoll, Ont.
July 5, 2010

c.c. Mr. Euken Lui – Manager OMB
416-326-5363

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