

## PUBLIC PARTICIPATION MEETING COMMENTS

17. PUBLIC PARTICIPATION MEETING - Eagle Ridge Subdivision - Phase 2 - Properties located at 810, 1055 and 1079 Westdel Bourne and 1959 and 1997 Oxford Street West (39T-17501/Z-8725)
  - Craig Linton, Developro Land Services – expressing agreement with the staff report, the redline revisions are fine; advising that he has approximately seven draft plan conditions that he would like clarification on or has a concern with; asking to work with staff to come to some clarity on a variety of issues; Condition 15, section 2, winter maintenance protocols – this was brought up at the initial proposal report stage and he advised staff that West Kains Land Corp. will simply contract the City of London to do all the winter maintenance but he is still being requested to identify the winter maintenance protocol and if identification of the winter maintenance protocol is him just saying that they are going to contract everything to the city right from day one, that is fine, but if it identifies him saying what types of products are going to be used, he does not know how to address that because they are going to contract the city to do it right from day one; indicating that this will ensure that the winter maintenance is consistent from the inception of the subdivision right through the assumption process when the city would take it over; Condition 21 speaks to Low Impact Development (LID) initiatives and he respectfully submits that SWM facility A is already one giant LID, it is a giant infiltration facility; anything that they could do on their private development site would be virtually nothing compared to what the pond provides already; advising that the other issue that he has with this is that currently there are no city standards for LID's for developers to use in municipal right-of-ways; pointing out that he has had the situation before where they have come forward with something that is not standard and it is a nightmare to get it put through engineering drawing approval; outlining that he does not think that it is fair to have a draft plan condition that asks him to do something that the city has yet to have a standard for; realizing that the standards are coming, but they do not exist now and he fully anticipates that there will be an engineering drawing review prior to the city having any standards for that; reiterating that it is difficult for him to understand how they can be held accountable to this particular condition when there are no city standards to the best of his knowledge that can allow them to accommodate that condition; Condition 22, they have done significant hydrogeological reports for Phase 1 that cover the vast majority of the area, there has also been so much work done by the city to facilitate SWM facility A, they are simply hoping that they can rely on the vast majority of the existing information that is out there; Condition 34 speaks to road allowance width and further to that Condition 35 speaks to enhanced landscaped boulevards, which just means that the boulevard gets a little bit wider so you have a little bit more grassed area and you plant trees; indicating that you get trees and grassed boulevards in a standard boulevard; pointing out that in Phase 1, at the entrance to Kains Road, they have a lovely landscaped median that is maintained by West Kains Land Corp., even though the street is assumed, it is still being maintained through the Adopt-A-Park program; advising that it was always the intention of his client to do the same treatment at the other end of Kains Road at Oxford Street West and they are being told that that is not permitted any longer and they have these widened boulevards which do not really do anything to enhance any sort of gateway treatment or place making; reiterating that is at odds with any type of place making initiatives that the Urban Designers love to see; Condition 45, Temporary Street Lighting, it is requested at the intersection of the Linkway and Westdel Bourne and also at the intersection of Kains Road and Oxford Street West; requesting relief from both of these Conditions as he thinks that it is more appropriate that the city undertake to do a comprehensive street lighting design all the way along Westdel Bourne and as far as the city needs to on Oxford Street West to have a continuous street lighting treatment instead of having drivers going from light to dark; advising that he had the same situation on Sunningdale Road years ago and the city realized what they were going to have to have is these light to dark sections and they acknowledged that it is not safe because as drivers drive along, you do not adjust properly to the changing light levels of the street light; pointing out that once you enter an area that is street lit, it should remain

street lit, you should not just have an intersection lit up as being bright and then go to dark again; additionally, the intersection of Kains Road and Oxford Street West is also really the intersection of Gideon Drive and Oxford Street West and Kains Road; advising that intersection is huge and the requirements here do not speak to where does it stop; wondering if he has to light the south side of Gideon Drive as well; noting that it could turn into a dozen street lights; reiterating that it is not well defined in the Conditions; Condition 48 speaks to vehicular access to the existing house that is located at 1079 Westdel Bourne, his clients want the option to be able to retain the house; noting that it currently occupies what is shown on the draft plan as Lots 48 and 49; understanding the Condition that if the properties are developed the driveways should go to the Linkway and not one of those driveways should go directly to Westdel Bourne, that is fine; however, if his clients chose to retain the existing house they should be allowed to retain the existing driveway, the driveway exists already there, it is located on the south side of the lot, away from the Linkway and if they were to divert the driveway over you wind up taking most of the front yard of that house and then there is no point in retaining it to begin with; reiterating that if his clients chose to retain the house, that they retain the existing driveway; noting that the driveway is on the south side of the house which matches where the carport/garage area is; Condition 90, requesting clarification on grading and open space blocks, particularly in the OS-5 area; advising that they have done more than a simple flat line drawing on a plan to accommodate the Thames Valley Parkway; understanding that there are significant grading concerns and for them to be able to meet Parks Planning's standards with respect to the Thames Valley Parkway those park blocks are going to have to be graded such that the grading is going to have to go into the OS-5 area which is the wetland area; stating that it is defined as the wetland area; however, the area that they are grading into is the existing farm field; indicating that they are not removing any vegetation, it is just some minor grading that is probably going to have to go into the existing farm field.

- I. Gutmanis, 2085 Oxford Street West – indicating that she purchased her property in 1983; advising that her home is the original homestead of the Kilbourne family; noting that the farmhouse is approximately two hundred years old; pointing out that it has a fieldstone foundation and in her living room she has hand hewn wooden beams; indicating that her house is serviced by a well and along with Woodeden Camp, they have shallow groundwater wells; advising that her well is 32 feet deep; stating that she has no sewers, no water line, no gas, no cable, no fire hydrants and a mailbox that is a kilometer and a bit away; referencing the SWM facility that is being developed immediately adjacent to her property, she can advise the city that the workers start promptly at 7:00 AM; advising that she has worked very hard with her Councillor, the Engineering department, with a number of different groups to make sure that she has always had a contingency plan in place should there be any disruption to the water; advising that the Engineers have sub-contracted the hydrogeological reports that Mr. C. Linton, Developro Land Services, has been talking about and there seems to be a lot of strategies around trying to make sure that neither her well nor that of Woodeden's Camp is directly affected; noting that for this particular development Woodeden is probably at a bigger risk than she is at because they are literally getting their groundwater from a well that is far closer to where Tributary C is; expressing concerns with the plan that has just been described; advising that one of the concerns is the water supply, which she believes the city has been trying to address, is that the well water be maintained and the wells be maintained in the area; reiterating that 32 feet is where her point sits so the aquifer probably sits at around 28 feet, which is not very deep, especially if they are putting in sewer lines underneath as well as other amenities; worrying that her water line will be hit; noting that if it is not, the city will be losing groundwater; advising that groundwater is an incredibly valuable resource that she thinks that we all really need to think about; asking that the same contingency plans that the city has put in place are also in place for the entire construction period during which this Eagle Ridge subdivision is developed; wanting to make sure that those costs are clearly covered by the developer; noting that that has not been stipulated in any of this; stating that the developer also talked a little bit about some of the contingency plans that were in the staff report; wondering who is going to maintain the road quality; pointing out that that makes a huge difference to her well; providing the example that, if the well is not damaged, if the city or developer uses salt on the roads her well will be damaged because the salinity will increase; advising that people will have to be very careful regarding how

the roads are managed should her well not be damaged; discussing the vibration during the construction; reiterating that she has a field stone foundation, her basement has white painted rocks and the vibration associated with the geological changes with the digging and moving the dirt around, she is concerned that there will be damage done to her foundation; requesting ongoing hydrogeological assessments despite the developers interest in not doing that; expressing concern with the Kains Road extension, where it connects with Gideon Drive, will be less than 200 feet from her driveway; indicating that her driveway comes out onto Oxford Street West and there has been discussion about a traffic circle and how some of the lot configurations will be changing as a result of the volume of traffic; pointing out that if she is trying to exit her driveway and turn left she is going to be within feet of a traffic circle; wondering where the bus lines are going to go; expressing appreciation for the bus line that goes to the McCormick Nursing Home but she is not sure how we are going to integrate bus lines into what is being currently proposed; discussing density and lot size, in 2007, the proposal was for 69 homes and the proposal is now up to 94 homes and because of the SWM pond, the area on which these homes are being built has been constrained; building more homes on less property; pointing out that the plan shows 10 homes adjacent to her property line and that is a lot of neighbours to talk to; wondering if her well should be maintained, if there is a spill of gasoline, if there is a spill of any equipment nearby, the aquifer will be permanently damaged; expressing concern about the Thames Valley Parkway that has been proposed, while she is very happy that the homes will not be immediately abutting her property line, the parkway goes immediately beside the environmentally sensitive area and potentially where there are a lot of snakes and there is a proposal to build on that sensitive area; with the Thames Valley Parkway ending at Oxford Street West, there had better not be parking on Oxford Street West to access the parkway so they are not coming in and out immediately adjacent to her property; reiterating that it is nice to have the buffer zone but she would be negotiating with 10 families; advising that there will be trash from hundreds of people that she could potentially be cleaning off of her front lawn; referencing the Environmental and Ecological Planning Advisory Committee (EEPAC) and how EEPAC does not want the walkway where it is either; pointing out that the farmland is amazing farmland and is one of the reasons that Liahn Farms was created; expressing frustration that the city is taking valuable farmland and creating urban sprawl; hearing packs of coyotes in the parkland at night; advising that there is also a large number of deer living in the area;

- J. Loessin, 1916 Riverbend Road – expressing concerns about the area in general, which includes this development, the West 5 development and the South Sifton development; pointing out that these three areas are being developed simultaneously, there are houses going in throughout this area along with houses that are going in on the Kilworth and Komoka areas; stating that all of this is going to amount to increased traffic through the Oxford Street West corridor into and out of London on a regular basis and this will include Westdel Bourne; asking that a traffic study be conducted throughout that area to assess the traffic impacts on these developments as a whole and how they can be remediated and improved so that the area between Sanatorium Road and the city limits on Oxford Road will be able to accommodate the increase in traffic; expressing concern that there is not a single service located in that area of Riverbend, where the West 5 development is going in or where the South Sifton development is going in; pointing out that if you want anything, from a jug of milk to a haircut, you have to drive, the walkability score of this neighbourhood fails; noting that the pathways are beautiful and you can walk around in the neighbourhood, you cannot go anywhere unless you drive; encouraging that through the development planning process that any applications for development for services be looked at seriously and be moved along so that they can encourage development for services.