

Good afternoon, and we thank you for this opportunity to speak to this committee.

We represent a group of 36 homeowners, residing on both Barron Blvd and St. Peter Street in northeast Lindsay.

We come to you today to voice our concerns over the conceptual project plan for the lands known as 405 St. David St. which was presented to Council on September 27<sup>th</sup> by Moldenhauer Developments.

We understand that Moldenhauer Developments has a desire to expedite the various approval stages of this project by having council apply for a Ministerial Zoning Order – or MZO for short.

Historically, these are highlights of what this subdivision has endured:

- Different developers which have come and gone;
- A re-zoning in 2013 of part of the lands in question for a project that to this day remains with only some utilities installed;
- A marina that remains uncompleted.
- Some occupancy permits being delayed due to lack of proper service utilities

Within the minutes of a neighborhood meeting in September of 2013 pertaining to the re-zoning application, two comments were attributed to Pat Dunn – then a member of council:

- 1. In regards to the “cluster villas”:**  
*Rental units, condos, or multi-plexes would detract from the whole community.*
- 2. In regards to the 15 houses**  
*It would not be unrealistic for us to require that the lots be of a certain size (50ft frontage) or that the proposed buildings should blend in with the current character of the existing homes, ie., brick and stone structures.*

Now we advance the clock to today.

In short, our opposition is based on the following areas of concern:

### **1.The Overall Size and Density of the project**

With the population of Lindsay at approximately 23,000, and 1500 to 1700 homes being constructed at 2.5 residents per home, then we are looking at between 3750 and 4250 new residents in 17 hectares of land.

This represents a population growth of between 16% and 18.5% ***in one neighborhood and with the majority of the development as shown being outside the current Urban Settlement Boundary***

This amounts to large concentration of dwellings in such a small amount of land – and is contrary to the 2020-2023 Kawartha Lakes Strategic Plan on many fronts.

## **2.Lack of Cohesion with the existing neighborhood**

The consistency of the neighborhood is paramount to our residents. As per Mr. Dunn's comments from 2013, we still ***do not*** consider it unrealistic to demand that adjacent buildings be of a similar style, and utilize similar building materials to our existing neighborhood.

In conversations with the Mr. Aaron Young in the summer of 2022, this is not the case with this master plan.

### **3. Traffic**

Within the master plan, we see only 2 routes in and out of the project:

1. A “gateway” road on the north side which we assume would lead up to Lagoon Rd and out to Hwy 36;
2. Two roads that both merge at essentially the same spot - Simpson Road and St. Peter. This has the net effect of being one roadway.

We make the following assumptions:

- The proposed development would be assumed to have 1.5 vehicles per household
- 90% of the traffic would utilize the southbound entrance/exit

Using the above assumptions, we determine that we will see an increase of between 2800% and 3200% of vehicular traffic on Simpson Road.

Additionally, since we see there is no space provisioned for additional schools, we must also assume that a daily stream of school buses will form part of the traffic pattern.

#### **4.Environmental**

The Scugog River is part of the Trent/Severn waterway system, which we believe is managed by the federal government.

Strict rules are in place to avoid contamination to the waterway, or damage to the river embankment, marine life and aquatic plants in the watershed. We believe the proposed density of people, traffic and buildings will seriously impact the local bird and wildlife populations along this part of the river.

We also feel that a request for an MZO would sidestep environmental protections.

#### **5.Project Timelines**

As a community, we consider 7-10 years an unacceptable amount of time to tolerate the ongoing upheaval of living next door to a construction zone of this magnitude. These disadvantages would include, but are not limited to:

- Constant array of construction vehicles in and out;
- Foreign matter(s) on existing roadways;
- Noise pollution;
- Air pollution in the form of construction dust.

The above will surely have negative impacts on our abilities to enjoy our private outdoor spaces and even open our windows – ***for 7-10 years***

## **6.Existing Infrastructures and Services**

There are well documented and publicized issues within all facets of our health care system.

While we realize these services are under provincial jurisdiction, we can't help but feel that a project of this magnitude will worsen an already chaotic situation.

While we would also assume that the local utility providers would be part of the ongoing process(es), we have a few concerns:

- Are the buildings being built with provisions for Electric Vehicles? As the federal mandate is for EV's to be 60% of sales by 2030, will Hydro One be able to supply the demand on this scale? Will we be subject to brown-outs?
- Is the proposed marina public or private?
- What roadwork will be required to facilitate utility upgrades for (water, sewage, etc) this project? What would be the timelines for any additional roadwork? Would it be concurrent within the 7-10 year project plan, or after the project is complete and traffic is already at a standstill?

## **7.MZO Mis-use**

MZO's are generally used for urgent projects. If this development is requiring 7 to 10 years, then we fail to see why an MZO is required.

***There is no need to bypass existing processes and hence limit public consultation and overall due diligence.***

Lastly, we do have requests for the key players on this project

To Moldenhauer Developments:

Go back to the drawing board and provide us with a revised design that addresses, alleviates, or eliminates the concerns of our neighborhood.

To Kawartha Lakes City Council

- Do not initiate, follow, or support any Ministerial Zoning Order pertaining to the lands in question
- Support our suggestions that Moldenhauer Developments make amendments to the project plan as communicated
- Follow existing processes

Ladies and gentlemen, thank you for your time today.