



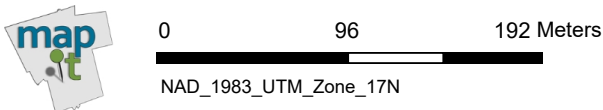
Plate 1: Location Map with Existing Zoning
 File Nos: SB22-08-6 & ZN6-22-10 - 1879784 Ontario Inc.
 Lots 223, 224 & 226, Block 63, Plan 279, Town of Ingersoll



Legend

- Parcel Lines
 - Property Boundary
 - Assessment Boundary
 - Unit
 - Road
 - Municipal Boundary
- Source Protection Screening
- GRCA Reg Limit
- UTRCA Reg Limit
- LPRCA Reg Limit
- CCCA Reg Limit
- Zoning Floodlines Regulation Limit
 - 100 Year Flood Line
 - 30 Metre Setback
 - Conservation Authority Regulation Limit
 - Regulatory Flood And Fill Lines
- Land Use Zoning (Displays 1:16000 to 1:500)

Notes



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. This is not a plan of survey

February 2, 2024



Plate 2: Aerial Photo (2020)

File Nos: SB22-08-6 & ZN6-22-10 - 1879784 Ontario Inc.

Lots 223, 224 & 226, Block 63, Plan 279, Town of Ingersoll



Legend

- Parcel Lines**
 - Property Boundary
 - Assessment Boundary
 - Unit
 - Road
 - Municipal Boundary
- Zoning Floodlines**
- Regulation Limit**
 - 100 Year Flood Line
 - 30 Metre Setback
 - Conservation Authority Regulation Limit
 - Regulatory Flood And Fill Lines
- Land Use Zoning (Displays 1:16000 to 1:500)

Notes



0 48 96 Meters

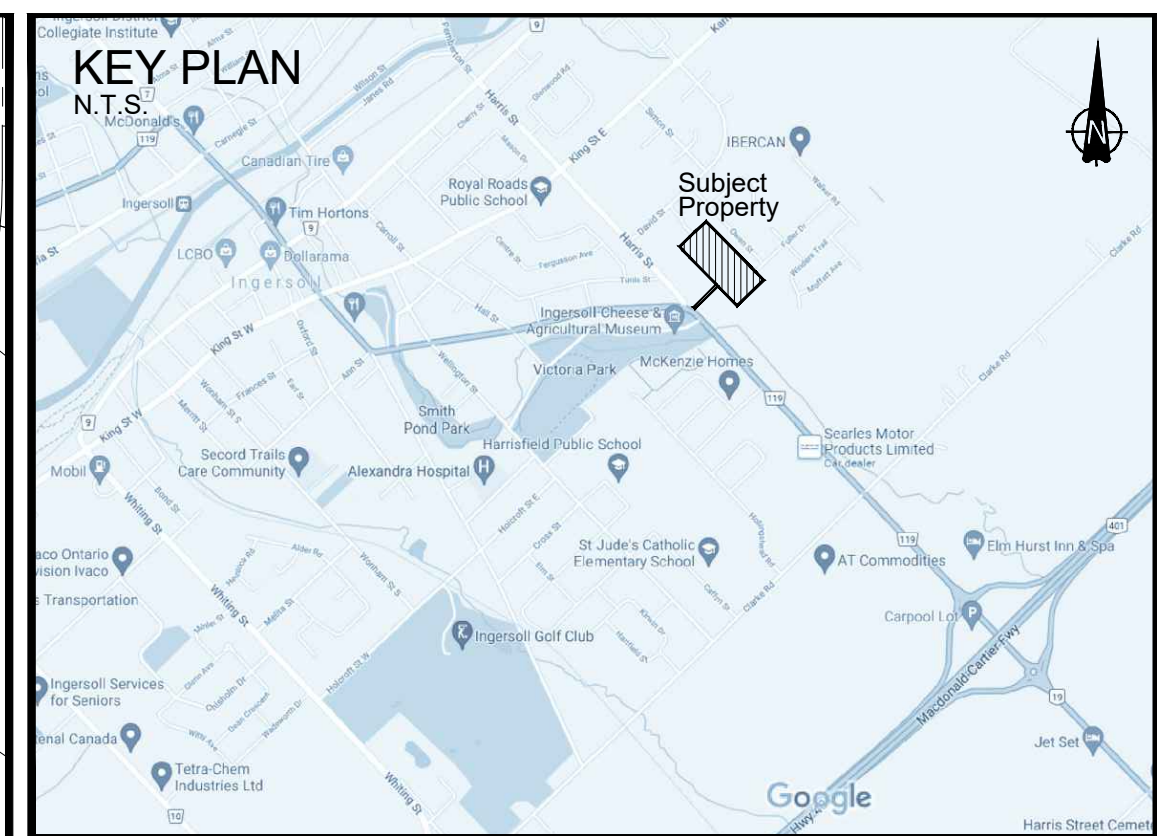
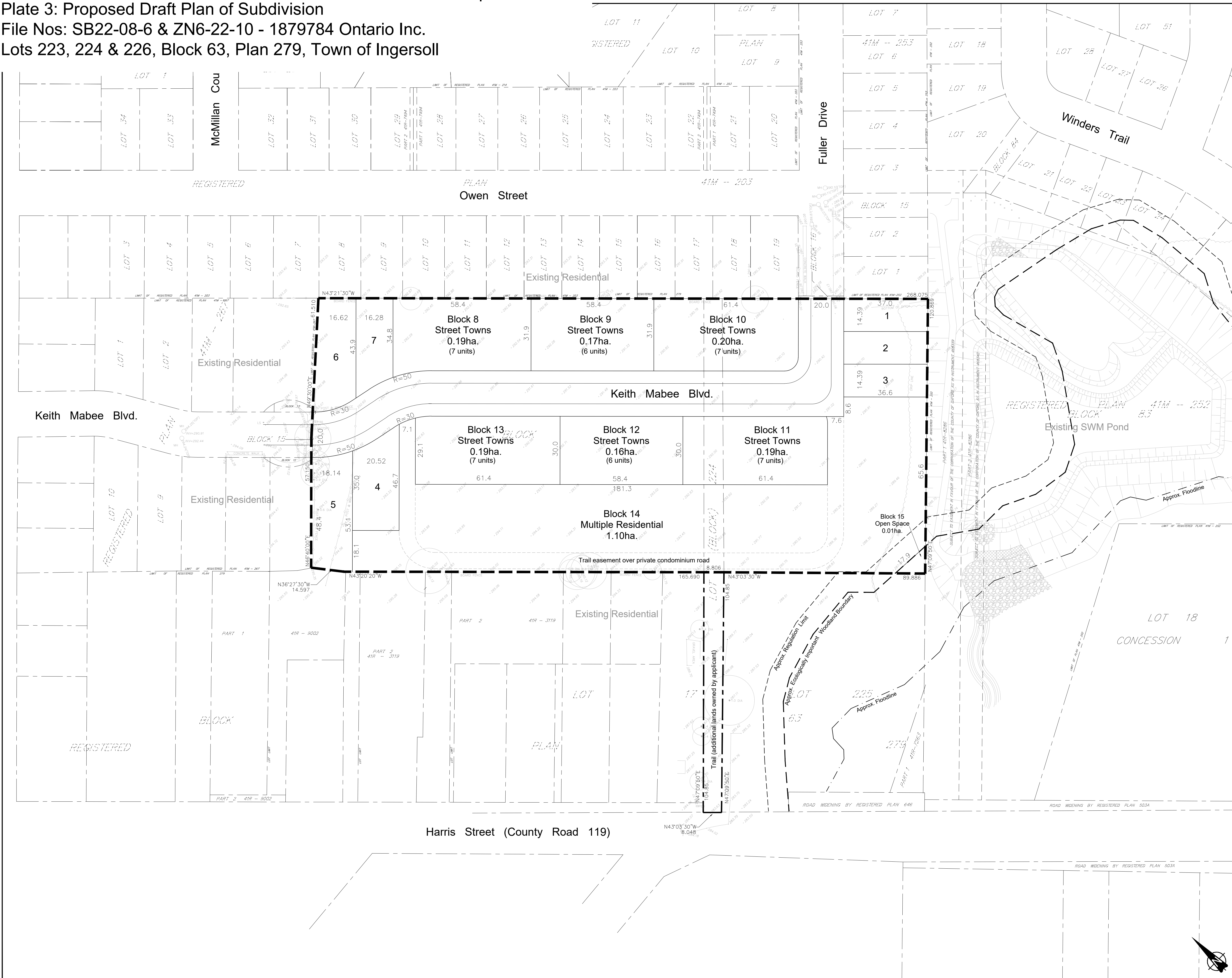
NAD_1983_UTM_Zone_17N



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. This is not a plan of survey

February 2, 2024

Plate 3: Proposed Draft Plan of Subdivision
 File Nos: SB22-08-6 & ZN6-22-10 - 1879784 Ontario Inc.
 Lots 223, 224 & 226, Block 63, Plan 279, Town of Ingersoll



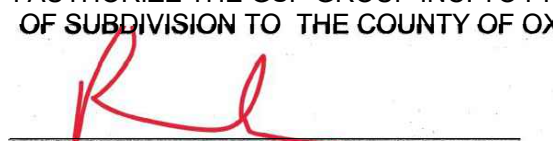
DRAFT PLAN OF SUBDIVISION

Lots 223, 224, 226, Block 63
 Registered Plan 279
 Town of Ingersoll
 County of Oxford

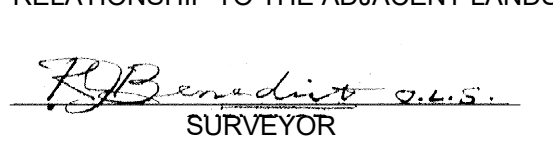
LAND USE SCHEDULE			
DESCRIPTION	LOTS/BLKS.	UNITS	AREA (ha.)
Single Detached Res.	1-7	7	0.49
Street Towns	8-13	40	1.10
Multiple Residential	14	26	1.10
Open Space	15		0.01
Keith Mabee Blvd.			0.54
Total		73	3.24

ADDITIONAL INFORMATION
 (UNDER SECTION 51(17) OF THE PLANNING ACT)
 INFORMATION REQUIRED BY CLAUSES a,b,c,d,e,f,g,j and l ARE AS SHOWN ON THE DRAFT PLAN.
 h) Municipal water supply
 i) Silty loam
 k) All sanitary and storm sewers as required

OWNER'S CERTIFICATE
 I AUTHORIZE THE GSP GROUP INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE COUNTY OF OXFORD.


 OWNER MARCH 21, 2022
 DATE

SURVEYOR'S CERTIFICATE
 I CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE CORRECTLY SHOWN.


 SURVEYOR 21 MARCH 2022
 DATE



REVISIONS	
March 9, 2022	
July 20, 2022	
May 2, 2023	

PLANNING | URBAN DESIGN | LANDSCAPE ARCHITECTURE
 gspgroup.ca
 Date: July 23, 2021 Drawn By: S.L. Dwg. File Name: dp22213b - keith mabee.dwg
 Scale: 1:750 metric Project No.: 19298/22213

From: [Paula Toft](#)
To: [Ron Versteegen](#)
Subject: Fwd: Keith Maybee Perposal
Date: February 28, 2023 8:32:40 AM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

FYI

Kind Regards
Paula Toft
Deputy Clerk
Wedding Officiant
Town of Ingersoll
[519-485-0120 ext. 6260](tel:519-485-0120)

----- Forwarded message -----

From: **Darlene VanDyk** <[REDACTED]>
Date: Tue, Feb 28, 2023 at 6:57 AM
Subject: Keith Maybee Perposal
To: <clerks@ingersoll.ca>

I am writing to voice my concerns and objectives of the proposed development on the end of our quiet culdesak at Kieth Mabee Blvd. The proposal that is on the table now is horrible as we were told this would develop into single dwelling homes. The developers are proposing to put in 83 townhouses and condos. All this would increase the traffic on this street to dangerous levels... Also the fact that Owen St will come all the way down to Harris St. until some future date...(who knows when) is a huge cause for concern.

There are many in this area that have many concerns and objections... We are planning on coming to the meeting to hopefully voice them...

Darlene VanDyk

[REDACTED]

Ingersoll.

[REDACTED]

Jan 25,2023

To: Ron Versteegen

This is in reference to the letter we received as to the application by Klondike Homes for a zone change to develop the south end of Keith Mabee Blvd in Ingersoll. File # SB 22-08-6 & ZN 6-22-10.

There are several semis that have been on infill lots in the last couple years. A seniors building has been built on Thames St South with more to be built. There are plans to build two apartment buildings on King St West. A multi residential development is being built in Oxford Village already.

Right now there are 350-400 homes in Oxford Village subdivision. Ninety five percent of us must use David Street to get to our homes as there is only one access road in and out of this subdivision. See attached Google map.

Another access road should have been required off Harris St/Hwy19 or Clark Rd before the previous approval for the multi residential development that is being built now.

I have reviewed Klondike Homes plan for the subdivision They have what looks like a walkway down to Harris St. It leads down to a high traffic road with no sidewalks. Not safe! Why are they not extending Fuller Drive down to Hwy19?

We take our lives in our hands crossing David St just to get our mail. I can hardly wait till another 300-600 cars hit David Street.

No more zone changes should be allowed in this subdivision until these safety concerns are addressed and another access road built.

Houses here have already started to go up for sale. We feel like we are being forced out of our homes that we built for our retirement.

It is time that this county and municipality start doing what is right for its residents and taxpayers, not rich developers and builders.

Barb Fitzmorris



Oxford Village Subdivision

Letter to council, with regards to Planning File #SB22-08-6; ZN6-22-10.

Application for Draft (1879784 Ontario Plan of Subdivision and Zone Change Inc.)

Thank you for the opportunity to voice our concerns regarding the above plan of development.

The residents of Keith Mabee Blvd are not opposed to development of the property beyond our street. We are however opposed to Klondike Homes Ltd. application for overwhelmingly high-density infill housing on a parcel of land that is surrounded by existing single-family dwellings. We feel this would not be compatible with the layout and character of the neighborhood and would greatly complicate and increase traffic flow on smaller streets and intersections. This includes the extension of Keith Mabee Blvd from its current configuration as a dead-end street to the predominant route in and out of the proposed development.

We are asking that the end of our street remain as a cul-de-sac. At the time of purchase of our properties, we were all informed that our boulevard would consist of only custom homes on larger lots, and the boulevard would be finished as a cul-de-sac. The completed pavement at the end of our street, also reflects this verbal information shared with the purchasers. Lots were purchased under the pretense that we were buying on a dead-end cul-de-sac.

We have detailed our additional concerns regarding the high density multiple residential application at the end of Keith Mabee Blvd as follows:

Traffic flow - The addition of 83 units, and a proposed street flow plan including the extension of Keith Mabee from cul-de-sac to essentially the main artery in and out of the development, is troubling. We acknowledge that Fuller Drive is also presented as another exit/entrance. However, given the geography of the subdivision, it wouldn't seem sensible to access Fuller as a convenient route. The most likely option would appear to be Keith Mabee due to its proximity to the highway and other main roads. This would be detrimental to our street and as a result, would significantly increase the traffic and congestion then turning on to David and Harris Streets. We feel a traffic flow study is essential for the safety of the neighborhood and its residents.

Impact of Bill 23- As previously noted, we recognize the need for more available housing in Ontario, including within our town and surrounding communities. However, we question the influence Bill 23 has had on this proposed high-density development. Who benefits the most with this type of plan? -the enormous financial gain for the developer and outside investor opportunities? - or the real prospect of home ownership for families in our area.

Provisions in Bill 23 make voicing objections by residents to challenge a project such as this, nearly impossible. We therefore respectfully ask our council to thoroughly review the implications of this proposal, including zoning changes, traffic studies, and potential municipal tax changes, on our behalf.

Zoning and Subdivision Plan –The land is currently zoned developmental. This is something that council has authority to rezone, and we hope that this decision will be carefully reviewed, given the considerable negative impact it could have for the current residents (R1/R2 -residential low-density vs R3/R3 Special-medium/high density). This type of high density in-filling development should be in keeping with, sensitive and respectful to, the existing surrounding neighborhood. We believe that the consideration for alternate and additional street access should be researched. We would like to request that the developer Klondike Homes Ltd., and our council members engage and involve our community in a building design process that allows all stakeholders have their voices heard before this application is accepted.

Again, we appreciate this opportunity, and we invite any council member to visit our street to view and discuss these matters of importance.

Ken and Rebecca Zegers ([REDACTED]) [REDACTED]

Jason and Teresa Graham

Rob and Ann MacDonald

Jeff and Robyn Shapton

Lorne and Debbie Waud

Trisha Nott

Rick and Darlene VanDyk

Tammi Minogue and Larry Stafford

Marlene Minogue

Bryan and Anny Pacheco

Jason and Tara Duwyn

Tom and Barb Fitzmorris



Ingersoll Cheese &
Agricultural Museum



Keith Mabee Proposal for a cul-de-sac as it was originally proposed to Keith Mabee residents. This plan also includes ideas for further development for consideration to Klondike Homes. 01/28/2023

February 25, 2023

Town of Ingersoll
Town Council
130 Oxford Street (2nd Floor)
Ingersoll, ON
N5C 2V5

Dear Councillors:

My name is Trisha Nott, and I am a **lifetime member of this community**. I am a **property owner on Keith Mabee Blvd., Ingersoll, ON** and am writing you to express my **OBJECTION** to the Application for Zone Change as proposed by GSP Group Inc. File Nos. SB 22-08-6 & ZN 6-22-10 involving land located at the south side end of Keith Mabee Boulevard, legally described as Lots 223, 224 & 226, Block 63, Plan 279.

I have reviewed the proposed Application for Zone Change as well as the associated Proposed Draft Plan of Subdivision as it relates to the parcel of land noted above. I am writing you to express how **this change in zoning and development, if approved, will affect the current residents of Keith Mabee Blvd., Owen Street,** and the surrounding neighbourhood.

To begin, I firmly believe that there is **GREAT VALUE** in having **upfront discussions** and engagement with members of this community, regarding proposed land zoning change applications and development plans, especially with those who will be **directly affected by the proposed plan** and who are **the very residents who will be left living in the neighbourhood where a development plan is being proposed**. We, as members of this community, are the **VERY FOUNDATION** of what makes Ingersoll a desirable place to live and raise our families and should have a choice regarding the development of land directly affecting our homes and surroundings. We respectfully ask that the Town of Ingersoll, as represented by Town Council, **HEAR our concerns** and take steps to **represent the BEST INTERESTS** of those who are **CURRENT ESTABLISHED MEMBERS OF THIS NEIGHBOURHOOD, AND OF THIS COMMUNITY, WHO HAVE BUILT THEIR LIVES, FAMILIES AND FUTURES AROUND THIS BEAUTIFUL TOWN.**

I have put together a synopsis of some, and certainly not all, of the concerns that I and the members of Keith Mabee Blvd have, and that we strongly believe **support our OBJECTION to the proposed change to zoning and development of the land proposed by GSP Group Inc.**

- The proposed plan **DOES NOT FIT** within the **ESTABLISHED CHARACTER of the NEIGHBOURHOOD** and is considered **OUT OF CONTEXT for the locality proposed**. Specifically, the residence and homeowners of Keith Mabee Boulevard built large custom homes on large lots in what was to be a dead-end cul-de-sac. **ALL HOMEOWNERS COLLECTIVELY HAD THE SAME BELIEF THAT THE CUL-DE-SAC WOULD BE COMPLETED AS SUCH, A BELIEF THAT WAS CONVEIGED AT THE TIME THEY BUILT THEIR HOMES** less than 10 years ago. The Boulevard was named Keith Mabee

Boulevard prior to homes being built, and the lots are designed, and homes built around a paved circular cul-de-sac. (see Diagrams 1, 2 and 3 and video clip attached) That was the intended development concept of Keith Mabee Blvd., following the design of the neighbourhood it became part of, known as Oxford Village, and it is precisely the reason the land was purchased and homes built by the residents of Keith Mabee Blvd. **THE PLAN FOR COMPLETION OF KEITH MABEE BLVD. AS A DEAD- END CUL-DE-SAC SHOULD BE REALIZED AS ORIGINALLY INTENDED, AND THIS SHOULD BE REFLECTED IN ANY PROPOSED ZONING AND DEVELOPMENT PLAN FOR THIS AREA.** The land in the proposal can be accessed from Fuller Street and development of the land should reflect the character and design of the neighbourhood surrounding it.

- The rezoning of the land and the development plan in the application, if accepted as proposed, poses a **significant SAFETY RISK and HAZARD for the families of Keith Mabee Blvd., their children** and the **surrounding established neighbourhood**. This is specifically due to the **LARGE INCREASE IN VEHICLE TRAFFIC FLOW** that would be created by the extensive number of vehicles associated with the dense housing plan as submitted by the Applicant. (Calculated on at least 2 vehicles per residence) The plan proposed **CREATES A THROUGHFARE** in and out of the development **THROUGH AN ESTABLISHED STREET AND COMMUNITY** that was neither designed nor created to support such traffic and vehicle congestion. **TRAFFIC FLOW and SAFETY ASSESSMENTS MUST BE CONDUCTED** to assess the safety risk posed to the current residents of this street and community. **OUR SAFETY AND OUR FAMILY'S SAFETY MUST COME FIRST!**
- The plan proposed is **NOT STRATEGIC** nor **BALANCED** in its approach to development of land and housing **in a currently established neighbourhood**, a neighbourhood that already has provision for higher density living designated, (see Diagram 3) that being a new housing development currently underway, that is strategically designed around public green space and exhibits a balance in style and variety of housing options and lifestyle. **The land parcel proposed for zoning change is NOT located in a strategic location** for the number of units and style of housing proposed. **It is a parcel of land in the MIDDLE and SURROUNDED by PRE-EXISTING single dwelling homes.**

The land is not located in an area available for expansive future new development and is **NOT STRATEGICALLY PLACED** close to **services, amenities and green space needed** and desired to support the residents of such a **high-density development**. Additionally, the plan presents **glaring issues** relating to **overcrowding, overshadowing of property, infringement of privacy, excessive street parking, and lack of infrastructure** associated with such high-density zoning and development.

Furthermore, **land is currently available in more appropriate proposed NEW DEVELOPMENT sites** in the **Town of Ingersoll** which are:

1. more **desirably located in relation to valuable services and amenities required** to meet the needs of potential residents

2. **can be strategically designed FROM INCEPTION to accommodate high density zoning and housing development** as part of a mixed and balanced housing master plan that provides all residents “**room to grow**” and **SPACE** to raise their families and build **STRONG COMMUNITIES**
3. are equipped to **meet the needs of further future expansion** and development

RESIDENTS OF AN EXISTING COMMUNITY MUST NOT BE EXCLUDED FROM A DEVELOPMENT PLAN INVOLVING THE VERY SUBDIVISION AND NEIGHBOURHOOD THEY LIVE IN, PLANS THAT AFFECT THE FUTURE ENJOYMENT OF THEIR HOMES AND PROPERTY

- The zoning change proposed and the associated development plan proposed presents **serious ENVIRONMENTAL CONCERNS** associated with the **overdevelopment and stripping of fertile farmland**. The area proposed is **home to wildlife, essential flora and fauna, a border of large mature trees, natural watershed and wetland, rich soil** and many other additional natural resources which **cannot and should not be ignored and destroyed by unbalanced, inappropriate development of housing**. The area has been home to a family of red fox for years along with rabbits, skunk, racoon, deer, birds, mice and other wildlife that will be **pushed off the land** by the development associated with this zoning change application. The **environmental impact** caused by the stripping and developing of valuable farmland needs to be **carefully studied**.

DEVELOPMENT MUST NOT BE A WHOLESALE APPROACH, “HOUSING AT ANY COST”, BUT RATHER MUST BE APPROACHED WITH CAREFUL CONSIDERATION AND MINDFUL PLANNING THAT MAINTAINS AND PRESERVES THE ECOSYSTEMS THAT ARE FUNDAMENTAL TO FUTURE GENERATIONS OF RESIDENTS.

- If allowed, the residual **FINANCIAL CONSEQUENCES** that such a development poses to the **members of this existing community**, specifically those **who live on Keith Mabee Blvd. and Owen Street will be certain**. **Property values will diminish** in one of the most beautiful, desirable and quiet areas of Ingersoll, this being **A DIRECT RESULT of a zoning change and development plan** that is **neither strategic, balanced nor beneficial to the long-standing community it affects**.

THE FAMILIES OF KEITH MABEE BLVD. and OWEN STREET SHOULD NOT HAVE THE VALUE OF THEIR GREATEST ASSET PUT AT RISK AT THE HANDS OF A NEW DEVELOPMENT THAT HAS NOT BEEN DESIGNED WITH THE CURRENT CITIZENS OF THIS COMMUNITY IN MIND.

FOR THESE REASONS NOTED ABOVE, AND MANY MORE, THE ZONING CHANGE APPLICATION AND DEVELOPMENT PLAN AS PROPOSED BY GSP GROUP INC MUST BE REJECTED BY OUR TOWN.

While still in the early stages, (and subject to public opposition and further governmental development and scrutiny) “Bill 23, More Homes Built Faster Act “clearly identifies the need for Ontario to build and provide affordable housing for all. This is undisputed. It does not, however, support the notion that we must accept development “at any cost”. It also does not support a developer proposing to cram in as many homes as they can, in whatever form or fashion they see fit, on whatever pocket of land they can get their hands on, under the guise that they are working to fix Ontario’s affordable housing needs.

Bill 23 calls for municipalities to approve **development that sustains the sociological and financial well-being of the community over the long term** and encourages an **appropriate range and mix of residential housing opportunities** for their citizens. Developers’ plans must be scrutinized, being mindful to not only the growth of a community, but the **well-being, stability and benefit of the current community**. **When a plan does not meet those criteria, it is NOT A GOOD PLAN, and it needs to be REJECTED. A MUNICIPALITY SHOULD REJECT A PROPOSED CHANGE OF ZONING THAT IS FOR A PURPOSE THAT IS NOT IN THE BEST INTERESTS OF ITS CURRENT CITIZENS.**

Proposing that zoning be changed to allow a building plan that crams a cluster of 76 townhomes and 7 single dwelling homes (90 to 10 percent ratio) on a parcel of land in the middle of a pre-established neighbourhood, creating a throughfare thru a pre-existing cul-de-sac, is not an appropriate, nor balanced design and clearly benefits nobody but the builder himself. **“Community Planning involves reviewing development proposals and using planning tools to help balance social and economic interests while preserving and protecting the natural assets of our community.** “ It is NOT GSP Group Inc.’s responsibility, nor right, to design what our town and neighbourhoods are going to look like, it is OURS.

We are privileged to live in a Town that is not “land locked”, but rather has **natural room to grow, room for communities and neighbourhoods to be STRATEGICALLY DESIGNED from INCEPTION** to include undeniably needed housing in a fashion that is **mindful, desirable, and pleasing** to the potential residents of that community.

Councillors of Ingersoll have been elected and assigned the responsibility to represent the citizens of this Town and the families of our community. We, therefore, respectfully ask for your support in **REJECTING THE PROPOSED ZONING CHANGE** and **DEVELOPMENT PLAN** as presented by GSP Group Inc. We ask that as elected officials you **HEAR** our concerns, **ACT** on our behalf, and choose to take an **ACTIVE ROLE** in shaping what our Town is and will become.

IT IS OUR HOPE THAT MEANINGFUL OPEN DISCUSSION CAN BE ARRANGED INVOLVING ALL STAKEHOLDERS SO THAT AN APPROPRIATE ZONING PLAN CAN BE DEVELOPED FOR THE LAND PROPOSED, A PLAN THAT ALLOWS FOR BALANCED DEVELOPMENT

THAT BENEFITS ALL. Thank you in advance for your hard work in support of the residence of the Town of Ingersoll and the families of Keith Mabee Blvd. as well as your careful consideration of this very important matter.

Respectfully,

Trisha Nott

Resident of Keith Mabee Blvd. and lifelong resident of the Town of Ingersoll

Diagram 1: OVERVIEW CURRENT DESIGN OF KEITH MABEE BLVD. oxfordcounty.ca



Diagram 2: OVERVIEW OF THE DESIGN OF OXFORD VILLAGE INCLUDING KEITH MABEE BLVD oxfordcounty.ca

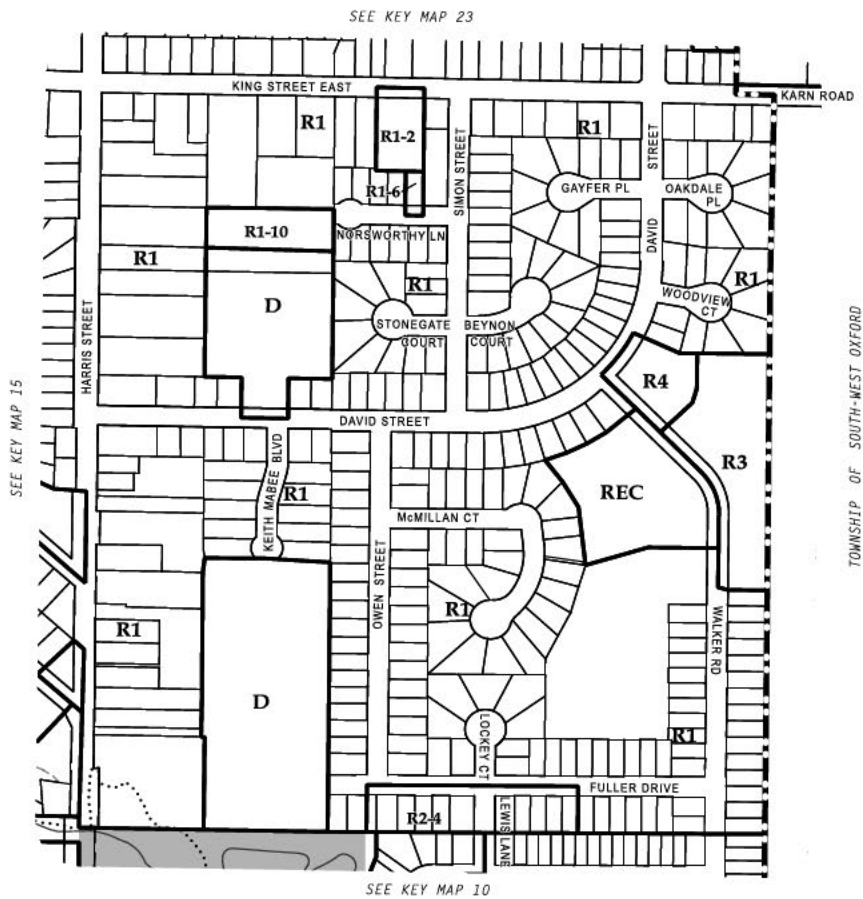


Diagram 3: Zoning Key Map 16 – oxfordcounty.ca

- Keith Mabee Blvd. depicted as a Boulevard reflecting the design and character of Oxford Village

-Depicting the large R3 and R4 zoning already in place and under construction in Oxford Village beside large green space and recreation area - Lorne Moon Park.

-Access to the proposed land via Fuller Street



LATEST AMENDING BYLAW:
20-5116

NOTES: ALL DIMENSIONS ARE IN METRES.
PRODUCED BY THE COUNTY OF OXFORD USING DATA UNDER
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- ENVIRONMENTAL PROTECTION 1 OVERLAY
See General Provisions 5.25.1
- ENVIRONMENTAL PROTECTION 2 OVERLAY
See General Provisions 5.25.2
- FLOODWAY OVERLAY
See General Provisions 5.32.2
- FLOODFRINGE OVERLAY
See General Provisions 5.32.3
- FLOOD PLAIN AND FILL REGULATED AREA
See General Provisions 5.5
- REGULATORY FLOOD AND FILL LINES

SCHEDULE "A"
KEY MAP 16
TOWN OF INGERSOLL

SCALE 1:5,000
Jun 08, 2021



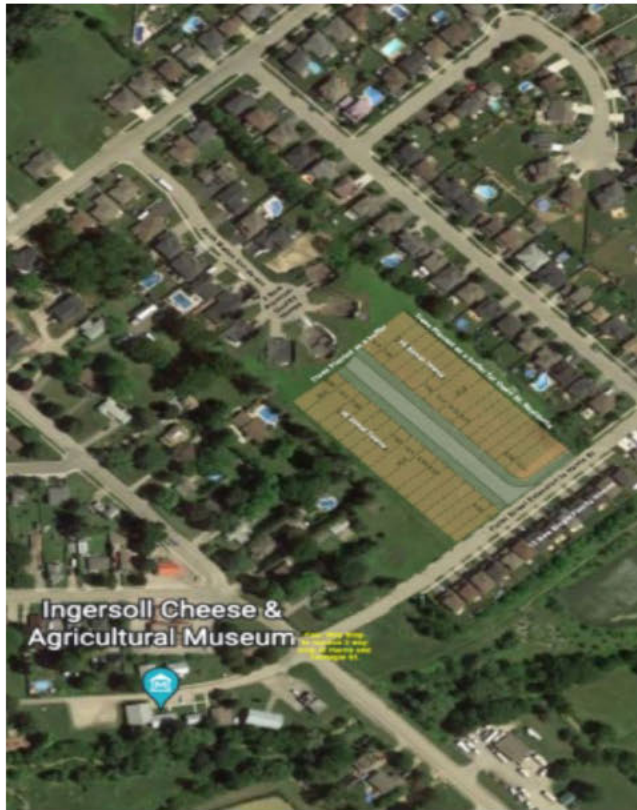


Diagram 4:
-depiction of Keith Mabee Blvd. completed
-Overview of pre-existing, surrounding single dwelling homes on all sides of land proposed for zoning change

Video of Keith Mabee Blvd.



Video of Land Proposed for Zoning Change



From: [Ron Versteegen](#)
To: [Planning](#)
Subject: FW: Keith Mabee Blvd Development proposal
Date: March 15, 2023 9:03:10 AM

SB 22-08-6

Ron Versteegen, MCIP RPP
Senior Planner | Community Planning
County of Oxford

From: Zegers Kenneth

Sent: March 14, 2023 4:19 PM

To: Ron Versteegen

Subject: Keith Mabee Blvd Development proposal

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

Ron,

To follow up on our conversation last week. I would like the to add the following concerns to the application.

- The traffic flow study needs to include the Walker Road development off David street. This traffic for the foreseeable future will be travelling down David Street to Harris Street and out. This will significantly increase the traffic flow through this route. David is already a very busy street as it's the only way out of the Oxford Village subdivision.
- An additional exit via Fuller Street to Harris Street needs to be investigated further. It was said that this proposal had its challenges but, I believe it's worth revisiting again as it would alleviate a lot of the traffic concerns on David Street for sure. If it was constructed in such a way to align with the Cheese Park entrance. As an option, making this a 4 way stop and removing the 3 way stop at Canterbury Street and Harris Street.

Thanks,

This e-mail and its attachments were sent on behalf of Carmeuse or any of its affiliated companies, and may contain privileged, and confidential information intended solely for the use of the addressee. If the reader of this message is not the intended recipient, you are hereby notified that any reading, dissemination, distribution, copying, or other use of this e-mail or its attachments is strictly prohibited. If you have received this message in error, please notify Carmeuse immediately by telephone or by electronic mail, and delete this message and all copies and backups thereof.

From: [Harrie Van Dyk](#)
To: [Planning](#)
Cc: [Karen VAN DYK \(\[REDACTED\] \)](#)
Subject: Ingersoll zone change - File SB-22-08-6, ZN 6-22-10
Date: March 6, 2023 8:54:29 AM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

To whom it may concern, I am writing as a resident/ owner (Karen and Harrie Van Dyk) who live at 43 Fuller Drive.

Ingersoll, please see the following list of elements from my perspective that the Town of Ingersoll should consider and address prior to approval of draft plan of subdivision.

Density of residential areas

- Primary reason we settled our family in this development was to enjoy small town lifestyle with space and amenities to use.
- This development does not appear fit into adjacent residential, does not contain any form of improvement to reflect the increase change in density. One can assume the original land would have been part of the overall development plan to size amenities. This draft plan does not seem provide any extra over amenity space.
- How does the town plan to address street parking and what are assumptions?
- Why does plan allow for development in conservation limits for an amenity area? Where is off setting contribution area as the original subdivision plan would not have contemplated? Therefore, original subdivision plan conservation impacts should not apply to this plan. I assume the original development did not provide allocation as there was no registered plan.
- How does town plan to prevent excessive use of flood plain/conservation lands between condo and hwy 119. Area is currently a dumpsite for garbage, excessive use with impact wildlife (turtles, swallows, deer....) reference secondary plan - **2. Protect, preserve and enhance natural heritage resources** this plan does not appear to enhance.
- What is proposed for condo development ? low income, retirement home or other? In either case where will these groups walk to and how will they get there ?
- I am surprised Ingersoll is rushing this high density zone with existing limits of Ingersoll concurrently with SW Ingersoll secondary plan. Has town optimised medium to high density with the secondary plan? How will a public trail system connect to and integrate with south Ingersoll expansion plans?
- Ingersoll should use this opportunity to retain public lands from developers.

Parks and recreation

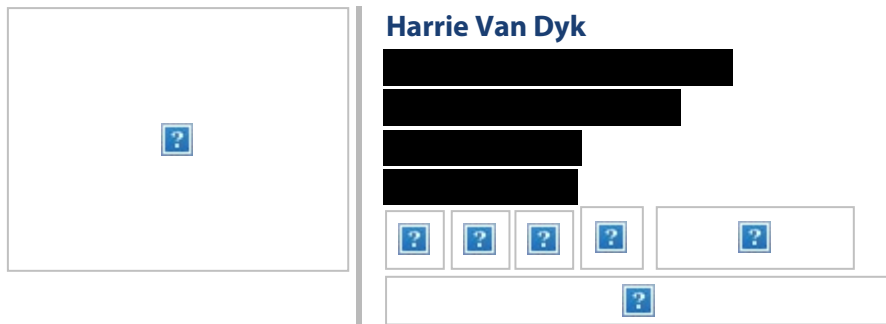
- Currently there is no multi use pathway from our development to cheese museum park? No safe access from east side of Hwy 19 to cheese park. How will people get to park amenities.
- The storm water pond adjacent to this development is not maintained – turtle nesting features are destroyed, outlet structure is overground and not functioning along with a number of other features impacted due to poor maintenance . My concern is that with additional hard surfacing proposed and silty runoff during construction the downstream waters will silt up

- What is the master plan for Multi use path in this development? The draft plan does not appears to address outdoor spaces effectively.
- With the additional high density development my concern is recreational areas not shown. Currently, there are none, as town residents would be able to use amenity feature in condo development. Therefore residents would need to walk to an unknown location with in the town. Currently, there is no safe crossing from this development to cheese museum, unless you walk 20 to 30 minutes on various street to cheese park. With a picnic basket I would rather walk 5minutes.

With increased residential densities, more public spaces are required to get youth outside.

- More trails;
- More naturalized areas for people to explore, with ways to get there without a car;
- Trail connectivity;
- Plan/plan and master plan

I am not against increased density, I do not favour development with out a plan.
Ingersoll should use this opportunity to retain public lands from developers.



The image shows a user profile for Harrie Van Dyk. The name is displayed in blue text. Below the name, there are four lines of text that have been completely redacted with black bars. Underneath the redacted text, there is a grid of question icons. The first row contains five icons, and the second row contains one icon centered under the first four icons of the first row. To the left of this grid is a large empty rectangular box with a single question icon in the center.

From: [Planning](#)
To: [Heather St. Clair](#)
Subject: FW: Files SB 22-08-6 & ZN 6-22-10 (1879784 Ontario Inc. Klondike Homes)/Pedestrian Safety (Sidewalks, Crosswalks, and Stop Signs)
Date: January 29, 2024 9:04:07 AM

Good Morning,
Forwarded for your attention and response, please.

Thank you,

Lindsay Batte
Divisional Assistant
Community Planning
519-539-9800, ext. 3212

-----Original Message-----

From: Susan McAuley [REDACTED] >
Sent: Saturday, January 27, 2024 6:17 PM
To: Planning <planning@oxfordcounty.ca>
Cc: clerks@ingersoll.ca
Subject: Files SB 22-08-6 & ZN 6-22-10 (1879784 Ontario Inc. Klondike Homes)/Pedestrian Safety (Sidewalks, Crosswalks, and Stop Signs)

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

To Whom it May Concern:

Regarding the above application of subdivision and zone change, we are not opposed to the zone change and development of the blocks in question, provided Keith Mabee Blvd. is maintained as a cul de sac and Fuller Dr. is extended out to Harris St. to funnel the increased flow of traffic out of the subdivision.

We weren't sure how to access any traffic studies that were done. Would you be able to provide us with links to these studies?

Regardless whether the application is approved or not, we would like to suggest the addition of sidewalks, crosswalks, and stop signs to the areas listed below to improve pedestrian safety.

Sidewalks:

Northeast side of Harris St. from David St. to Canterbury.

Southwest side of Canterbury from northwest of the PetroCan to the Cheese Museum and trail entrance.

Crosswalks:

Harris St. and Canterbury

One crosswalk going east-west across Harris St.

One crosswalk going north-south across Canterbury to access the Cheese Museum and park (southeast of the PetroCan's southeast entrance).

David St. and Harris St.

One crosswalk going north-south across David St.

One crosswalk going east-west across Harris St. (north side of David).

One crosswalk going east-west across Harris St. (south side of David).

Stop Signs:

David St. and Harris St.

Please consider the addition of a 3-way stop sign at this location so pedestrians can cross safely.

PetroCan southeast entrance at Harris St. and Canterbury

Please consider the addition of a stop sign for vehicles exiting from the PetroCan's southeast entrance, as they do not always stop for pedestrians or other vehicles already present at this intersection.

Thanks for your consideration of these community improvements.

Sue McAuley and Terry Irvine



Ingersoll, Ontario

From: [Heather St. Clair](#)
To: [Ingersoll Clerk](#)
Cc: [Planning](#)
Subject: FW: Keith Mabee
Date: February 7, 2024 8:34:30 AM

From: Darlene VanDyk [REDACTED] >
Sent: Wednesday, February 7, 2024 7:05 AM
To: Heather St. Clair <hstclair@oxfordcounty.ca>
Subject: Keith Mabee

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

To the Town Council

My husband and I as well as many residence in the area are very concerned about the to the development that has been proposed for Keith Mabee. We were always told it would be a quiet street with not exit a cul-de-sac. The way the plan is being proposed is a nightmare. The traffic it will produce is not only crazy..it is potentially dangerous. I have also been told there isnt enough room at the closest school for the possibility of many more students. I feel this is not a wise move or safe consideration for this small plot of land.

And why is there no meeting here in Ingersoll for those of us that are concerned? I know many in my area are very upset. We pay high taxes here and have the right to a public meeting in our own town in an evening, You have the public meeting in Woodstock on a wed Morning! Yet the council meeting was in Ingersoll...a closed meeting. Is this being pushed through without the public involved?

This is a very upsetting plan and seems you have no concerns for the residence that already live in this area. Please reconsider your plans to push this through. We enjoy living in Ingersoll and have for many many years and I have paid taxes to the community we deserve a voice. We deserve to be heard and our concerns considered.

Has anyone looked into the traffic study? I have heard no word on that. It was was a huge concern at the first meeting. What happened to that? We have not

been given any feed back on that. Was there a proper study conducted? Where are the findings? With Keith Mabee being the main road in and out...it is potentially to be a nightmare! How can this even be considered? This will surly destroy the quiet safe street it is now.

Hopefully you will consider our concerns and be kind speak to us about them. We need a meeting in Ingersoll at a reasonable time. I would appreciate a reply.

Darlene VanDyk

Schedule "A"
Attachment No. 1
To Report No. CP 2024-80

CONDITIONS OF DRAFT APPROVAL – FILE NO. SB22-08-6 - 1879784 ONTARIO INC.

1. The approval applies to the draft plan of subdivision, submitted by 1879784 Ontario Inc. (File SB22-06-6), prepared by GSP Group Inc., as shown on Plate 3 of Report 2024-80, and comprising Part of Lots 13-14 and Lots 223, 224 & 226, Block 63 Plan 279 in the Town of Ingersoll, showing 7 lots for single detached dwellings (Lots 1-7), 6 blocks for townhouse dwellings (Block 8-13), 1 block for multiple residential development (Block 14), 1 block for open space (Block 15), the extension of Ketih Mabee Boulevard and 1 new private road, as well as a pedestrian trail, subject to the following modification:
 - a. That the pedestrian trail identified on the draft plan be shown as a separate Block.
2. The owner shall enter into a subdivision agreement with the Town of Ingersoll and the County of Oxford.
3. The owner agrees, in writing, to satisfy all requirements, financial and otherwise, of the Town regarding the construction of roads, installation of services, including water, sewer, electrical distribution systems, sidewalks, street lights and drainage facilities and other matters pertaining to the development of the subdivision in accordance with the standards of the Town, to the satisfaction of the Town of Ingersoll.
4. The owner shall agree to prepare and submit for approval of the County of Oxford Public Works Department detailed servicing plans designed in accordance with Oxford County Design Guidelines.
5. If required, the subdivision agreement shall make provision for the dedication of parkland and/or cash in lieu thereof, in accordance with the relevant provisions of the Planning Act, to the satisfaction of the Town of Ingersoll.
6. The owner agrees to install fencing as may be required by the Town, to the satisfaction of the Town of Ingersoll.
7. If required, the area shown as Pedestrian Trail Access be dedicated to the Town, free and clear of all costs and encumbrances, to the satisfaction of the Town of Ingersoll.
8. If required, easements be established over Block 14 for the purpose of trail access, to the satisfaction of the Town of Ingersoll.
9. Prior to final approval of the plan by the County of Oxford, all lots/blocks shall conform to the zoning requirements of the Town's Zoning By-law. Certification of lot areas, frontages and depths shall be provided to the Town by an Ontario Land Surveyor, to the satisfaction of the Town of Ingersoll.
10. Prior to final approval of the plan, such easements as may be required for utility and drainage purposes shall be granted to the appropriate authority.

11. The owner agrees that widening on the frontage of Harris Street at the proposed trail will be provided to 3 m (9.8 ft) to the County of Oxford. The road widening is to be provided free and clear of all liens, easements and other encumbrances, to the satisfaction of the County of Oxford Public Works Department.
12. The owner shall demonstrate to the satisfaction of the County of Oxford Public Works Department that the subdivision lands shall be served with two independent water supply point to provide for adequate redundancy and looping for domestic and fire protection services, to the satisfaction of the County of Oxford Public Works Department.
13. The owner agrees, in writing, to satisfy all requirements, financial and otherwise, including payment of applicable development charges, of the County of Oxford, regarding the installation of the water distribution system, the installation of the sanitary sewer system and other matters pertaining to the development of the subdivision, to the satisfaction of the County of Oxford Public Works Department.
14. The subdivision agreement shall make provision for the assumption and operation of the water and sewage system within the draft plan of subdivision by the County of Oxford, to the satisfaction of the County of Oxford Public Works Department.
15. Prior to final approval of the plan by the County, the owner shall receive confirmation from the County of Oxford Public Works Department that there is sufficient capacity in the Ingersoll water and sanitary sewer system to service the plan of subdivision, to the satisfaction of the County of Oxford Public Works Department.
16. The revised traffic impact study, prepared by SBM, dated July 2023 shall be peer reviewed by the Town of Ingersoll, and any recommendations provided by this peer review are to be implemented, to the satisfaction of the Town of Ingersoll.
17. Prior to final approval of the plan by the County of Oxford, a stormwater management plan be submitted to the Upper Thames River Conservation Authority. The said plan shall be designed to meet the 250 year storm event and shall ensure that water quantity and quality are maintained pre to post-development under the 250 year storm event, to the satisfaction of the Town of Ingersoll and the Upper Thames River Conservation Authority.
18. Prior to final approval of the plan by the County of Oxford, a detailed Erosion and Sediment Control Plan, supported by notes, standards, inspections, monitoring and reporting, as prepared by a qualified engineer, shall be submitted, to the satisfaction of the Town of Ingersoll and the Upper Thames River Conservation Authority.
19. Prior to final approval of the plan by the County of Oxford, the owner shall complete an archeological assessment of the subject property, and mitigate, through preservation or resources removal and documentation, adverse impact to any significant archeological resources found on-site. No grading or soil disturbances shall occur on the subject property prior to completion of this assessment and the submission of the report to the Ontario Public Register of Archeological Reports, to the satisfaction of the County of Oxford.
20. Prior to approval of the final plan by the County of Oxford, the owner shall agree in writing, to satisfy the requirements of Enbridge Gas and that the owner provide Enbridge Gas with

the necessary easements and/or agreements required for the provisions of gas services, to the satisfaction of Enbridge Gas.

21. Prior to approval of the final plan by the County of Oxford, the owner shall agree in writing to satisfy the requirements of Bell Canada and that the owner provide Bell Canada with the necessary easements and agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject lands, the owner shall be responsible for the relocation of any such facilities or easements at their own cost, to the satisfaction of Bell Canada.
22. Prior to approval of the final plan by the County of Oxford, the owner shall agree in writing to satisfy the requirements of Canada Post Corporation, if required, with respect to advising prospective purchasers of the method of mail delivery; the location of Centralized Main Box locations, to the satisfaction of Canada Post.
23. Prior to approval of the final plan by the County of Oxford, the owner shall agree in writing to satisfy the requirements of ERTH Power and that the owner provide ERTH Power with the necessary easement and/or agreements required for the provisions of hydro services, to the satisfaction of ERTH Power.
24. Prior to approval of the final plan by the County of Oxford, the owner shall provide a list of all conditions of draft approval with a brief statement detailing how each condition has been satisfied, including required supporting documentation from the relevant authority.
25. Prior to approval of the final plan by the County of Oxford, the owner shall satisfy Condition Numbers 2-3, 5-9 and 16-18, to the satisfaction of the Town of Ingersoll. The clearance letter shall include a brief statement detailing how the conditions have been satisfied.
26. Prior to approval of the final plan by the County of Oxford, the owner shall satisfy Condition Numbers 2, 19 and 22, to the satisfaction of the County of Oxford. The clearance letter shall include a brief statement detailing how the conditions have been satisfied.
27. Prior to approval of the final plan by the County of Oxford, the owner shall satisfy Condition Numbers 3-4 and 11-15, to the satisfaction of the County of Oxford Public Works Department. The clearance letter shall include a brief statement detailing how the conditions have been satisfied.
28. Prior to approval of the final plan by the County of Oxford, the owner shall satisfy Condition Numbers 17-18, to the satisfaction of the Upper Thames River Conservation Authority. The clearance letter shall include a brief statement detailing how the conditions have been satisfied.
29. Prior to approval of the final plan by the County of Oxford, the owner shall satisfy Condition Number 20, to the satisfaction of Enbridge Gas. The clearance letter shall include a brief statement detailing how the condition has been satisfied.
30. Prior to approval of the final plan by the County of Oxford, the owner shall satisfy Condition Number 22, to the satisfaction of Canada Post Corporation. The clearance letter shall include a brief statement detailing how the condition has been satisfied.
31. Prior to approval of the final plan by the County of Oxford, the owner shall satisfy Condition

Number 23, to the satisfaction of ERTH Power. The clearance letter shall include a brief statement detailing how the condition has been satisfied.

32. This plan subdivision shall be registered within three years of approval, after which the draft approval shall lapse, unless an extension is authorized by the County of Oxford.