TO:  
CHAIR AND MEMBERS  
PLANNING COMMITTEE  

FROM:  
R. W. PANZER  
GENERAL MANAGER OF PLANNING AND DEVELOPMENT  

SUBJECT:  
APPLICATION BY: CROWN DEVELOPMENTS LTD  
1777 HIGHBURY AVENUE NORTH  
PUBLIC PARTICIPATION MEETING ON  
FEBRUARY 25, 2008 AT 4:45 P.M.  

RECOMMENDATION  

That, on the recommendation of the General Manager of Planning and Development:  

i) Planning Committee REPORT TO the Approval Authority the issues, if any, raised at the public meeting with respect to the application for draft plan of vacant land condominium of Crown Developments Ltd. relating to the property located at 1777 Highbury Avenue North.  

It being noted that issues reported to the Approval Authority shall be addressed through the final site plan approval and/or conditions of draft condominium approval.  

PURPOSE OF REPORT  

The applicant has requested approval of a draft plan of vacant land condominium at 1777 Highbury Avenue North. This report is intended to provide sufficient information to Planning Committee and interested members of the public to understand the application and to identify issues that may require consideration by the Approval Authority. It is also intended to address previous instructions from Council to consider final grading and drainage plans and condominium approval stages of the development process. Council has delegated approval authority for all condominium applications to the General Manager of Planning and Development and, in his absence, to the Manager of Subdivisions and Special Projects.  

PREVIOUS REPORTS PERTINENT TO THIS MATTER  

April 24, 2006 – Public Meeting of Planning Committee to consider Zoning By-law Amendment Application Z-7094.  

November 12, 2007 – Public Meeting of Planning Committee to consider the Site Plan Approval Application SP06-002027
BACKGROUND

Date Application Accepted: February 13, 2006
Agent: John Tsantilas

REQUESTED ACTION: To approve a draft plan of vacant land condominium having 10 units and a common element. (refer to plan on page 3)

SITE CHARACTERISTICS:
- Current Land Use – Single detached dwelling
- Frontage – 84.6 m (277 ft)
- Depth – 89.6 m (294 ft)
- Area – 0.77 hectares (1.9 acres)
- Shape – Generally square

SURROUNDING LAND USES:
- North – Gas bar/car wash with an access convenience store
- South – Single detached dwellings in a plan of subdivision.
- East – Single detached dwellings in a plan of subdivision.
- West – Estate type residential dwelling, vacant lands previously used as a gas bar

OFFICIAL PLAN DESIGNATION:
- Low Density Residential (refer to map on page 5)

EXISTING ZONING: (refer to map on page 6)
- Holding Residential R6 Special Provision (h-69,h-56,R6-1(11)) permitting cluster single detached dwellings with a minimum front and exterior side yard depth of 2.0 m (6.6 ft). Holding provision h-56 requires the owner to implement all noise attenuation measures recommended in noise assessment reports, acceptable to the City and Holding provision h-69 requires the owner/developer to submit an engineering design that adequately addresses drainage impacts on the neighbouring lands to the west and south as a result of any new development to the satisfaction of the City Engineer.
THIS IS AN EXCERPT FROM THE PLANNING DIVISION'S WORKING CONSOLIDATION OF SCHEDULE A TO THE CITY OF LONDON OFFICIAL PLAN, WITH ADDED NOTATIONS.
COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: h-69*h-56*R6-1(11)

OR - OFFICE/RESIDENTIAL
OC - OFFICE CONVERSION
RO - RESTRICTED OFFICE
OF - OFFICE

1) LEGEND FOR ZONING BY-LAW Z-1

R1 - SINGLE DETACHED DWELLINGS
R2 - SINGLE AND TWO UNIT DWELLINGS
R3 - SINGLE TO FOUR UNIT DWELLINGS
R4 - STREET TOWNHOUSE
R5 - CLUSTER TOWNHOUSE
R6 - CLUSTER HOUSING ALL FORMS
R7 - SENIOR'S HOUSING
R8 - MEDIUM DENSITY/LOW RISE APARTMENTS
R9 - MEDIUM TO HIGH DENSITY APARTMENTS
R10 - HIGH DENSITY APARTMENTS
R11 - LODGING HOUSE

DA - DOWNTOWN AREA
RSA - REGIONAL SHOPPING AREA
CSA - COMMUNITY SHOPPING AREA
NSA - NEIGHBOURHOOD SHOPPING AREA
BDC - BUSINESS DISTRICT COMMERCIAL
AC - ARTERIAL COMMERCIAL
HS - HIGHWAY SERVICE COMMERCIAL
RSC - RESTRICTED SERVICE COMMERCIAL
CC - CONVENIENCE COMMERCIAL
SS - AUTOMOBILE SERVICE STATION
ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

2) ANNEXED AREA APPEALED AREAS

OR - OFFICE/RESIDENTIAL
OC - OFFICE CONVERSION
RO - RESTRICTED OFFICE
OF - OFFICE
RF - REGIONAL FACILITY
CF - COMMUNITY FACILITY
NF - NEIGHBOURHOOD FACILITY
HSR - HERITAGE
DC - DAY CARE
OS - OPEN SPACE
CR - COMMERCIAL RECREATION
ER - ENVIRONMENTAL REVIEW
DB - OFFICE BUSINESS PARK
LI - LIGHT INDUSTRIAL
GI - GENERAL INDUSTRIAL
HI - HEAVY INDUSTRIAL
EX - RESOURCE EXTRACTIVE
UR - URBAN RESERVE
AG - AGRICULTURAL
AGC - AGRICULTURAL COMMERCIAL
HRC - RURAL SETTLEMENT COMMERCIAL
TGS - TEMPORARY GARDEN SUITE

"H" - HOLDING SYMBOL
"D" - DENSITY SYMBOL
"F" - HEIGHT SYMBOL
"B" - BONUS SYMBOL
"T" - TEMPORARY USE SYMBOL

FILE NO: 39CD-06505
MAP PREPARED: 2007/02/05

CITY OF LONDON
DEPARTMENT OF PLANNING AND DEVELOPMENT
ZONING BY-LAW NO. Z-1
SCHEDULE A

THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS
In January 2006, Crown Developments Ltd. submitted a zoning by-law amendment application (file Z-7094) requesting the lands be zone to permit cluster single detached dwellings to a maximum density of 15 units per. They also requested a special provision to permit dwellings within 2.0 m of the front lot line in place of 8.0 m as set out in the zoning by-law. The Environmental and Engineering Services Department responded indicating the property borders an area where numerous flooding complaints have been received in the past. New development should not aggravate the existing situation. They recommended a Holding Provision until they submit an engineering design that adequately addresses drainage impacts on neighbouring lands. The also advised that traffic flows in this area in the future may necessitate a centre median which will then restrict access for this site to rights-in and rights-out only.

Six residents responded to the Notice of Application and they expressed concerns about drainage/flood and traffic. Properties on Carmen Crescent have experienced flooding and constant wet backyards and it is their position these conditions have worsened since the Petro-Canada was built. Respondents were asking for assurances these problems won't increase as a result of the new development. The other issue raised by area residents is that a traffic signal is required at Highbury Avenue North and Killarney Road. There are significant delays making turning movements at this intersection.

In response to this input, and based on the recommendation of the General Manager of Planning and Development, Council adopted a zoning by-law amendment on May 1, 2006 allowing cluster single detached dwellings with a 2.0 m front and exterior side yard setback with two holding provisions. The two holding provisions are as follows:

h-56 Purpose: To ensure there are not land use conflicts between arterial roads and the proposed residential uses, the h-56 symbol shall not be deleted until the owner agrees to implement all noise attenuation measures, recommended in noise assessment reports acceptable to the City of London.

Permitted Interim Uses: Existing uses

h-69 Purpose: To ensure proper site drainage, the owner/developer professional engineer shall submit an engineering design that adequately addresses drainage impacts on the neighbouring lands to the west and south as a result of any new development on the subject site, to the satisfaction of the City Engineer.

There were no appeals to the zoning by-law amendment.

A Noise Impact Study, prepared by HGC Engineering (dated November 1, 2006), was submitted on December 13, 2006. The Study recommends a 2.4 m high noise attenuation barrier along the lot line with Highbury Avenue North and a return as the south end of Unit 10. It also recommends air conditioning units be installed in the units closest to the arterial road and that these units not exceed a certain exterior wall area to floor area ratio. Units 2 and 9 are to be constructed with a forced air ventilation system capable of accommodating central air conditioning at a later date. Lastly, the Study recommended a number of warning clauses. The Noise Impact Study was undertaken in accordance with accepted Ministry and City practices and was accepted. The configuration of the noise barrier shown on the revised site plan differs from that contained in the December 13, 2006 Noise Impact Study. HGC Engineering is expected to provide updated comments on this new configuration before the Planning Committee date of February 25, 2008.

On November 12, 2007 a public meeting a public meeting on the site plan was held by the Planning Committee. At the meeting three concepts of possible site grading and drainage were presented. Area residents who spoke at the public meeting stated they do not support a retaining wall and wish to see natural areas preserved as much as possible. It was their position that tree preservation plan be adhered to and that the plan be available to the public. In addition area residents requested information on fencing as well as whether traffic lights will be
installed at Killarney Road and Highbury Avenue to accommodate an increase in the amount of traffic in the area.

In response to this input, the Planning Committee resolved the following:

That the site plan approval application submitted by Crown Development Ltd. relating to the property located at 1777 Highbury Avenue North be referred to staff to prepare a report that addresses the following issues and to report back at a future meeting of the Planning Committee:

(a) development of a drainage plan for the property that is approved prior to approval of the site plan and forms part of the development agreement;
(b) a review of the tree preservation plan in consultation with adjacent landowners and the applicant;
(c) a review of traffic issues and determination whether the site should have rights in and rights out for its access;
(d) inclusion of a clause in the development agreement to ensure the swale on the property is maintained in perpetuity;
(e) removal of plans for a retaining wall; and
(f) provision of further details with respect to the appearance of noise walls; it being noted that Roads and Transportation Division staff will undertake a review of the intersection at Killarney Road and Highbury Avenue North to determine whether traffic signals are warranted.

SIGNIFICANT DEPARTMENT/AGENCY RESPONSE

Environmental and Engineering Services Department – Transportation Planning Division

The Transportation Planning & Design Division has reviewed the requirement for a rights in/out only access to this site as per Council direction. A traffic impact study conducted for other nearby residential subdivisions and commercial developments indicated that the intersection of Fanshawe Park Rd E. and Highbury Avenue N. will require significant upgrades to accommodate traffic volumes anticipated as a result of these developments. Due to the number of northbound left turning vehicles anticipated in the future a dual left turn lane will be required on Highbury Avenue N. These turn lanes will extend beyond the southern limit of the proposed driveway location for this development. To promote the safe and efficient operation of dual turn lanes and safe egress and ingress to this site a raised median island will be required on Highbury Avenue N. in the future restricting access to right in and right out only. EESD has documented this requirement on several occasions including the response to the zoning application and the site plan approval process.

The Environmental Assessment (EA) necessary to have the improvements at the intersection of Fanshawe Park Rd E. and Highbury Avenue N. undertaken was included in the 2008 Capital Budget submission. If approved, EESD anticipates construction in 2010. Until these improvements are implemented full access will be permitted to this site. We are requesting a clause be included in both the site plan and condominium agreements indicating access will be restricted in the future and that the City will be held harmless from any potential claim as a result of this restriction.

Building Division

Draft condominium approval should include the following conditions to be completed prior to final approval of the condominium:

Conditions of Condominium

(i) Site work for common areas are substantially complete and the owner’s consulting engineer has submitted a final lot grading certificate which has been accepted by the City;
(ii) The proposed plan of condominium showing “as-constructed” buildings and structures shall be submitted and accepted by the City as in compliance with all applicable zoning by-law regulations;
(iii) The fire route and fire signs have been installed to the satisfaction of
PUBLIC LIAISON:

| Thanes Valley District School Board | Notice of the application and Public Meeting for the Vacant Land Plan of Condominium was sent to 72 surrounding property owners on February 6, 2008 and notice of the application and Public Meeting was published in the Living in the City section of the London Free Press on February 9, 2008. | Two (2) responses have been received to date. |

Nature of Liaison: Same as Requested Action

Responses:

In one email response, an area property owner indicates they are "strongly opposed to any further development until current residents concerns are addressed". Prior to approving the development, the respondent wants the City of London to erect a sound wall on the west side of Highbury Avenue North from Fanshawe Park Road East to Killarney Road and for the City to erect stop lights at the intersection of Highbury Avenue North and Killarney Road. Sound levels have increased from development in the area and proof of this is the requirement for a sound wall abutting development on the east side of Highbury Avenue North. Residents living in Northridge can no longer turn left onto Highbury Avenue North "without putting their life at risk!" We desperately need a traffic light at this intersection.

The second email respondent states they believe 10 units in this small area is unsatisfactory. Where is the suitable parking? The entrance is too narrow. The City is permitting "developers to make a killing at the expense of the area and particularly the neighbours."

DISCUSSION

Site Plan Features

The proposed vacant land plan of condominium consists of 10 units (lots) served by a short cul-de-sac which will be a common element. The existing single detached dwelling will occupy Unit 6. Unit widths range from 11 m to +21m. Units 1 and 10 flank Highbury Avenue North

The proposed plan is consistent with the plan presented to the Planning Committee on April 24, 2008 when it recommended approval of the Zoning By-law Amendment and all of the scenarios presented to the Planning Committee on November 12, 2007 when it discussed possible drainage solutions.

The proposed site plan maintains the grade along the southern and western property lines without the use of a retaining wall. In its place, a swale is recommended anywhere from 4 to 9 m from the southern property line. Maintaining existing grades along the southern property line allows for many of the existing trees to be preserved.
Site Plan Received February 8, 2008

J. Leunissen
The proposed site plan also shows a 2.4 m high noise attenuation barrier along the Highbury Avenue North frontage. On the plan received February 7, 2008, the barrier is planned to extend from the 4 to 5 m from the rear façade to the rear lot line. It also included a return in the rear yard of unit 10. The total length of noise barrier along Highbury Avenue North is $\pm 44$ m (144 ft) in length.

**Drainage**

The issue of drainage was raised in 2006 in association with the zoning by-law amendment and for this reason, a holding provision as been applied. The applicant has worked with site plan and engineering staff to address this issue. At a public meeting on November 12, 2007, area residents spoke in favour of the option that does not include a retaining wall and that limits tree removal. The applicant has revised the site plan accordingly. In his submission dated February 8, 2008, no retaining wall is shown and much of the vegetation between the engineered swale and the property line is to remain.

**Traffic**

Concerns about traffic in the area were raised at the public meeting on the zoning by-law amendment, at the site plan public meeting on November 12th, 2007 and in response to the Notice of Public Meeting. Area residents indicated they had experienced difficulty turning north onto Highbury Avenue North from Killarney Road. In response, the Planning Committee directed staff to review and determine whether the site should be limited to rights-in and right-out only. As part of the new residential development on the east side of Highbury Avenue North at Killarney, the subdivider is responsible to install traffic signals when warranted by the City Engineer. A traffic study undertaken in November 2006 showed that traffic and pedestrian activity at this location did not meet municipal requirements to warrant the installation of traffic signals at that time.

The Environmental and Engineering Services Department is planning to undertake a Municipal Class Environmental Assessment (EA) of the intersection in the near future. The Class EA will evaluate alternatives for the Fanshawe Park Road East/Highbury Avenue North intersection and identify a preferred option. This EA will be submitted to Council for acceptance. It is expected one option will include erection of a median from Fanshawe Park Road East to south of the subject site. EESD (Transportation Division) has not recommended this proposal be deferred pending the Class EA; rather, they have requested the Condominium Declaration and the Development Agreement contain a provision advising future residents vehicular access to the site may be restricted to rights-in and rights-out in the future.

**Noise**

Council has adopted policies to minimize the use of noise attenuation barriers. Section 19.9.6. of the Official Plan sets out a hierarchy to be used when reviewing all applications. In this instance, the Planning Committee was advised of the possibility of a noise attenuation barrier when it considered the zoning by-law amendment and has not directed the development proceed without the use of a noise barrier. For this reason, the policies associated with the lowest option on the hierarchy shall be used to evaluate the proposal. The policy requires a the submission of a noise assessment, that its recommendations be implemented and that a mechanism be established to ensure costs of construction, maintenance and replacement costs are borne by those benefiting from the noise barrier.

The applicant has submitted a Noise Impact Study which recommends a number of noise mitigation measures including a 2.4 m high noise attenuation barrier, warning clause and recommendations for dwelling unit construction. In the case of the two units closest to Highbury Avenue North, the Study recommends central air conditioning units be installed and certain floor area to opening ratios and for Units 2 and 9 forced air central heating able to accommodate central air conditioning in the future. The Noise Assessment Study was undertaken in accordance with City standards and has been accepted. Implementation of the recommendations of the Study shall be through the site plan, development agreement and the condominium declaration.

It is expected the conditions of draft plan of condominium approval will required that the noise attenuation barriers be included in the description of the Common Elements and that it clearly state the barriers are not to be tampered with and that maintenance and replacement of the barrier will be the sole responsibility of the owner and not the City of London.

While not the preferred option, the above-described approach is consistent with the policies of
the Official Plan.

The noise attenuation barrier shown on the February 8, 2008 site plan differs from the barrier recommended in the November 1, 2006 Noise Impact Study. HGC Engineering is expected to provide updated comments on this new configuration before the Planning Committee date of February 25, 2008.

Urban Design

The proposed plan consists of 10 units on a short private cul-de-sac. As outlined above, the number of units, orientation and general design has been presented to the Planning Committee in the past without any direction to significantly alter the proposal. However, it is possible to improve the interface with the public realm without significantly altering its design. The site has 84.6 m (277 ft) of frontage along Highbury Avenue North and the initial site plan proposed 51 m (161 ft) of the frontage be occupied by the 2.4 m noise attenuation barrier. The February 7, 2008 revised plan shows ±44 m (144 ft) of the frontage occupied by a noise barrier. As the noise attenuation barrier protects Outdoor Living Areas and in this case the Outdoor Living Area is behind the buildings, it is possible to further reduce the length of noise barrier along Highbury Avenue North through the use of a noise attenuation gate extending from the rear façade of the house. This would reduce the noise attenuation barrier along Highbury Avenue North by an additional ±9 m (29.5 ft).

Exposing the eastern façade of Units 1 and 10 to the Highbury Avenue North road allowance provides the opportunity to present a visually appealing periphery.

It is recommended the noise attenuation barrier not extend past the rear façade of Units 1 and 10 and that architectural design features be incorporated into the east building façade of Units 1 and 10 to enhance the interface with the public realm. Fencing that provides some visibility to the dwelling unit, such as rod-iron, is also recommended. Such fencing would result in a better interface with the public realm from an urban design perspective while appropriately delineating private property.

Proposed Draft Plan of Condominium

A combined Notice of Application and Notice of Public Meeting for the proposed draft plan of vacant land condominium was sent to surrounding property owners by mail on February 5, 2008 and published in the Living in the City Section of the London Free Press on February 9, 2008. The effect of registration of the draft plan of condominium would be to create 10 vacant land units, on which individual homes may be constructed either before or after registration of the condominium corporation. The registration of the condominium allows the future occupants to purchase their unit, which will include the land surrounding each dwelling unit. The private driveway, visitor parking, noise attenuation barrier and other common features will be described as a common element and managed by the condominium corporation.

Public Comment

Public response to the Notice of Public Meeting generated concerns about noise, traffic and density. With respect to noise, area residents expressed a desire to prohibit new development until a noise attenuation barrier is erected on the west side of Highbury Avenue North to protect existing dwellings. This approach is not consistent with Council's actions when the lands were zoned to permit cluster housing. At that time Council did not prohibit new residential development until a noise attenuation barrier was constructed to protect existing dwellings; rather, it applied a holding provision to ensure noise impacts on new dwellings is within acceptable standards. The applicant has undertaken a noise study for the proposed development and it recommends mitigation measures acceptable to the City.

Some area residents have asked that no new development take place until traffic signals are installed at Highbury Avenue North and Killarney Road. A traffic study undertaken in November 2006 showed that traffic and pedestrian activity did not warrant the installation of traffic signals at that time. Council did not zone the lands for additional residential units conditional on a traffic signal being installed at Highbury Avenue North and Killarney Road. At its meeting last November the Planning Committee asked for a report to determine whether access to the site should be limited to right’s in and right’s out. Transportation Division has responded indicating it...
is a requirement that the developer of the subdivision on the east side of Highbury Avenue North is required to install traffic signals at the Highbury Avenue North/Killarney Road intersection when numbers warrant. In addition, EESD has included in its 2008 budget funding for a Municipal Class Environmental Assessment (EA) for the Fanshawe Park Road East/Highbury Avenue North intersection. (The request is actually to undertake an EA for Fanshawe Park Road between Adelaide Street North and Highbury Avenue North.) The Class EA will evaluate alternatives including whether a median from Fanshawe Park Road East to south of the subject site is appropriate. Until such time as the EA is completed, Transportation Division has requested the Development Agreement and the Condominium Declaration contain a clause indicating turning movements to the site may be restricted to rights-in and rights-out in the future.

One area resident expressed concerns about the number of dwelling units proposed. It is their opinion 10 units in this small an area is unsatisfactory. The request for 10 units on the subject site as considered and approved by the Planning Committee and Council in 2006 in association with the zoning by-law amendment application. The Residential R6 Special Provision (h-69-h-56:R6-1(11)) Zone permits a maximum density of 15 units per hectare and the proposal for 10 units on 0.77 ha (1.9 ac) would result in a density of 13 units per hectare. The proposed development is in conformity with the existing zoning.

Issue Identification

Based on the Planning Division's review of the application to date and previous Public Meetings before Planning Committee, the staff recommendation to the Approval Authority will involve consideration of the following matters:

- completion of site works in the common elements and the posting of security in addition to that held under the Development Agreement, in the event these works are not completed prior to registration of the plan of condominium;
- installation of fire route signs prior to registration;
- submission of digital file of the plan and confirmation of addressing information;
- payment of outstanding taxes (if any);
- provision of servicing easements for utility providers such as London Hydro;
- ensuring that any homes already constructed at the time of registration are located within the unit boundaries to be registered;
- ensuring that the Condominium Declaration to be registered on title adequately addresses the distribution of responsibilities between the unit owners and the condominium corporation for the maintenance of services and structures, including the fencing around the whole site and the noise attenuation barrier;
- ensuring that the Condominium Declaration to be registered on title advises future residents of the possible impact on noise;
- ensuring that the Condominium Declaration to be registered on title advises future residents vehicular access may be restricted in the future to rights-in and rights-out;
- ensuring that the Condominium Declaration to be registered on title advises future residents that the grading cannot be altered;
- ensuring that the Condominium Declaration to be registered on title requires ornamental fencing along Highbury Avenue North where no noise attenuation barrier is required;
- ensuring that the Condominium Declaration to be registered on title requires appropriate design elements for the east side of Units 1 and 10, and,
- limiting the type of housing to single detached dwellings only.
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|J. M. LEUNISSEN, MCIP, RPP  
SENIOR PLANNER | D. N. STANLAKE  
MANAGER OF SUBDIVISIONS & SPECIAL PROJECTS |

|RECOMMENDED BY: |
|R. W. PANZER  
GENERAL MANAGER OF PLANNING AND DEVELOPMENT |

February 13, 2008

JL/
Bibliography of Information and Materials
39CD-06505

Request for Approval:
City of London Condominium Application Form, completed by Crown Developments Ltd. January 27, 2006
Draft Plan of Condominium, FKS Surveying Ltd, received February 13, 2006.

Reference Documents:
City of London. Official Plan, June 19, 1989, as amended
City of London. Zoning By-law No. Z.-1, May 21, 1991, as amended,
City of London, Planning Committee Report Z-7094, April 24, 2006
City of London Planning Committee Report Site Plan Options for 1777 Highbury Avenue North, November 12, 2007
City of London Planning Committee Minutes, November 12, 2007
HGC Engineering, Noise Impact Study November 1, 2006 and associated emails to J. Leunissen

Correspondence: (all located in City of London File No. 39CD-06505 unless otherwise stated)

City of London -
Edwards G., Building Division. memo to J. Leunissen, February 21, 2006
Yakimovitch K., Building Division, memo to J. Leunissen, February 28, 2008
Couvillon A., Transportation Division, email to J. Leunissen, February 6, 2008

Outside Agencies
Owens G., Thames Valley District School Board, letter to J. Leunissen, February 28, 2006
Doyle R., London Hydro, fax to J. Lounissen, March 14, 2006

Public Responses:
Ahrens G. & T., 160 Killarney Court. email to J. Leunissen, February 10, 2008
Heaman D., 96 Glenburnie Crescent, email to J. Leunissen, February 10, 2008