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Alanna Riley  
39T-13503/OZ-8223

<b>TO:</b>	<b>CHAIRS AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE</b>
<b>FROM:</b>	<b>GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT &amp; COMPLIANCE SERVICES &amp; CHIEF BUILDING OFFICIAL</b>
<b>SUBJECT:</b>	<b>APPLICATION BY: NORQUAY DEVELOPMENTS 860-874 SOUTHDALE ROAD WEST PUBLIC PARTICIPATION MEETING ON DECEMBER 10, 2013 @ 4:00 P.M.</b>

<b>RECOMMENDATION</b>
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That, on the recommendation of the Senior Planner, Development Planning the following actions be taken with respect to the application of Norquay Developments relating to the properties located at 860 – 874 Southdale Road West:

- (a) The Approval Authority **BE REQUESTED** to approve the draft plan of residential subdivision as submitted by Norquay Developments (File No. 39T-13503) prepared by Robert D. Sterling O.L.S. (Drawing No. DP1, dated July 3, 2013), which shows 55 single detached dwelling lots, 11 single detached dwelling part lots, the extension of Cranbrook Road, the extension of Thornley Street, and a westerly extension of Collins Drive, **SUBJECT TO** the conditions contained in the attached Appendix "39T-13503";
- (b) The Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for draft plan of subdivision of Norquay Developments relating to the property located at 860-874 Southdale Road West;
- (c) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on January, 14 2014 to amend Zoning By-law No. Z.-1 (in conformity with the Official Plan):
  - i) To change the zoning of the subject property from an Urban Reserve (UR1) Zone **TO** a Holding Residential R1 Special Provision (h.R1-6(4)) Zone and a Holding Residential R1 Special Provision (h.h-108.R1-6(4)) Zone to permit the development of single detached dwellings on lots with a minimum lot frontage of 15 metres and a minimum lot area of 450m<sup>2</sup> and to allow for 1.2 metre side yards setbacks for two story single detached dwellings; and
  - ii) To amend Section 4.21 of Road Allowance Requirements – Specific Roads of the Z.-1 By-law to add Street "A" (Cranbrook Road) as a Secondary Collector Road;
- (d) the applicant **BE ADVISED** that the Director of Development Finance has summarized claims and revenues information as attached in Appendix "B".

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Alanna Riley  
39T-13503/OZ-8223

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
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North Talbot Community Plan (NTCP) - 1999.

<b>PURPOSE AND EFFECT OF RECOMMENDED ACTION</b>
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The purpose and effect of this recommended action is to allow this parcel to develop for a low density residential subdivision in accordance with Official Plan policy and the Council approved North Talbot Community Plan.

<b>RATIONALE</b>
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1. These lands are being developed in accordance with Official Plan policy and the North Talbot Community Plan. This development is also consistent with the Provincial Policy Statement.
2. The recommended holding provisions will ensure that residential uses will develop in an orderly manner with full municipal services.
3. The proposed development is integrated with the subdivisions to the north, east and west, with public road connections to Cranbrook Drive, Thornley Street and Collins Drive.
4. The proposed development represents good land use planning.

<b>BACKGROUND</b>	
<b>Date Application Accepted:</b> August 15, 2013	<b>Agent:</b> Craig Linton, Norquay Developments
<b>REQUESTED ACTION:</b> Approval of a residential draft plan of subdivision and associated zoning by-law amendment.	
<b>SITE CHARACTERISTICS:</b>	
<ul style="list-style-type: none"> <li>• <b>Current Land Use</b> - vacant</li> <li>• <b>Frontage</b> – Approx. 200 metres</li> <li>• <b>Depth</b> – 300 metres</li> <li>• <b>Area</b> – 5.9 hectares</li> <li>• <b>Shape</b> - rectangular</li> </ul>	
<b>SURROUNDING LAND USES:</b>	
<ul style="list-style-type: none"> <li>• <b>North</b> – Single detached dwellings</li> <li>• <b>South</b> – Southdale Road West , future high density residential</li> <li>• <b>East</b> – Single detached dwellings, vacant land condominiums</li> <li>• <b>West</b> – Single detached dwellings</li> </ul>	
<b>OFFICIAL PLAN DESIGNATION:</b> (refer to map)	
<ul style="list-style-type: none"> <li>• Low Density Residential</li> </ul>	
<b>EXISTING ZONING:</b> (refer to map)	
<ul style="list-style-type: none"> <li>• Urban Reserve (UR1)</li> </ul>	

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**Alanna Riley  
39T-13503/OZ-8223**

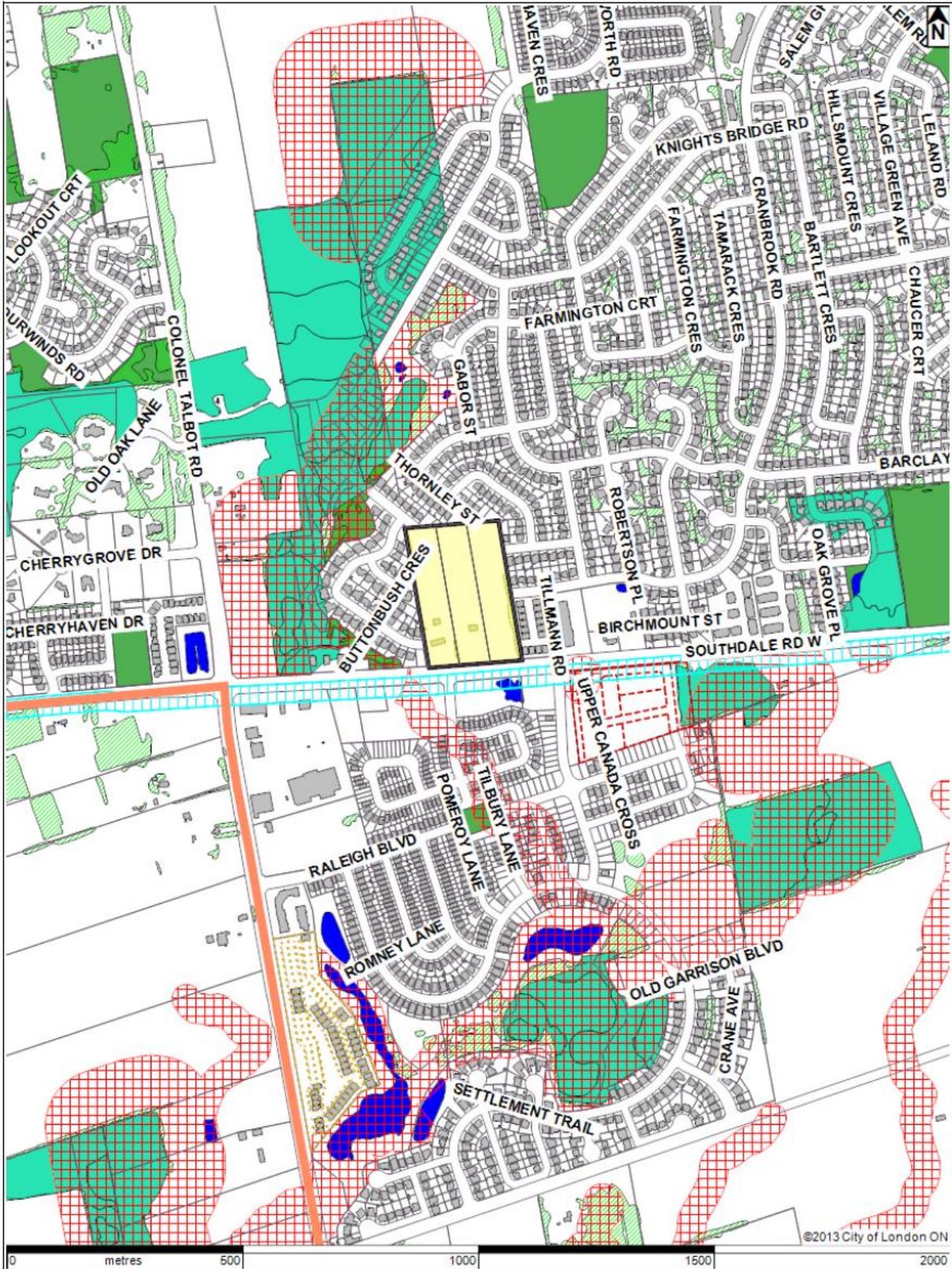
<b>PLANNING HISTORY</b>
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The majority of lands within this area were designated in OPA 88 as Urban Reserve - Community Growth. In the later 1990's a developer led Area Plan(North Talbot Community Plan) was initiated for lands located in the southwest quadrant of the City bounded by the former City boundary to the north, Bostwick Road to the east, Pack Road to the south and Colonel Talbot Road to the west. The North Talbot Community Planning Area encompassed a total of 240 hectares (593 acres) of land; 190 hectares (470 acres) south of Southdale Road and 50 hectares (123 acres) north of Southdale Road.

The purpose of the Area Plan was to establish future land use within the Study Area, and through the development of area-specific policies, address key issues that affect these lands and the surrounding communities. The North Talbot Community Plan provided the basis for amendments to the City's Official Plan. The Plan provided a detailed land use planning framework for community development, primarily through the subdivision planning process.

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Alanna Riley  
39T-13503/OZ-8223



**LOCATION MAP**

Subject Site: 860-874 Southdale Rd W  
 Applicant: Norquay Developments  
 File Number: 39T-13503  
 Planner: Alanna Riley  
 Created By: Alanna Riley  
 Date: 2013-09-06  
 Scale: 1:10100

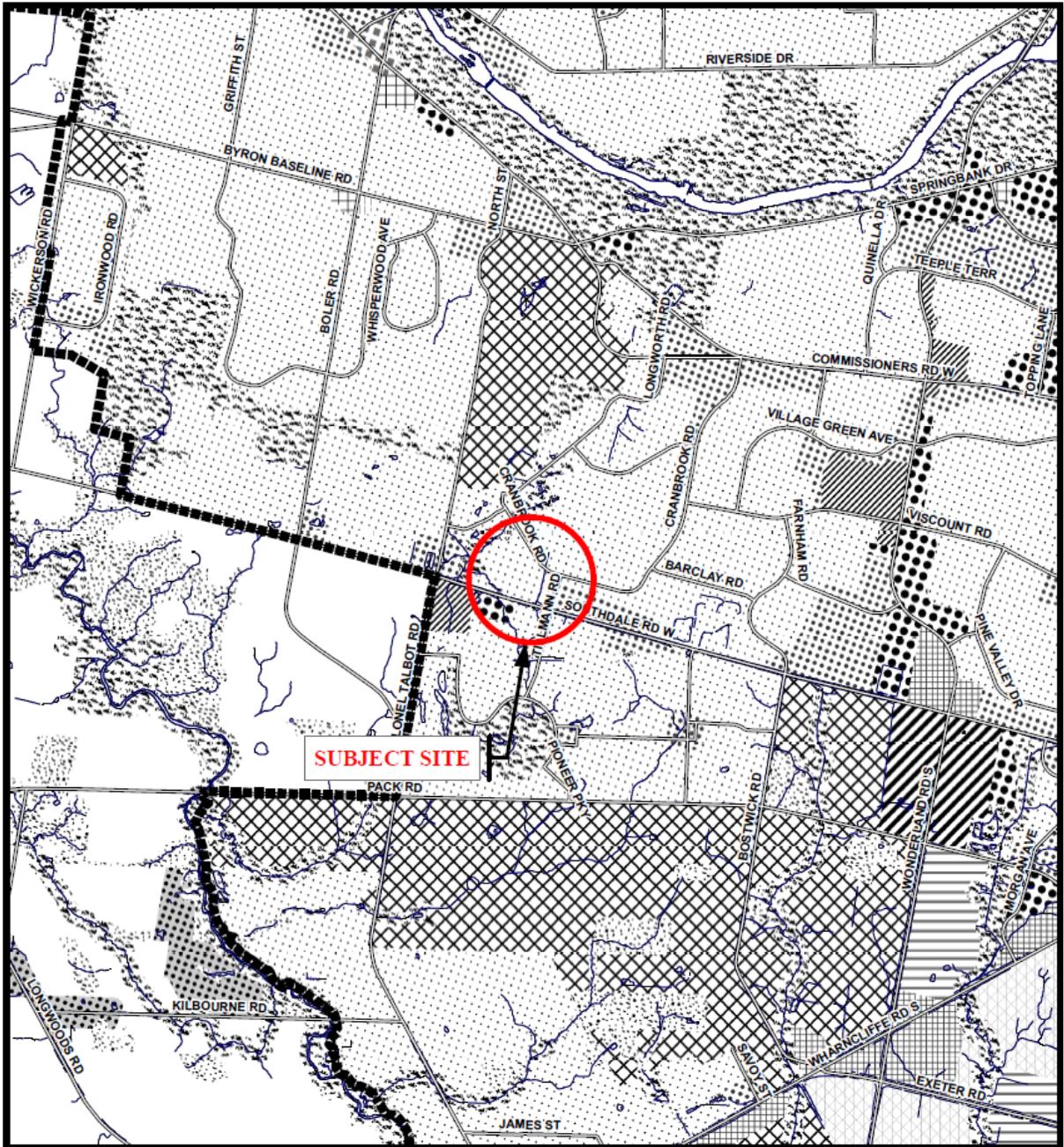
**LEGEND**

-  Subject Site
-  Parks
-  Assessment Parcels
-  Buildings
-  Address Numbers



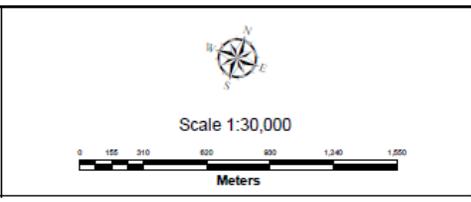
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Alanna Riley  
39T-13503/OZ-8223



Legend			
	Downtown		Office Business Park
	Enclosed Regional Commercial Node		General Industrial
	New Format Regional Commercial Node		Light Industrial
	Community Commercial Node		Regional Facility
	Neighbourhood Commercial Node		Community Facility
	Main Street Commercial Corridor		Open Space
	Auto-Oriented Commercial Corridor		Urban Reserve - Community Growth
	Multi-Family, High Density Residential		Urban Reserve - Industrial Growth
	Multi-Family, Medium Density Residential		Rural Settlement
	Low Density Residential		Environmental Review
	Office Area		Agriculture
	Office/Residential		Urban Growth Boundary

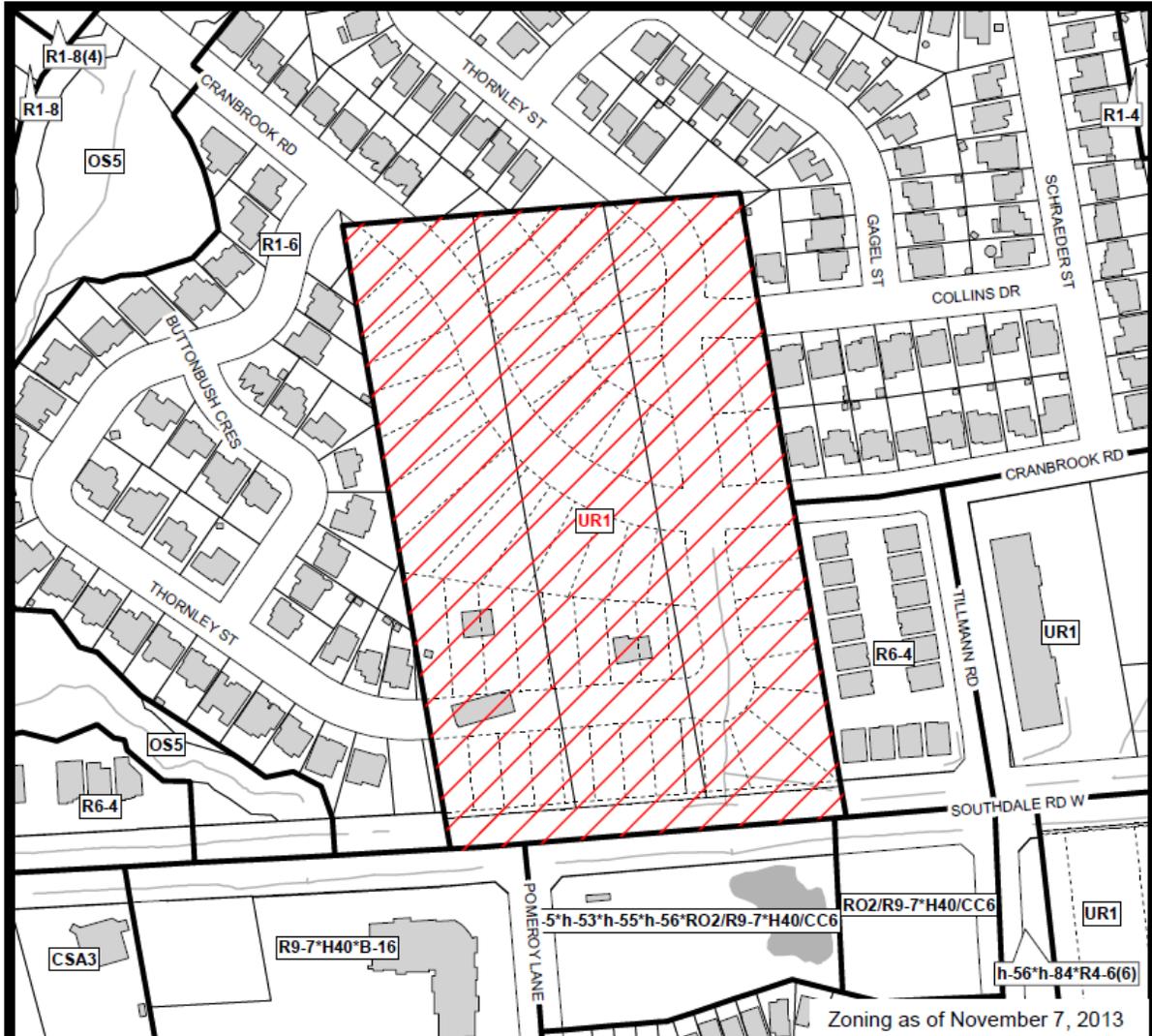
**CITY OF LONDON**  
Department of  
Planning and Development  
**OFFICIAL PLAN SCHEDULE A**  
- LANDUSE -  
  
PREPARED BY: Graphics and Information Services



**FILE NUMBER:** 39T-13503 / Z-8223  
**PLANNER:** AR  
**TECHNICIAN:** JTS  
**DATE:** November 22, 2013

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Alanna Riley  
39T-13503/OZ-8223



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

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 APTS.
- R9 - MEDIUM TO HIGH DENSITY APTS.
- 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

- OR - OFFICE/RESIDENTIAL
- OC - OFFICE CONVERSION
- RO - RESTRICTED OFFICE
- OF - OFFICE
  
- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE
  
- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW
  
- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE
  
- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION
  
- "h" - HOLDING SYMBOL
- "D" - DENSITY SYMBOL
- "H" - HEIGHT SYMBOL
- "B" - BONUS SYMBOL
- "T" - TEMPORARY USE SYMBOL

2) ANNEXED AREA APPEALED AREAS

**CITY OF LONDON**

PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

**ZONING  
BY-LAW NO. Z.-1  
SCHEDULE A**



FILE NO:  
39T-13503 / Z-8223      AR

MAP PREPARED:  
November 22, 2013      JTS

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0 15 30 60 90 120  
Meters

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Alanna Riley  
39T-13503/OZ-8223

**SIGNIFICANT DEPARTMENT/AGENCY COMMENTS**

**Environmental and Engineering Services Department**

The recommendations provided by the Environmental and Engineering Services Department for this subdivision have been included in Appendix “39T-13503” (Conditions of Draft Approval) of this report. Several key comments and recommendations from the Environmental and Engineering Services Department are summarized below. Please note that there will be increased operating and maintenance costs for works being assumed by the City.

*Overall:*

Claims have been reviewed by Development Finance. The Owner is proposing that the relocation of the existing trunk watermain in this plan, which is to generally align with the proposed road network, is to be paid for by the City Services Reserve Fund. These proposed works are not included or approved in the current Development Charges By-law; therefore, the related draft plan conditions reflect this work at the Owner’s cost. Should the Development Charges By-law be amended in future to include the costs of this project, the Owner may be eligible to make a claim in accordance with the provisions of the amended Development Charge By-law prevailing at the time this plan develops. It is noted that the Owner has had discussions with Water Engineering and Development Finance for the cost of these works being included as a potential claim in the proposed amendments to the 2014 Development Charges By-law.

*Sanitary:*

- Sanitary servicing will be provided through the future 200 mm (8 inch) diameter sanitary sewer on Southdale Road West.
- The Owner will be required to reserve capacity at the Greenway Pollution Plant for this subdivision.
- The Owner needs to demonstrate that the servicing within the proposed walkway/maintenance access block, Block 67 can accommodate a sanitary sewer with other City Services.

*Storm and Stormwater Management:*

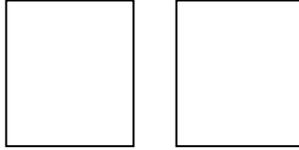
- The proposed subdivision is located within the Dingman Creek Subwatershed. The Owner shall construct storm sewers to serve this plan and connect the proposed storm sewers to existing municipal storm sewer located on the south side of Southdale Road West via a new storm sewer connection in place of the existing 900 mm diameter CSP culvert.
- The Owner needs to demonstrate that the servicing within the proposed walkway/maintenance access block (Block 67) can accommodate a storm sewer with other City Services.

*Water:*

- The owner is required to construct watermains to serve this Plan, from the high level service area serviced by the Springbank Pumping Station, and connect them to the existing municipal watermains on Cranbrook Road (east leg and north leg), Thornley Street (north leg and west leg), and Collins Drive. Water servicing is not to be taken from the 600 mm trunk watermain which extends through the site.
- The Owner needs to demonstrate that the servicing within the proposed walkway/maintenance access block (Block 67) can accommodate a trunk watermain with other City Services.

*Transportation:*

- The main road proposed to service this subdivision is Cranbrook Road, which will align with the existing south and west ends of Cranbrook Road.
- Sidewalks shall also be constructed on both sides of Cranbrook Road and portions of Thornley Street and Collins Drive.



Alanna Riley  
39T-13503/OZ-8223

- Road dedication will be required to widen Fanshawe Park Road East to 18.0 metres (59.06') from the centerline of the original road allowance or existing road.

*Walkways/Maintenance Access:*

- The Owner will be required to construct a walkway/maintenance access over Block 67.

**Upper Thames River Conservation Authority(UTRCA)**

As shown on the enclosed mapping, the subject lands are regulated by the UTRCA in accordance with Ontario Regulation 157/06, made pursuant to Section 28 of the *Conservation Authorities Act*. The regulation limit is comprised of a riverine flooding hazard associated with the watercourse that is located on the easterly portion of the site. The UTRCA has jurisdiction over lands within the regulated area and requires that landowners obtain written approval from the Authority prior to undertaking any site alteration or development within this area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

The UTRCA recommends the following condition of draft plan approval:

*That in accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the Conservation Authorities Act, the proponent obtain the necessary permit/approvals from the UTRCA prior to undertaking any site alteration or development within the regulated area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.*

*Staff Response: The above condition is included in the draft approval conditions.*

**Canada Post**

This subdivision will receive mail service to centralized mail facilities provided through our Community Mailbox program.

The owner shall complete to the satisfaction of the Director of Engineering of the City of London and Canada Post :

- a) include on all offers of purchase and sale, a statement that advises the prospective purchaser :
  - i) that the home/business mail delivery will be from a designated Centralized Mail Box.
  - ii) that the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.
- b) the owner further agrees to :
  - i) work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.
  - ii) install a concrete pad in accordance with the requirements of, and in locations to be approved by, Canada Post to facilitate the placement of Community Mail Boxes
  - iii) identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.

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**Alanna Riley**  
**39T-13503/OZ-8223**

- iv) determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.

**EEPAC**

No response.

**MMAH**

No response.

**London Hydro**

No response.

**Imperial Oil**

No response.

**LTC**

No response.

**Middlesex London Health Unit**

No response.

**Bell Canada**

No response.

<b>PUBLIC LIAISON:</b>	Notice of this application was sent to surrounding property owners. Notice was also published in "The Londoner" Section of the London Free Press on October 8, 2013.	4 Responses
<p><b>Nature of Liaison:</b>                  The purpose and effect of this application is to permit the development of a Low Density Residential plan of subdivision on a parcel of land located east of Col. Talbot Road and north of Southdale Road.</p> <p>Consideration of a Plan of Subdivision consisting of 66 residential units in the form of single detached dwellings, a Cranbrook Road connection, a Thornley Street connection, and a westerly extension of Collins Drive.</p> <p>Possible change to Zoning By-law Z.-1 <b>FROM</b> an Urban Reserve (UR1) and <b>TO</b> a Residential R1 Special Provision (R1-6(4)) to permit 1.2 metre side yards for two story single detached dwellings.</p>		
<p><b>Responses:</b> There were 4 comments from the public on this application for draft plan of subdivision and zoning by-law amendment. These comments are summarized in this report.</p>		

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<b>ANALYSIS</b>
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**EXISTING SITUATION**

The subject site consists of three parcels of land totalling approximately 5.9 hectares in size. The surrounding lands are comprised predominantly of low density residential to the north, east and west which were constructed during the last 10 years. Currently, there are two single detached dwellings on the property which will be demolished in the future. A small watercourse runs along the easterly portion of the site.

**NATURE OF APPLICATIONS**

The applicant has applied for a residential plan of subdivision to permit singled detached dwelling lots. The applicant has applied for a rezoning on the subject site concurrent with the draft plan application.

The following report addresses issues including but not limited to tree preservation, noise, relocation of the watermain, grading, drainage, access, parks and construction access. It also includes a review of the draft plan of subdivision and requested Zoning By-law amendments in conjunction with the Provincial Policy Statement (2005), relevant Official Plan policies; the Council adopted guidelines in the North Talbot Community Plan and the City's Placemaking Policies.

**PROVINCIAL POLICY STATEMENT (2005)**

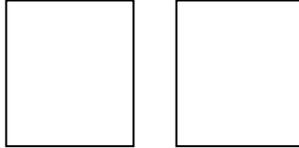
This application has been reviewed for consistency with the entire 2005 Provincial Policy Statement. It is staff's position that the redline revised draft plan of subdivision will provide for a healthy, livable and safe community. It will provide for single detached housing to assist in meeting projected needs. This plan incorporates a block for a planned pedestrian corridor. The existing and planned infrastructure will allow for the proper development of these lands.

Based on staff's analysis, this draft plan is consistent with the 2005 Provincial Policy Statement.

**PLANNING ACT - SECTION 51(24)**

Section 51(24) of the Planning Act provides municipalities with criteria which must be considered prior to approval of a draft plan of subdivision. The Act notes that in addition to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality, regard shall be had for:

- the effect of development of the proposed subdivision on matters of provincial interest;
- whether the proposed subdivision is premature or in the public interest;
- whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- the suitability of the land for the purposes for which it is to be subdivided;
- the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- the dimensions and shapes of the proposed lots;
- the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- conservation of natural resources and flood control;
- the adequacy of utilities and municipal services;
- the adequacy of school sites;
- the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
- the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located



within a site plan control area.

As previously noted it is staff's position that the proposed draft plan is consistent with the 2005 Provincial Policy Statement. The proposed development is not premature given the infrastructure provided and planned for the area. The proposed plan conforms to the Official Plan and will be integrated with the adjacent subdivisions to the north, east and west. The north Talbot Community Plan, which applies to the subject lands, identified this as a suitable area for low density forms of housing. The existing and proposed transportation infrastructure is designed to accommodate this development. Improvements to Southdale Road West will be carried out to ensure that it provides for convenient and safe access to this community.

The proposed zoning provides for single detached residential lots. There will be no restriction on adjoining land as a result of approving this draft plan of subdivision. Utilities and services will be constructed within this subdivision to allow for its development. There are three elementary schools and one high school (Byron Summerset Public School, Westmount Public School, Jean Vanier Separate School and Saunders Secondary School) located approximated 1.5 kilometres from the subject lands. There are ample active and passive parklands located within 1 km of the subject site. The design of the draft plan provides for efficient use and conservation of energy through its integration within the neighbourhood.

Based on staff's analysis, this draft plan is consistent with all of the relevant criteria within Section 51(24) of the Planning Act.

**OFFICIAL PLAN POLICIES**

The subject lands are designated Low Density residential in the Official Plan. Areas to the north, east and west have been developed as such, and the subject site is the last parcel along this length of Southdale Road West to develop to complete this neighbourhood.

Low Density Density Residential

The Low Density Residential designation permits low-rise, low density housing forms including single detached, semi-detached and duplex dwellings(at a maximum density of 30 units per hectare) as the main permitted uses.

The proposed location and intensity of residential uses complies with the Low Density Residential policies of the Official Plan.

**SUBDIVISION DESIGN**

**Road Pattern**

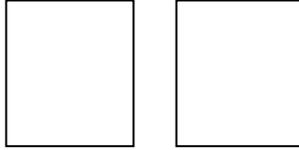
This draft plan provides for the extension of three(3) streets from adjoining lands. The extension of these roads roads completes the road pattern set out in Schedule 'C' (Transportation) of the Official Plan, and the surrounding developments.

**Lotting Pattern**

The intent of the North Talbot Community Plan is to provide for a built form of development compatible with existing developments in the area.

Surrounding lot sizes are 15 to 20 metres in width, and are typically 35 metres deep which is compatible with the lot sizes proposed in this subdivision. The existing dwellings are a mixture of high quality one and two storey homes with full basements ranging in size from approximately 1800 square feet to 2500 square feet. The applicant has indicated that the housing forms will be consistent with the existing surrounding low density residential dwellings.

There are eleven (11) lots that are proposed to created by the combination of blocks from this proposed draft plan and the existing surrounding registered plans of subdivision to the north, the



**Alanna Riley**  
**39T-13503/OZ-8223**

north west corner and west. A holding provision has been recommended to ensure consolidation of these lots.

**Noise**

The applicant has proposed lots backing onto Southdale Road, which is an arterial road capable of generating as much as 36,000 vehicles per day. Section 19.9.6 of the Official Plan notes that if land use planning or alternative subdivision designs cannot reasonably be utilized within the proposed residential subdivision then a noise impact study must be undertaken on behalf of the developer, by an accredited acoustical consultant, to determine the following:

- a. the appropriate noise attenuation mechanism based on future traffic volumes as established in the Transportation Master Plan and Schedule C of the Official Plan, expected road widening and the effect the expected road widening will have on the design of the required noise attenuation measure;
- b. the design specifics of the noise attenuation measure - such as height,

The Official Plan further notes that where noise walls are determined to be the only practical noise attenuation measure, a common elements condominium corporation must be established for all properties that directly benefit from the noise wall or alternative noise attenuation measures approved by Council must be implemented to achieve the principle of avoiding long term maintenance and replacement costs to the City.

The existing road pattern in the adjacent subdivisions limits the potential for a window street in this area and as a result, noise attenuation measures will be required to protect the outdoor living area of these lots. Appropriate noise attenuation measures will be determined through a noise study (required as a condition of draft approval) acceptable to the City.

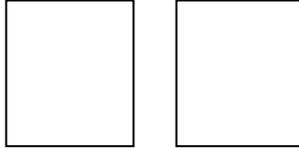
**EXISTING VEGETATION**

The subject lands currently have some trees and shrubs associated with the single detached dwellings that are still on the subject site. The applicant has indicated that the bulk of the lands were farmed up until 2010, after the development of the surrounding lands occurred and agricultural operations ceased in 2011. Since that time, the property has remained largely unchanged – the farm fields are now grassed areas which appear to be mowed to remain compliant with City by-laws regarding property standards and maintenance.

Trees are located in the south east portion of the lands. The applicant has indicated all existing vegetation will be removed from the site with the possible exception of the trees along the eastern property line. A tree preservation report has been required as a condition of draft approval. This will document the existing tree species and their health as part of the design studies stage of development. It should be noted that Parks Planning does not have concern over the potential loss of vegetation within the subject property. The applicant has indicated that it is their intention to preserve as many of the existing trees along the eastern boundary as possible.

**PARKS/OPEN SPACE**

Through the North Talbot Community Plan no park facilities were identified on the subject lands. Parks Planning has indicated that parkland dedication requirements will be satisfied through cash-in-lieu of parkland in accordance with By-law CP-9. The future residents will be served by the Southwest Optimist Park, which is located approximately 1 kilometre from the subject lands. Additionally, Byron Hills Park is located approximately 600m to the west, Raleigh Parkette is located 300m to the south and Cresthaven Park is located approximately 1 kilometre to the north of the subject site. The parks offer active and passive recreational opportunities for area residents. A pathway block is recommended to provide a direct pedestrian link from Thornley Street to Southdale Road.



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**39T-13503/OZ-8223**

## **Servicing**

### Sanitary

The sanitary sewershed for the subject lands is the Westmount sub-sewershed area of the City of London which is tributary to the Greenway Pollution Control Plant. The primary reason for using the Westmount sub-sewershed for this site is to avoid sending sanitary flows to the Westfield Village temporary pumping station and using up what little capacity remains there.

The Crestwood Subdivision Trunk Sewer services the existing residential developments to the west of the subject lands and is located on the north side of Southdale Road which then connects to the trunk sewer on Tillman Road which flows northerly, connecting to Cranbrook Road and ultimately to the Westmount Area Sanitary Flood Mitigation Facility. Through detailed analysis of the design parameters used in the EA, and the existing built forms, it has been determined there is more than adequate capacity in the sanitary system to accommodate sanitary flows from this site.

Small diameter local sanitary sewers are proposed to be constructed on Collins Drive, Cranbrook Road and Thornley Street to service all of the proposed lots. These would be connected to the Crestwood Subdivision Trunk Sewer on Southdale at the south side of the site where the large diameter watermain and storm sewer connections will be made. The location of these servicing connections coincides with the location of the proposed pedestrian connection to Southdale Road.

### Storm

The natural flow of water is generally from north west to south east. This is consistent with the City of London approved engineering drawings pertaining to the Talbot Village E1 SWM Facility, to which the subject lands are tributary. An existing 900mm diameter culvert currently conveys flows from the site under Southdale Road and then into the existing Westfield Village and Talbot Village storm sewer system, and ultimately to the SWM facility. It is expected that this culvert will require replacement with a new storm sewer designed to accommodate the proposed and existing flows. Storm water flows from this site will be conveyed through the storm sewer system located within Cranbrook Road, Thornley Street and Collins Drive.

### Water

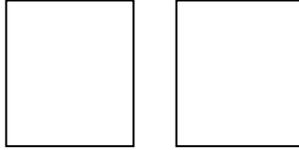
There are five existing road connections around the perimeter of this site. Watermain connections at each of these road locations will be required. The entire site is to be serviced by the high-level pressure water distribution network. All existing watermains which service the adjacent residential development are part of the high level system.

There exists a high pressure large diameter (600mm) watermain which bisects the subject lands, and generally follows the alignment of the existing drainage swale/watercourse. This watermain connects the large watermain in Southdale Road northerly to Barclay Road and was installed in 2000 to provide reinforcement to the water system in this area of the city. This watermain function will have to be maintained. Based on the future road profile of Thornley Street and the existing depth of this watermain, the watermain will have to be reconstructed by the developer.

### Transportation

The nature of development generates low traffic volumes, and there is no direct connection to Southdale Road proposed. As the development proposal facilitates the construction of the secondary collector road (Cranbrook Road), and Thornley Street, the overall operation of vehicular flow should improve for the North Talbot planning area.

Additionally, the completion of the road network in this area will provide existing residents with multiple options when moving about the neighbourhood whether by car, bicycle or on foot. It is also expected that upon the completion of Cranbrook Road and Thornley Street the temporary



**Alanna Riley**  
**39T-13503/OZ-8223**

access from Thornley Road to Southdale will be deemed redundant thereby reducing the number of access points to Southdale Road. Existing residents who use this temporary connection will now be able to access Southdale Road via Cranbrook to Tillman.

Internal roadworks will consist of the construction of the secondary collector which is Cranbrook Road, along with the local streets identified as Thornley Road and Collins Road. Cranbrook Road is to be constructed in accordance with all City of London design standards for secondary collector roads, and will be a standard 21.5 metre wide right-of-way. Thornley Street and Collins Drive will be constructed as a 20 metre wide right-of-way, consistent with the existing condition.

Roadworks external to the subject lands may be required in order to facilitate construction of sewers, watermains and utilities. It is expected that these works will not have any negative impact on the surrounding developments. However, it is noted that a Traffic Management Plan will be a requirement at the detailed engineering drawing review stage.

All construction traffic associated with this draft plan of subdivision will be directed to utilize Southdale Road West or other routes as designated by the City Engineer.

**PROPOSED ZONING**

The subject lands are currently zoned Urban Reserve (UR1). The applicant has requested the Residential R1 (R1-6) Zone to permit single detached dwellings.

All of the surrounding low density developments are zoned R1-6. The R1-6 zone requires a minimum lot area of 450 m<sup>2</sup> and a minimum lot frontage of 15 metres. All of the lots in the proposed draft plan conform to the standards of this zone. The applicant has requested the R1-6(4) zone to permit two storey homes with a minimum 1.2 metre side yard setback in order to provide a bit more flexibility in home designs.

Holding Provisions

The following holding provisions are recommended for these lands:

An h. holding provision is required to ensure to servicing, including sanitary, stormwater and water are addressed, to the satisfaction of the City Engineer and to ensure that the Owner enter into a subdivision agreement with the City.

The h-108 holding provision is recommended to hold all part blocks out of development until they are combined with adjacent lands external to this plan to create developable lots (eg. Block 82, M-482 and Block 205, M-531 with Block 66 in this plan; Block 50, M-531 with Block 57 in this plan; Block 51, M-531 with Block 58 in this plan), to the satisfaction of the City.

The recommended zones and holding provisions are appropriate and represent good land use planning.

**URBAN DESIGN/PLACEMAKING POLICIES**

The proposed draft plan of subdivision and recommended zoning provides for low density housing is consistent with the Official Plan and the North Talbot Community Plan. This plan is seamlessly integrated with the existing neighbourhood. The draft plan allows for appropriate vehicular circulation throughout the community and to adjacent lands to the north, west and east. All streets in the subdivision will have sidewalks on at least one side of the street allowing for proper pedestrian movements. In addition, a walkway (block 67) is proposed to allow for direct pedestrian access to Southdale Road.

**NEIGHBOURHOOD CONCERNS**

Trees

Neighbours have contacted staff with concerns regarding the removal of trees on the subject site. A condition of draft approval has been included to ensure a tree preservation report will be

**Agenda # Page #**

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**Alanna Riley  
39T-13503/OZ-8223**

conducted. The tree preservation report and plan shall be focused on the preservation of quality specimen trees within lots and blocks. Tree preservation shall be established first and grading/servicing design shall be developed in order to accommodate maximum tree preservation.

Noise

Due to the configuration of the lots back onto Southdale Road and Official Plan policies as outlined in the report, a noise attenuation report is required to provide appropriate mitigation measures to ensure future residents on lots backing onto Southdale Road will not be affected by noise. Prior to final approval, the Approval Authority shall be advised that the accepted noise attenuation measures incorporated into the subdivision agreement between the Owner and the City of London.

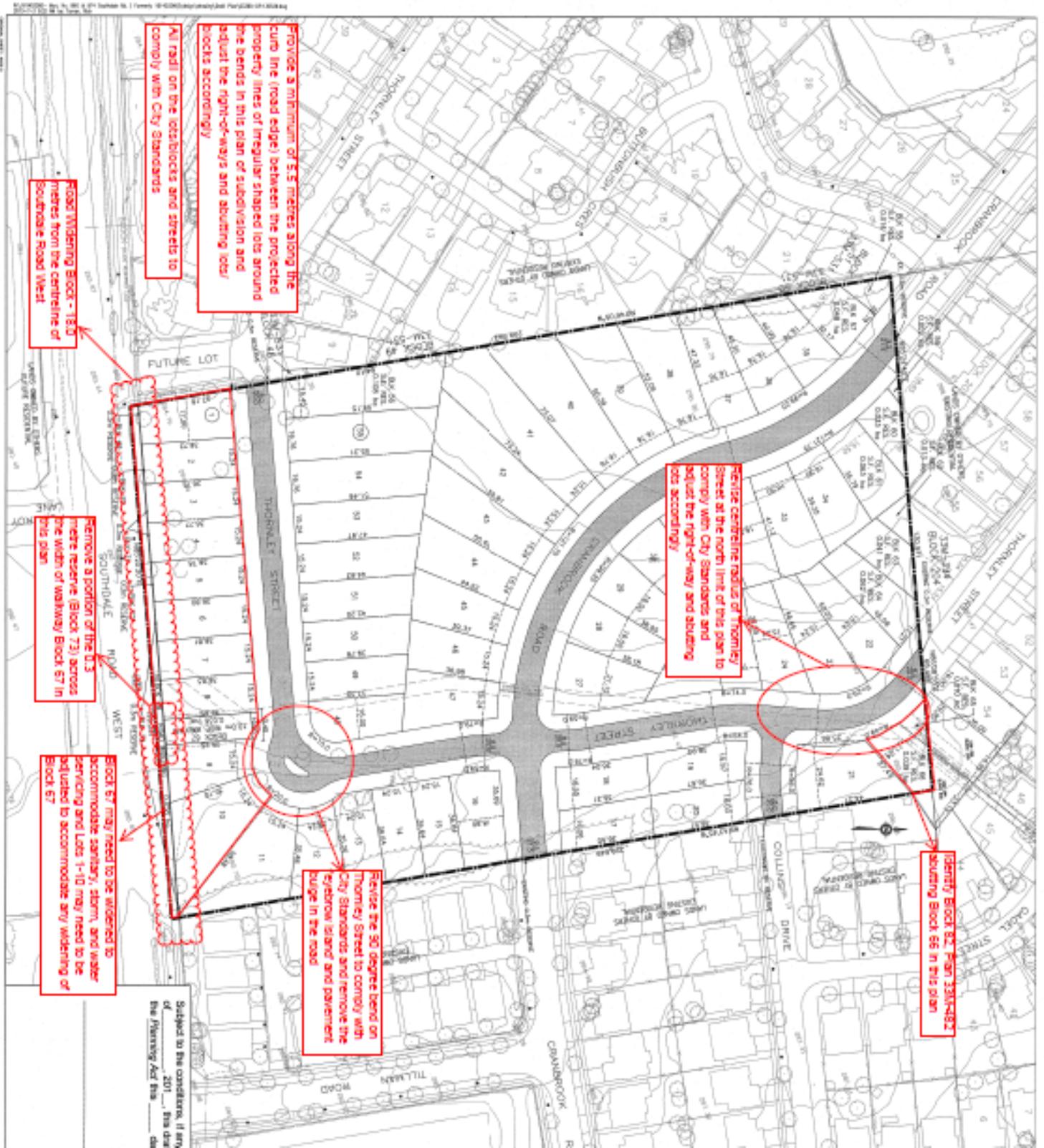
Drainage

Neighbours have addressed concerns regarding impacts this development may have on drainage in the area. Grading and drainage will be addressed in greater detail during the engineering drawing review stage to ensure that there are no negative impacts on adjacent lands.

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Alanna Riley  
39T-13503/OZ-8223

REDLINED DRAFT PLAN



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**39T-13503/OZ-8223**

**Redline Revisions**

The following revisions to the original draft plan submission have been incorporated within the draft plan.

1. Revise the 90 degree bend on Thornley Street to comply with City standards and remove the 'eyebrow island' and pavement bulge in the road.
2. Provide a minimum of 5.5 metres along the curb line (road edge) between the projected property lines of irregular shaped lots around the bends in this plan of subdivision and adjust the right-of-ways and abutting lots/blocks accordingly.
3. Block 67 may need to be widened to accommodate sanitary, storm and water servicing and Lots 1 to 10 may need to be adjusted to accommodate any widening of Block 67.
4. Revise centreline radius of Thornley Street at the north limit to comply with City standards and adjust the right-of-way and abutting lots accordingly
5. Identify Block 82, Plan M-482 abutting Block 66 in this plan
6. Remove a portion of 0.3 metre reserve (Block 73) across the width of walkway Block 67 in this plan
7. Road widening block - 18.0 metres from the centreline of Southdale Road West
8. All radii on the lots/blocks and streets to comply with City standards.

<b>CONCLUSION</b>
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The subject lands are being developed in accordance with Official Plan Policy and the North Talbot Community Plan. Holding Provisions will ensure that the plan develops with adequate municipal services. Approval of this Draft Plan of Subdivision and associated Zoning By-law amendments are appropriate and considered to be good land use planning.

<b>RECOMMENDED BY:</b>	<b>REVIEWED BY:</b>
<b>ALANNA RILEY, MCIP, RPP SENIOR PLANNER</b>	<b>ALLISTER MACLEAN MANAGER – DEVELOPMENT PLANNING</b>
<b>REVIEWED BY:</b>	<b>SUBMITTED BY:</b>
<b>TERRY GRAWAY , MCIP, RPP MANAGER OF DEVELOPMENT PLANNING</b>	<b>GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT &amp; COMPLIANCE SERVICES &amp; CHIEF BUILDING OFFICIAL</b>

December 2, 2013  
 AR/ar

**Agenda # Page #**

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**Alanna Riley  
39T-13503/OZ-8223**

**Responses to Public Liaison Letter and Publication in “The Londoner”**

Laura Victoria Neumann – 1236 Gagel Street

-traffic

-safety

- opposed to link Thornley street (as a thoroughfare for vehicles) to Southdale

Bob Featherstone – 1037 Cranbrook Road

-consideration must be given to preserve Oak Trees along east side of the site

Mark Leslie – 1212 Cranbrook Road

-dwelling size

-no parks proposed

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Alanna Riley  
39T-13503/OZ-8223

APPENDIX "A"

Bill No. (number to be inserted by Clerk's Office)  
2014

By-law No. Z.-1-\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 860-874 Southdale Road West.

WHEREAS Norquay Developments have applied to rezone an area of land located at 860-874 Southdale Road West, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 860-874 Southdale Road West, as shown on the Key Map, from an Urban Reserve (UR1) Zone, to a Holding Residential R1 Special Provision (h. R1-6(4)) Zone and a Holding Residential R1 Special Provision (h. h-108. R1-6(4)) Zone.

- 1) Section 4.21 "ROAD ALLOWANCE REQUIREMENTS - SPECIFIC ROADS" is amended by adding the following streets:

Street	From	To	Street Classification	Limit of Rd. Allowance (Measured from Centreline)
Cranbrook Road	Tilman Road	Longworth Road	Secondary Collector	10.75m(35.3ft)

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with subsection 34(21) of the *Planning Act, R.S.O. 1990, c. P.13*, either upon the date of the passage of this by-law or as otherwise provided by the said subsection.

PASSED in Open Council on January 14, 2014.

Joseph Fontana  
Mayor

Catharine Saunders  
City Clerk

**Agenda # Page #**

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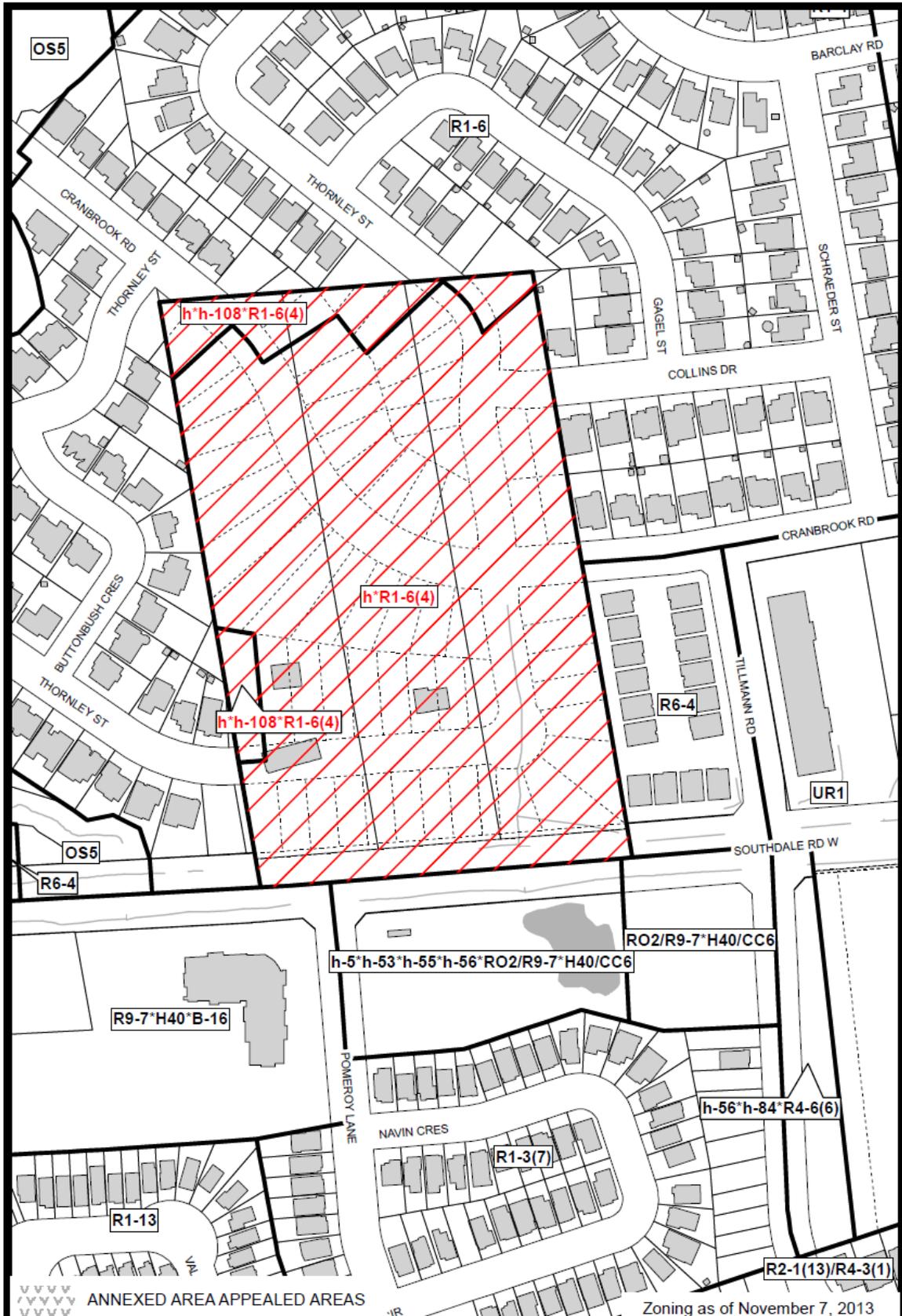
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39T-13503/OZ-8223**

First Reading - January 14, 2014.  
Second Reading - January 14, 2014.  
Third Reading - January 14, 2014.

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Alanna Riley  
39T-13503/OZ-8223

AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: 39T-13503 / Z-8223  
 Planner: AR  
 Date Prepared: November 22, 2013  
 Technician: JTS  
 By-Law No: Z.-1-

SUBJECT SITE 

1:2,500

0 12.525 50 75 100  
 Meters



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39T-13503/OZ-8223

**APPENDIX 'B'**

**Related Estimated Costs and Revenues**

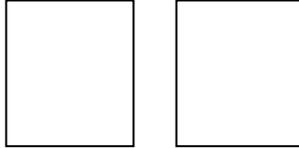
<b>Estimated Costs – This Draft Plan</b>	
Claims from Urban Works Reserve Fund – General	Nil
Claims from Urban Works Reserve Fund - Stormwater Management	Nil
Capital Expense	Nil
Other	Nil
<b>Total</b>	<b>Nil</b>
<b>Estimated Revenues - This Draft Plan (2013 rates)</b>	
CSRF	\$935,495
UWRF	\$363,770
<b>Total</b>	<b>\$1,299,265</b>

1. Estimated Revenues are calculated using 2013 DC rates and may take many years to recover. The revenue estimates includes DC cost recovery for "soft services" (fire, police, parks and recreation facilities, library, growth studies). There is no comparative cost allocation in the Estimated Cost section of the report, so the reader should use caution in comparing the Cost with the Revenue section.
2. The revenues and costs in the table above are not directly comparable. This subdivision, like others in the area, also relies on recently constructed roadwork and SWM facilities, the cost of which is not reported above. Other growth related costs (like wastewater treatment plant and road capacity expansion) incurred to serve this subdivision and surrounding areas are not reported above, though the revenue for those service components is included in the "Estimated Revenues – This Draft Plan" section above. As a result, the revenues and costs reported above are not directly comparable. The City employs a "citywide" approach to recovery of costs of growth – any conclusions based on the summary of Estimated Costs and Revenues (above table) should be used cautiously.
- 3.

Reviewed By:



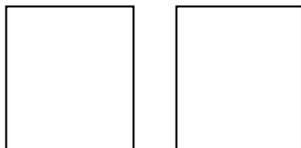
Peter Christiaans  
Director, Development Finance



**APPENDIX 39T- 13503  
(Conditions to be included for draft plan approval)**

**NO. CONDITIONS**

1. That this approval applies to the draft plan, submitted by Norquay Developments, prepared by Stantec Consulting Limited, File No. 39T-12503, drawing No. DP1, as red-line amended, which shows 66 single detached dwelling lots, a Cranbrook Road connection, a Thornley Street connection, and a westerly extension of Collins Drive.
2. That this approval of the draft plan applies for a period of three (3) years, and if final approval is not given within that time, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.
3. That the road allowance included in this draft plan shall be shown and dedicated as public highways.
4. The Owner shall within 90 days of draft approval submit proposed street names for this subdivision to the City.
5. The Owner shall request that addresses be assigned to the satisfaction of the City in conjunction with the request for the preparation of the subdivision agreement.
6. That the Owner, prior to final approval, shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program.
7. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
8. The Owner shall enter into a subdivision agreement and shall satisfy all the requirements, financial and otherwise, of the City of London in order to implement the conditions of this draft approval.
9. That the subdivision agreement between the owner and the City of London be registered against the lands to which it applies once the plan of subdivision has been registered.
10. In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of the City, at no cost to the City.
11. No construction or installations of *any* kind (eg. clearing or servicing of land) involved with this plan shall be undertaken by the Owner prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the Manager of Development Planning in writing (eg. MOE certificates; City/Ministry/Agency permits: Approved Works, water connection, water-taking, navigable waterways; approvals: UTRCA, MNR, MOE, City; etc; etc.). No construction involving installation of services requiring an EA is to be undertaken prior to fulfilling the obligations and requirements of the Province of Ontario's Environmental Assessment Act and the City of London.
12. That the Owner shall carry out an archaeological survey and rescue excavation of any significant archaeological remains found on the site to the satisfaction of the Southwestern Regional Archaeologist of the Ministry of Culture; and that no final approval shall be given, and no grading or other soil disturbance shall take place on the



**Alanna Riley**  
**39T-13503/OZ-8223**

subject property prior to the letter of release from the Ministry of Culture.

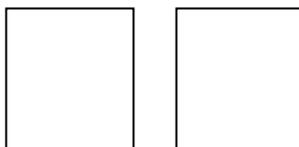
Planning

13. The Owner shall, as part of the design studies, prepare a tree preservation report and plan for lands within the proposed draft plan of subdivision. The tree preservation report and plan shall be focused on the preservation of quality specimen trees within lots and blocks. The tree preservation report and plan shall be completed in accordance with current approved City of London guidelines for the preparation of tree preservation reports and tree preservation plans, to the satisfaction of the Manager of Environmental and Parks Planning or Urban Forestry as part of the design studies submission. Tree preservation shall be established first and grading/servicing design shall be developed to accommodate maximum tree preservation.
14. The Owner shall make a cash payment in lieu of the 5% parkland dedication pursuant to City of London By-law CP-9.
15. In conjunction with Design Studies submission, the Owner shall submit a plan which should accommodate Street trees are required as per the standard cash-in-lieu subdivision clause.
16. In conjunction with the Design Studies submission, the Owner shall submit a Noise Impact Study which recommends noised mitigation measures in accordance with the Ministry of the Environment Guidelines and the City of London, all to the satisfaction of the Director of Development Planning.
17. Prior to final approval, the Approval Authority shall be advised that the accepted noise attenuation measures incorporated into the subdivision agreement between the Owner and the City of London.

**SERVICING**

Sanitary:

18. In conjunction with the Design Studies submission, the Owner shall have his professional engineer prepare and submit the following sanitary servicing design information:
  - i) Provide a sanitary drainage area plan, including the sanitary sewer routing and the external areas to be serviced, to the satisfaction of the City;
  - ii) To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, provide a hydrogeological report which includes an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken; and
  - iii) Demonstrate that the servicing within the proposed walkway/maintenance access block, Block 67 in this Plan, can accommodate a sanitary sewer with other City services (eg. trunk watermain, storm sewer and walkway/maintenance access), as required by the City Engineer. Should Block 67 not be sufficient in width to accommodate sanitary, storm and water servicing, then Block 67 is to be adjusted accordingly and Lots 1 to 10 may need to be adjusted to accommodate the widening of Block 67 on the final Plan, all as required by the City Engineer.
19. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
  - i) Construct sanitary sewers to serve this Plan and connect them to the existing municipal sewer system, namely, the 200 mm diameter sanitary sewer located on Southdale Road West;



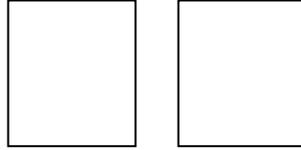
**Alanna Riley**  
**39T-13503/OZ-8223**

- ii) Construct a maintenance access road (eg. over Block 67), and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the City;
  - iii) Where trunk sewers are greater than 8 metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the City. The local sanitary sewer will be at the sole cost of the Owner. Any exception will require the approval of the City Engineer; and
  - iv) Construct sanitary services to service blocks in this plan that are to be combined to adjacent lands to the satisfaction of the City Engineer, at no cost to the City.
20. In order to prevent any inflow and infiltration from being introduced to the sanitary sewer system, the Owner shall, throughout the duration of construction within this plan, undertake measures within this draft plan to control and prevent any inflow and infiltration and silt from being introduced to the sanitary sewer system during and after construction, satisfactory to the City, at no cost to the City, including but not limited to the following:
- i) Not allowing any weeping tile connections into the sanitary sewers within this Plan;
  - ii) Permitting the City to undertake smoke testing or other testing of connections to the sanitary sewer to ensure that there are no connections which would permit inflow and infiltration into the sanitary sewer;
  - iii) Having his consulting engineer confirm that the sanitary sewers meet allowable inflow and infiltration levels as per OPSS 410 and OPSS 407; and
  - iv) Implementing any additional measures recommended through the Design Studies stage.
21. Prior to registration of this Plan, the Owner shall obtain consent from the City Engineer to reserve capacity at the Greenway Pollution Control Plant for this subdivision. This treatment capacity shall be reserved by the City Engineer subject to capacity being available, on the condition that registration of the subdivision agreement and the plan of subdivision occur within one (1) year of the date specified in the subdivision agreement.

Failure to register the Plan within the specified time may result in the Owner forfeiting the allotted treatment capacity and, also, the loss of his right to connect into the outlet sanitary sewer, as determined by the City Engineer. In the event of the capacity being forfeited, the Owner must reapply to the City to have reserved sewage treatment capacity reassigned to the subdivision.

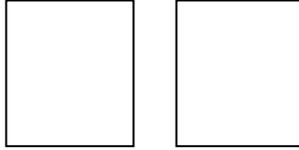
Storm and Stormwater Management (SWM)

22. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit a Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation to address the following:
- i) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be handled, all to the satisfaction of the City;
  - ii) Identifying major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
  - iii) Providing preliminary plans demonstrating how the proposed interim and ultimate grading, servicing, storm overland flows and road designs in this plan of subdivision will be compatible with the interim and ultimate grading, drainage and road design of Southdale Road West and the Westfield Subdivision, Plan 33M-621;
  - iv) Providing a geotechnical report to address all geotechnical issues with respect to construction, grading and drainage of this subdivision;
  - v) Demonstrate that the servicing within the proposed walkway/maintenance access block, Block 67 in this Plan, can accommodate a sanitary sewer with other City services (eg. trunk watermain, storm sewer and walkway/maintenance access),



**Alanna Riley**  
**39T-13503/OZ-8223**

- as required by the City Engineer. Should Block 67 not be sufficient in width to accommodate sanitary, storm and water servicing, then Block 67 is to be adjusted accordingly and Lots 1 to 10 may need to be adjusted to accommodate the widening of Block 67 on the final Plan, all as required by the City Engineer;
- vi) Developing an erosion/sediment control plan that will identify all erosion and sediment control measures for the subject lands in accordance with City of London and Ministry of the Environment standards and requirements, all to the satisfaction of the City. This plan is to include measures to be used during all phases on construction; and
  - vii) Implementing SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the City Engineer.
23. The Owner shall have his consulting professional engineer prepare the above-noted Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation in accordance with the recommendations and requirements of the following:
- i) The SWM criteria and environmental targets for the Dingman Creek Subwatershed Study and any addendums/amendments;
  - ii) The approved Storm/Drainage and SWM Servicing Functional Report for the subject lands and any addendums/amendments;
  - iii) The approved Functional Stormwater Management Plan/Report for the Talbot Village SWM Facility E1 (May 2008) or any updated Functional Stormwater Management Plan;
  - iv) The City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;
  - v) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
  - vi) The Ministry of the Environment SWM Practices Planning and Design Manual, as revised; and
  - vii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.
24. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of stormwater management (SWM) and stormwater services for this draft plan of subdivision, all to the satisfaction of the City Engineer, at no cost to the City:
- i) Construct storm sewers to serve this plan, located within the Dingman Creek Subwatershed, and connect them to the existing municipal storm sewer system, namely, the 1200 mm diameter storm sewer located on the south side of Southdale Road West via a new storm sewer connection in place of the existing 900 mm diameter CSP culvert. The new storm sewer connection crossing Southdale Road West shall be sized according to the storm sewer system flows servicing this proposed plan of subdivision and any existing flows from external roads and lands;
  - ii) Construct storm services to service blocks to be combined with adjacent lands, to the satisfaction of the City Engineer, at no cost to the City;
  - iii) Make provisions to oversize and deepen the internal and external storm sewers required in conjunction with this plan, if necessary, to accommodate flows from lands external to this plan;
  - iv) Grade and drain the lots in this plan to blend in with the abutting lots;
  - v) Construct and implement erosion and sediment control measures as accepted in the Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation for these lands and the Owner shall correct any deficiencies of the erosion and sediment control measures forthwith; and

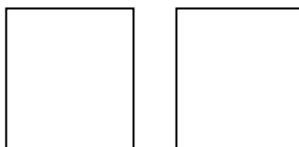


**Alanna Riley**  
**39T-13503/OZ-8223**

- vi) Address forthwith any deficiencies of the stormwater works and/or monitoring program.
25. Prior to the issuance of any Certificates of Conditional Approval for any lot in this plan, the Owner shall complete the following:
- i) For lots and blocks in this plan or as otherwise approved by the City Engineer, all storm/drainage and SWM related works to serve this plan must be constructed and operational in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City;
  - ii) Construct and have operational the major and minor storm flow routes for the subject lands, to the satisfaction of the City; and
  - iii) Implement all geotechnical recommendations made by the geotechnical report accepted by the City.
26. Prior to the acceptance of engineering drawings, the Owner's professional engineer shall certify the subdivision has been designed such that increased and accelerated stormwater runoff from this subdivision will not cause damage to downstream lands, properties or structures beyond the limits of this subdivision. Notwithstanding any requirements of, or any approval given by the City, the Owner shall indemnify the City against any damage or claim for damages arising out of or alleged to have arisen out of such increased or accelerated stormwater runoff from this subdivision.
27. In conjunction with the engineering drawing submission, the Owner shall have a report prepared by a qualified consultant, and if necessary, a detailed hydro geological investigation carried out by a qualified consultant, to determine the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area and identify any abandoned wells in this plan, assess the impact on water balance and any fill required in the plan, to the satisfaction of the City. If necessary, the report is to also address any contamination impacts that may be anticipated or experienced as a result of the said construction as well as provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.
- Prior to the issuance of any Certificate of Conditional Approval, the Owner's professional engineer shall certify that any remedial or other works as recommended in the above accepted hydro geological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.
28. The Owner shall provide a security in the amount of \$60,000 for this Plan to ensure that the Erosion and Sediment Control Plan (ESCP) be executed in accordance with the City approval procedure and criteria. In the event of failure to properly implement and maintain the require ESCP, the ESCP security will be used by the City to undertake all necessary clean-up work, all to the satisfaction of the City.

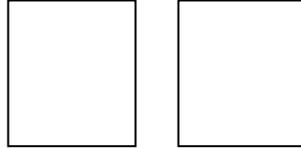
Watermains

29. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit the following water servicing design information, all to the satisfaction of the City Engineer:
- i) A water servicing report which addresses the following:
    - a) Identify external water servicing requirements;
    - b) Confirm capacity requirements are met;
    - c) Identify need to the construction of external works;
    - d) Identify the effect of development on existing water infrastructure – identify potential conflicts;
    - e) Water system area plan(s)
    - f) Water network analysis/hydraulic calculations for subdivision report;



**Alanna Riley**  
**39T-13503/OZ-8223**

- g) Phasing report;
  - h) Oversizing of watermain, if necessary and any cost sharing agreements;
  - i) Water quality; and
  - j) Identify location of valves and hydrants.
- ii) Design calculations which demonstrate there is adequate water turnover to address water quality requirements for the watermain system or recommend the use of the following:
    - valving to shut off future connections which will not be used in the near term; and/or
    - automatic flushing devices to maintain water quality, with it being noted that the water flushed by the device is to be measured (by a water meter in a meter pit) and the cost of water charged to the Owner; and/or
    - make suitable arrangements with Water Operations for the maintenance of the system in the interim.
  - iii) The routing and depth of the trunk watermain in relation to the other services and utilities, as well as the timing of abandoning of the existing watermain and installation of the new trunk watermain;
  - iv) Demonstrate that the servicing within the proposed walkway/maintenance access block, Block 67 in this Plan, can accommodate the trunk watermain with other City services (eg. sanitary sewer, storm sewer and walkway/maintenance access), as required by the City Engineer. Should Block 67 not be sufficient in width to accommodate sanitary, storm and water servicing, then Block 67 is to be adjusted accordingly and Lots 1 to 10 may need to be adjusted to accommodate the widening of Block 67 on the final Plan, all as required by the City Engineer;
  - v) Identify how lots on both sides of Thornley Street are to be serviced by storm, sanitary and water servicing due to the location of the trunk watermain; and
  - vi) Carry out hydraulic modelling to the satisfaction of the City Engineer for the reconstruction/relocation of the 600 mm trunk watermain to address operational impacts associated and capacity constraints and impacts of timing with this work.
30. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water services for this draft plan of subdivision:
- i) Construct watermains to serve this Plan, from the high level service area serviced by the Springbank Pumping Station, and connect them to the existing municipal system, namely, the existing 200 mm diameter watermain on Cranbrook Road (east leg), the existing 250 mm diameter watermain on Cranbrook Road (north leg), the existing 200 mm diameter watermain on Thornley Street (north leg), the existing 250 mm diameter watermain on Thornley Street (west leg) and the existing 150 mm diameter watermain on Collins Drive. Water servicing is not to be taken from the existing and proposed 600 mm trunk watermain which extends through the site; and
  - ii) Construct water services to service partial blocks in this plan and on adjacent lands, to the satisfaction of the City Engineer, at no cost to the City.
31. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall implement the accepted recommendations to address the water quality requirements for the watermain system, to the satisfaction of the City Engineer, at no cost to the City.
32. Prior to the acceptance of engineering drawings, the Owner shall make a presentation to the Utilities Co-ordinating Committee for the location of the trunk watermain with respect to this additional watermain within the right-of-way to co-ordinate with utilities, servicing, etc.



**Alanna Riley**  
**39T-13503/OZ-8223**

33. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall relocate the existing 600 mm diameter trunk watermain which currently extends across the proposed municipal rights-of-way and lots and blocks within this plan to a proposed location generally within the Thornley Street right-of-way and over Blocks 65, 66 and 67 within this plan, subject to the approval of the City Engineer. The Owner shall protect the existing and proposed trunk watermain located on lots/blocks, easements and rights-of-way in this plan and on adjacent lands and road, all to the satisfaction of the City Engineer. No encroachments of buildings, foundations or structures shall be permitted on the easement on Block 205, M-394 adjacent to this draft plan of subdivision.

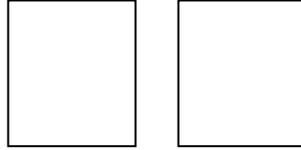
The cost of the relocation of the 600mm trunk watermain associated with the servicing of this plan shall be entirely at the cost of the Owner.

34. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall remove the abandoned trunk watermain, to the satisfaction of the City Engineer. When the easements are no longer required for the abandoned watermain, the City will quit claim the easements which are no longer required, at no cost to the City.
35. Prior to final approval, should Block 67 not have sufficient width to accommodate the trunk watermain, sanitary sewer and storm sewer within that block as required by the City Engineer, the Owner shall make revisions to the final Plan to adjust the width of Block 67 and Lots 1 to 10, as needed, to increase the width of Block 67 and/or provide sufficient easements over Lots 8 & 9 in this plan, to accommodate the proposed trunk watermain, sanitary sewer and storm sewer, within Block 67, to the satisfaction of the City Engineer, at no cost to the City.
36. Prior to Blocks 65 and 66 being combined with Block 205 in Plan 33M-394 to create developable lots, the Owner shall make appropriate arrangements with the owner of Block 205 in Plan 33M-394 to provide the City with a 10.0 metre wide easement over the existing trunk watermain and Block 205 in Plan 33M-394, all to the satisfaction of the City Engineer, at no cost to the City.
37. The Owner shall decommission the existing temporary watermain over Block 46 in Plan 33M-531 between Thornley Street and Southdale Road West, adjacent to the west limit of this plan, at the time the watermain at the west limit of Thornley Street, in this plan, is connected to the watermain on Thornley Street in Plan 33M-531, to the satisfaction of the City Engineer, at no cost to the City. This work shall be co-ordinated with the closure of the temporary access road over Block 46 in Plan 33M-531 to the satisfaction of the City Engineer.

## **STREETS, TRANSPORTATION & SURVEYS**

### Roadworks

38. The Owner shall construct Cranbrook Road to secondary collector road standards, to the satisfaction of the City, at no cost to the City.
39. The Owner shall align the proposed north end of Cranbrook Road in this plan with the existing south end of Cranbrook Road external to this plan abutting the north limit of this plan and the proposed east end of Cranbrook Road in this plan with the existing west end of Cranbrook Road external to this plan abutting the east limit of this plan, to the satisfaction of the City Engineer.
40. The Owner shall align the proposed north end of Thornley Street in this plan with the existing south end of Thornley Street external to this plan abutting the north limit of this plan and the proposed west end of Thornley Street in this plan with the existing east end of Thornley Street external to this plan abutting the west limit of this plan, to the satisfaction of the City Engineer.



**Alanna Riley**  
**39T-13503/OZ-8223**

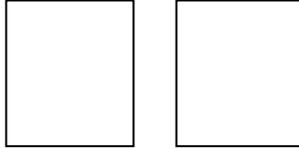
41. The Owner shall align Collins Drive in this plan with the existing west end of Collins Drive external to this plan abutting the east limit of this plan, to the satisfaction of the City Engineer.
42. All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning through their intersections thereby having these streets centred with each other, unless otherwise approved by the City Engineer.
43. In conjunction with the Design Studies submission, the Owner shall provide a conceptual layout of the roads and rights-of-way within this plan to the City Engineer for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots.
44. In conjunction with the Design Studies submission, the Owner shall provide a minimum of 5.5 metres along the curb line between the projected property lines of irregular shaped lots around the bends in this plan of subdivision and include any associated adjustments to the abutting lots to accommodate minimum curb line frontages to minimize the bulge on Thornley Street and eliminate the 'eyebrow island'. Prior to final approval, the Owner shall adjust Thornley Street and abutting lots/blocks accordingly to City standards on the final plan (eg. bend, road width and rights-of-way), to the satisfaction of the City Engineer, at no cost to the City.
45. In conjunction with the Design Studies submission, the Owner shall have its professional consulting engineer confirm that all streets in the subdivision have centreline radii which conforms to the City of London Standard "Minimum Centreline Radii of Curvature of Roads in Subdivisions."
46. The Owner shall have it's professional engineer design the roadworks in accordance with the following road widths:
  - i) Cranbrook Road has a minimum road pavement with (excluding gutters) of 9.5 metres with a minimum road allowance of 21.5 metres; and
  - ii) Thornley Street and Collins Drive have a minimum road pavement width (excluding gutters) of 8.0 metres with a minimum road allowance of 20 metres.
47. The Owner shall ensure the bend of approximately 90 degrees on Thornley Street shall be in compliance with City Standard Figure 2.2 with a consistent road width of 8.0 metres and have a minimum road allowance of 20.0 metres with a minimum inside street line radius of 9.0 metres, to the satisfaction of the City Engineer. This shall be reviewed in greater detail at the Design Studies submission with respect to a minimal bulge in the road at the bend.

Sidewalks/Bikeways

48. The Owner shall construct a 1.5 metre (5') sidewalk on both sides of Cranbrook Road.
49. The Owner shall construct a 1.5 (5') sidewalk on one side of the following streets:
  - i) Thornley Street (south of Cranbrook Road) – east and south boulevards;
  - ii) Thornley Street (north of Cranbrook Road) – west boulevard; and
  - iii) Collins Drive – south boulevard.

Walkways/Maintenance Access

50. In conjunction with the Design Studies submission, the Owner shall provide a conceptual layout of the pedestrian walkway/maintenance access in Block 67 in this draft plan of



**Alanna Riley**  
**39T-13503/OZ-8223**

- subdivision for review and acceptance by the City Engineer and Manager of Parks Planning.
51. The Owner shall convey Block 67 to the City of London at no cost.
  
  52. The Owner shall construct a walkway/maintenance access over Block 67 with sidewalk connections to the sidewalks and maintenance access connections to the roads on Southdale Road West and Thornley Street, to the satisfaction of the City Engineer, at no cost to the City. The walkway/maintenance access on Block 67 shall be modified from City standards to include a minimum 3.2 metre wide concrete surface to accommodate access to the proposed trunk watermain and sewers, low maintenance vegetation adjacent to the concrete surface, fencing, etc. as required by the City Engineer, at no cost to the City.

Street Lights

52. The Owner shall install street lighting on all streets and on walkway Block 67 in this plan to the satisfaction of the City, at no cost to the City.
  
53. Within one year of registration of the plan, where an Owner is required to install street lights in accordance with this draft plan of subdivision and where a street from an abutting developed or developing area is being extended, the Owner shall install street light poles and luminaires, along the street being extended, to match the style of street light already existing or approved along the developed portion of the street, to the satisfaction of the City and at no cost to the City.

Boundary Road Works

54. The Owner shall be required to make minor boulevard improvements on Southdale Road West adjacent to this Plan, to the specifications of the City and at no cost to the City, consisting of clean-up, grading and sodding as necessary.

Road Widening

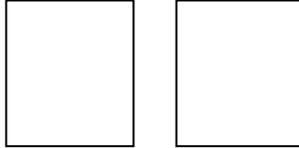
55. The Owner shall be required to dedicate sufficient land to widen Southdale Road West to 18.0 metres (59.06') from the centreline of the original road.

Vehicular Access

56. The Owner shall restrict access to Southdale Road West by establishing blocks for 0.3 metre (1') reserve blocks along the entire Southdale Road West frontages of this plan, with the exception of Block 67 in this plan, and dedicating these blocks to the City, all to the satisfaction of the City.

Traffic Calming

57. In conjunction with the Design Studies submission, the Owner shall have it's professional engineer provide a conceptual design of the traffic calming measures along Cranbrook Road, including parking bays, curb extensions and other measures, as required by and to the satisfaction of the City.
  
58. The Owner shall construct curb extensions along the north side of Cranbrook Road through this plan of subdivision with the parking bay removed for utilities (fire hydrants) and for transit stop locations as defined by the London Transit Commission, as required by and all to the satisfaction of the City, at no cost to the City.
  
59. The Owner shall install reduced curb radii (7.5 metres) on the inbound approaches to Thornley Street from Cranbrook Road, to the satisfaction of the City.

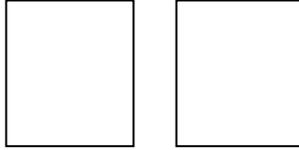


**Alanna Riley**  
**39T-13503/OZ-8223**

Construction Access/Temporary Access Roads/Vehicular Access

60. Prior to any grading on this site and construction of any works associated with this Plan, the Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Southdale Road West via the existing temporary access road over Block 46 in Plan 33M-531, between Thornley Street and Southdale Road West (abutting the west limit of this plan) or other routes as designated by the City Engineer. Following the construction of all of Cranbrook Road in this plan, up to and including base asphalt, and the removal of the temporary access road on Block 46 in Plan 33M-531 between Thornley Street and Southdale Road West, the Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Southdale Road West via Cranbrook Road and Tillman Road, to the satisfaction of the City Engineer. No construction traffic is to utilize existing accesses to Southdale Road West.
61. Prior to the issuance of a Certificate of Conditional Approval, the Owner shall complete the following, to the satisfaction of the City Engineer, at no cost to the City:
- i) Construct, at a minimum, all of Cranbrook Road within this plan, up to and including base asphalt or an alternative approved by the City Engineer, such as a temporary recycle asphalt, with consideration to seasonal construction and soil conditions, to open this street to the public for vehicular traffic; and
  - ii) At the time the above street is open to the public for vehicular traffic, make all necessary arrangements with the owner of Plan 33M-531 to remove the temporary access road over Block 46 in Plan 33M-531 between Thornley Street and Southdale Road West, including all temporary works and services; restore boulevards abutting the temporary access road to City standards, including a walkway to City standards and any other associated works as identified in the Subdivision Agreement for Plan 33M-531 and the accepted engineering drawings for Plan 33M-531; and install a temporary turning facility at the end of Thornley Street in Plan M-531. In the event these works are completed by the owner of Plan 33M-531, then the Owner shall be relieved of this obligation; however, should the owner of Plan M-531 not complete these works then the Owner shall complete the above-noted works. If funds have been provided to the City by the owner of Plan 33M-531 for the removal of the temporary access road and all the associated and above-noted works, the City shall reimburse the Owner for the substantiated cost of completing these works, up to a maximum value that the City has received for this work.
62. In accordance the Council Policy adopted on December 2, 2002 regarding construction access for new subdivisions, the Owner shall comply with the following:
- i) prior to the issuance of any Certificate of Conditional Approval, the Owner shall erect barricades, satisfactory to the City, at no cost to the City, at the following locations:
    - a) Thornley Street – north limit, including a temporary turning circle; and
    - b) Collins Street – east limit.
  - ii) prior to the issuance of any Certificate of Conditional Approval, the Owner shall erect barricades and a temporary turning circle on Thornley Street within this plan at it's west limit following the closure of the temporary access road over Block 46 in Plan 33M-531 between Thornley Street and Southdale Road West (as required in Condition ar) above), satisfactory to the City Engineer, at no cost to the City.

At the time of assumption of this subdivision or as otherwise directed by the City Engineer, the Owner shall remove the barricades and any temporary turning circles, as necessary, and restore the road(s) to the specifications of the City, all at no cost to the City.



**Alanna Riley**  
**39T-13503/OZ-8223**

The Owner shall advise all purchasers of land within this subdivision that any traffic to and from this subdivision will not be permitted to pass the barricade(s) until the removal of the barricade(s) is authorized by the City Engineer.

Where temporary turning circles are required by the City, the Owner shall provide all associated easements over the abutting Lots/Blocks in this plan, to the satisfaction of and at no cost to the City. When the temporary turning circles(s) are no longer needed, the City will quit claim the easements which are no longer required, at no cost to the City.

63. In the event any work is undertaken on an existing street, the Owner shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City for any construction activity that will occur on existing public roadways. The Owner shall have it's contractor(s) undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted in conjunction with the subdivision servicing drawings for this plan of subdivision.

64. At the time of assumption, should there be a temporary turning facility at the east limit of Thornley Street in Plan M-531 at the time Thornley Street in this plan is connected to that street, the Owner shall remove the temporary turning facility on Thornley Street in Plan 33M-531 to the west of this Plan, and complete the construction of Thornley Street in this location as fully serviced road, including sidewalks and restoration of adjacent lands, to the specifications of the City, and at no cost to the City.

If funds have been provided to the City by the owner of Plan 33M-531 for the removal of the temporary turning facility and the construction of this section of Thornley Street and all associated works, the City shall reimburse the Owner for the substantiated cost of completing these works, up to a maximum value that the City has received for this work.

In the event that Thornley Street in Plan 33M-531 is constructed as a fully serviced road by the owner of Plan 33M-531, then the Owner shall be relieved of this obligation.

65. At the time of assumption, the Owner shall remove the temporary turning circle on Thornley Street and adjacent lands, in Plan 33M-394 to the north of this Plan at the time Thornley Street in this plan is connected to that street, and complete the construction of Thornley Street in this location as a fully serviced road, including sidewalks and restoration of adjacent lands, to the specifications of the City, and at no cost to the City.

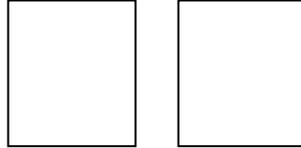
If funds have been provided to the City by the owner of Plan 33M-394 for the removal of the temporary turning circle and the construction of this section of Thornley Street and all associated works, the City shall reimburse the Owner for the substantiated cost of completing these works, up to a maximum value that the City has received for this work.

In the event that Thornley Street in Plan 33M-394 is constructed as a fully serviced road by the owner of Plan 33M-394, then the Owner shall be relieved of this obligation.

**GENERAL CONDITIONS**

66. The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City.

67. Prior to the issuance of a Certificate of Conditional Approval for each construction stage of this subdivision, all servicing works for the stage and downstream works must be completed and operational, in accordance with the approved design criteria and accepted drawings, all to the specification and satisfaction of the City.



**Alanna Riley**  
**39T-13503/OZ-8223**

- 68. Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services or grading situated on private lands outside this plan, and shall provide satisfactory easements over these works, as necessary, all to the specifications and satisfaction of the City, at no cost to the City.
- 69. In the event that relotting of the Plan is undertaken, the Owner shall relocate and construct services to standard location, all to the specifications and satisfaction of the City.
- 70. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision, at no cost to the City, all to the specifications and satisfaction of the City Engineer.
- 71. The Owner shall have the common property line of Southdale Road West graded in accordance with the City of London Standard "Subdivision Grading Along Arterial Roads", at no cost to the City.

Further, the grades to be taken as the centreline line grades on Southdale Road West are the future ultimate centreline of road grades as determined by the Owner's professional engineer, satisfactory to the City. From these, the Owner's professional engineer is to determine the ultimate elevations along the common property line which will blend with the ultimate reconstructed road, all to the satisfaction of the City.

- 72. The Owner shall advise the City in writing at least two weeks prior to connecting, either directly or indirectly, into any unassumed services constructed by a third party, and to save the City harmless from any damages that may be caused as a result of the connection of the services from this subdivision into any unassumed services.

Prior to connection being made to an unassumed service, the following will apply:

- i) In the event discharge is to unassumed services, the unassumed services must be completed and conditionally accepted by the City;
- ii) The Owner must provide a video inspection on all affected unassumed sewers or as otherwise required by the City Engineer;

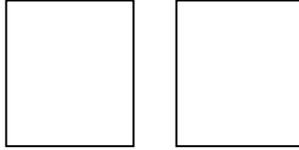
Any damages caused by the connection to unassumed services shall be the responsibility of the Owner.

- 73. The Owner shall pay a proportional share of the operational, maintenance and/or monitoring costs of any affected unassumed sewers or SWM facilities (if applicable) to third parties that have constructed the services and/or facilities to which the Owner is connecting. The above-noted proportional share of the cost shall be based on design flows, to the satisfaction of the City, for sewers or on storage volume in the case of a SWM facility. The Owner's payments to third parties shall:

- i) commence upon completion of the Owner's service work, connections to the existing unassumed services; and
- ii) continue until the time of assumption of the affected services by the City.

- 74. With respect to any services and/or facilities constructed in conjunction with this Plan, the Owner shall permit the connection into and use of the subject services and/or facilities by outside owners whose lands are served by the said services and/or facilities, prior to the said services and/or facilities being assumed by the City.

- 75. If, during the building or constructing of all buildings or works and services within this subdivision, any deposits of organic materials or refuse are encountered, the Owner shall report these deposits to the City Engineer and Chief Building Official immediately, and if required by the City Engineer and Chief Building Official, the Owner shall, at his own expense, retain a professional engineer competent in the field of methane gas to



**Alanna Riley**  
**39T-13503/OZ-8223**

investigate these deposits and submit a full report on them to the City Engineer and Chief Building Official. Should the report indicate the presence of methane gas then all of the recommendations of the engineer contained in any such report submitted to the City Engineer and Chief Building Official shall be implemented and carried out under the supervision of the professional engineer, to the satisfaction of the City Engineer and Chief Building Official and at the expense of the Owner, before any construction progresses in such an instance. The report shall include provision for an ongoing methane gas monitoring program, if required, subject to the approval of the City engineer and review for the duration of the approval program.

If a permanent venting system or facility is recommended in the report, the Owner shall register a covenant on the title of each affected lot and block to the effect that the Owner of the subject lots and blocks must have the required system or facility designed, constructed and monitored to the specifications of the City Engineer, and that the Owners must maintain the installed system or facilities in perpetuity at no cost to the City. The report shall also include measures to control the migration of any methane gas to abutting lands outside the Plan.

76. The Owner hereby agrees that, should any contamination or anything suspected as such, be encountered during construction, the Owner shall report the matter to the City Engineer and the Owner shall hire a geotechnical engineer to provide, in accordance with the Ministry of the Environment "Guidelines for Use at Contaminated Sites in Ontario", "Schedule A – Record of Site Condition", as amended, including "Affidavit of Consultant" which summarizes the site assessment and restoration activities carried out at a contaminated site. The City may require a copy of the report should there be City property adjacent to the contamination. Should the site be free of contamination, the geotechnical engineer shall provide certification to this effect to the City.
77. The Owner's professional engineer shall provide inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the City Engineer.
78. In conjunction with the Design Studies submission, the Owner shall have its professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.
79. The Owner shall have its professional engineer notify existing property owners in writing, regarding the sewer and/or road works proposed to be constructed on existing City streets in conjunction with this subdivision, all in accordance with Council policy for "Guidelines for Notification to Public for Major Construction Projects".
80. Prior to any work on the site, the Owner shall decommission and permanently cap any abandoned wells located in this Plan, in accordance with current provincial legislation, regulations and standards. In the event that an existing well in this Plan is to be kept in service, the Owner shall protect the well and the underlying aquifer from any development activity.
81. If any temporary measures are required to support the interim conditions in conjunction with the development of this plan, the Owner shall construct temporary measures and provide all necessary land and/or easements, to the specifications and satisfaction of the City Engineer, at no cost to the City.
82. The Owner shall remove any temporary works when no longer required and restore the land, at no cost to the City, to the specifications and satisfaction of the City.

**Agenda # Page #**

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**Alanna Riley  
39T-13503/OZ-8223**

83. The Owner shall decommission any abandoned infrastructure, at no cost to the City, including the removal of abandoned watermains and cutting the water service and capping it at the watermain, all to the specifications and satisfaction of the City.
84. Prior to any construction within this plan, the Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.
85. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
86. The Owner shall make all necessary arrangements to combine Blocks 56, 57, 58, 59, 60, 61, 62, 63, 64, 65 and 66 in this plan (eg. Block 82 in M-482 and Block 205 in M-394 with Block 66 in this plan) with adjacent lands to create developable lots and/or blocks, to the satisfaction of the City. The above-noted blocks shall be held out of development until they can be combined with adjacent lands to create developable lots and/or blocks.
87. The Owner shall make all necessary arrangements with the abutting property owners to regrade the abutting properties, where necessary, to accommodate the grading, drainage and servicing of this plan to City standards, to the satisfaction of the City, at no cost to the City.
88. The Owner shall make any adjustments to existing services eg. street lights, fire hydrants, trees, traffic calming, etc. to accommodate the partial blocks and other lands external to this plan, to the satisfaction of the City Engineer, at no cost to the City.
89. This plan shall be registered and developed in one phase.

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**Bibliography of Information and Materials**

Request for Approval:

City of London Subdivision Application Form, completed by Norquay Developments – August 8, 2013.

Revised Draft Plan of Subdivision prepared by AGM Surveying and Engineering, August 2012.

City of London Zoning By-law Amendment Application Form, completed by Craig Norquay Developments – August 8, 2013

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.

Ontario. Ministry of Municipal Affairs and Housing. Provincial Policy Statement, March 01, 2005.

Provincial Policy Statement, 2005.

City of London Planning File: 39T-13503 860-874 Southdale Road West, Application.

Final Proposal Review, Norquay Developments

City of London, Notice of Application for Approval of Draft Plan of Subdivision and Zoning By-Law Amendment – October 8, 2013

City of London, The Londoner - October 8, 2013.

Correspondence: (all located in City of London File No. 39T-13503 unless otherwise stated)

City of London –

Proposal Review Meeting (Previously APAG). Meeting Summary and Record of Consultation,

City of London Planning Division. Various written correspondence between City staff Craig Linton, August 2013 to present.

External Responses-

Any correspondence not listed above located in the file