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| <b>TO:</b>      | <b>CHAIR AND MEMBERS<br/>PLANNING AND ENVIRONMENT COMMITTEE</b>                                                                                                                                                     |
| <b>FROM:</b>    | <b>DAVID AILLES<br/>MANAGING DIRECTOR OF<br/>DEVELOPMENT APPROVALS BUSINESS UNIT<br/>D.N. STANLAKE<br/>DIRECTOR OF DEVELOPMENT PLANNING</b>                                                                         |
| <b>SUBJECT:</b> | <b>APPLICATION BY: DREWLO HOLDINGS INC.<br/>1522 KILALLY ROAD, 1654 HIGHBURY AVENUE NORTH, AND A<br/>PORTION OF 1782 KILALLY ROAD<br/>PUBLIC PARTICIPATION MEETING ON<br/>MONDAY, DECEMBER 12 , 2011 AT 8:20 PM</b> |

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| <b>RECOMMENDATION</b> |
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That, on the recommendation of the Director of Development Planning and the Managing Director of Development Approvals Business Unit, the following actions be taken with respect to the applications by Drewlo Holdings Inc. relating to the properties located at 1522 Kilally Road, 1654 Highbury Avenue North, and a portion of 1782 Kilally Road:

- a) the Planning and Environment Committee **BE REQUESTED** on behalf of the Approval Authority **TO CONDUCT** a public meeting for the proposed revised draft plan of subdivision (39T-05505) submitted by Drewlo Holdings Inc. and **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the revised application for draft plan of subdivision;
  
- b) the Approval Authority **BE ADVISED** Municipal Council has no objection to the granting of the revised draft plan approval, as submitted by Drewlo Holdings Inc. (File No. 39T-05505), prepared by Whitney Engineering (dated March 2011), as redlined, which shows 128 single detached dwelling lots, 5 medium density blocks, 1 high density block, 1 stormwater management block, 1 open space block, 2 park blocks, and several road allowance/reserve/widening blocks, all served by the extension of Edgevalley Road, Agathos Street and Purser Street and 2 new local streets **SUBJECT TO** the conditions contained in the attached Appendix "39T-05505-1";
  
- c) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on January 10, 2012 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property:
  - **FROM** a Holding Residential R1 (h\*R1-13) Zone, which permits single detached dwellings, and a Holding Residential R5/R6 (h\*R5-7/R6-5) Zone, which permits townhouses and cluster housing, **TO** a Holding Residential R1 (h\*h-100\*R1-4) Zone to permit single detached dwellings with a minimum lot frontage of 12 m and a lot area of 360m<sup>2</sup>, a Holding Residential R1 Special Provision (h\*h-100\*R1-3(7)) Zone to permit single detached dwellings with a minimum lot frontage of 11 m and a lot area of 300m<sup>2</sup>, and an Open Space (OS1) Zone to permit s public park;
  - **FROM** a Holding Residential R5/R6 (h\*h-54\*R5-7/R6-5) Zone and a Holding Residential R5/R6 (h\*R5-7/R6-5) Zone **TO** a Holding Residential R5/R6 (h\*h-54\*h-100\*R5-7/R6-5) Zone to add holding provisions for a noise study (h-54) and a maximum 80 units until water is looped (h-100);
  - **FROM** a Holding Residential R6/R9 (h\*h-54\*R6-5/R9-7) Zone **TO** a Holding Residential R6/R9 (h\*h-54\*h-100\*R6-5/R9-7) Zone to add a holding provision for a maximum 80 units until water is looped (h-100);
  - **FROM** a Holding Residential R4/R5 (h\*R4-6/R5-7) Zone which permits street townhouses and cluster townhouses **TO** a Holding Residential R5/R6 (h\*h-100\*R5-7/R6-5) Zone which permits townhouses and cluster housing at a

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density of 50 units per hectare;

- **FROM** an Open Space (OS1) Zone **TO** a Holding Residential R1 Special Provision (h\*h\*100\*R1-3(7)) Zone and a Holding Residential R1 (h\*h-100\*R1-4) Zone;
- **FROM** a Holding Residential R1 Special Provision (h\*R1-3(7)) Zone **TO** an Open Space (OS1) Zone; and
- **FROM** an Urban Reserve (UR4) Zone **TO** an Open Space (OS1) Zone for additional lands for the stormwater management pond.

d) the applicant **BE ADVISED** that the Applicant has projected claims and revenues information as shown in Appendix "39T-05505-2".

**PREVIOUS REPORTS PERTINENT TO THIS MATTER**

O-6899 – report to delete the aggregate resource designation from Schedule B of the Official Plan (July 2005)

Kilally South Area Plan Update – June 2003

Kilally Road Area Study – November 1990

39T-05505/Z-6897 – initial approval of the draft plan of subdivision - February, 2006

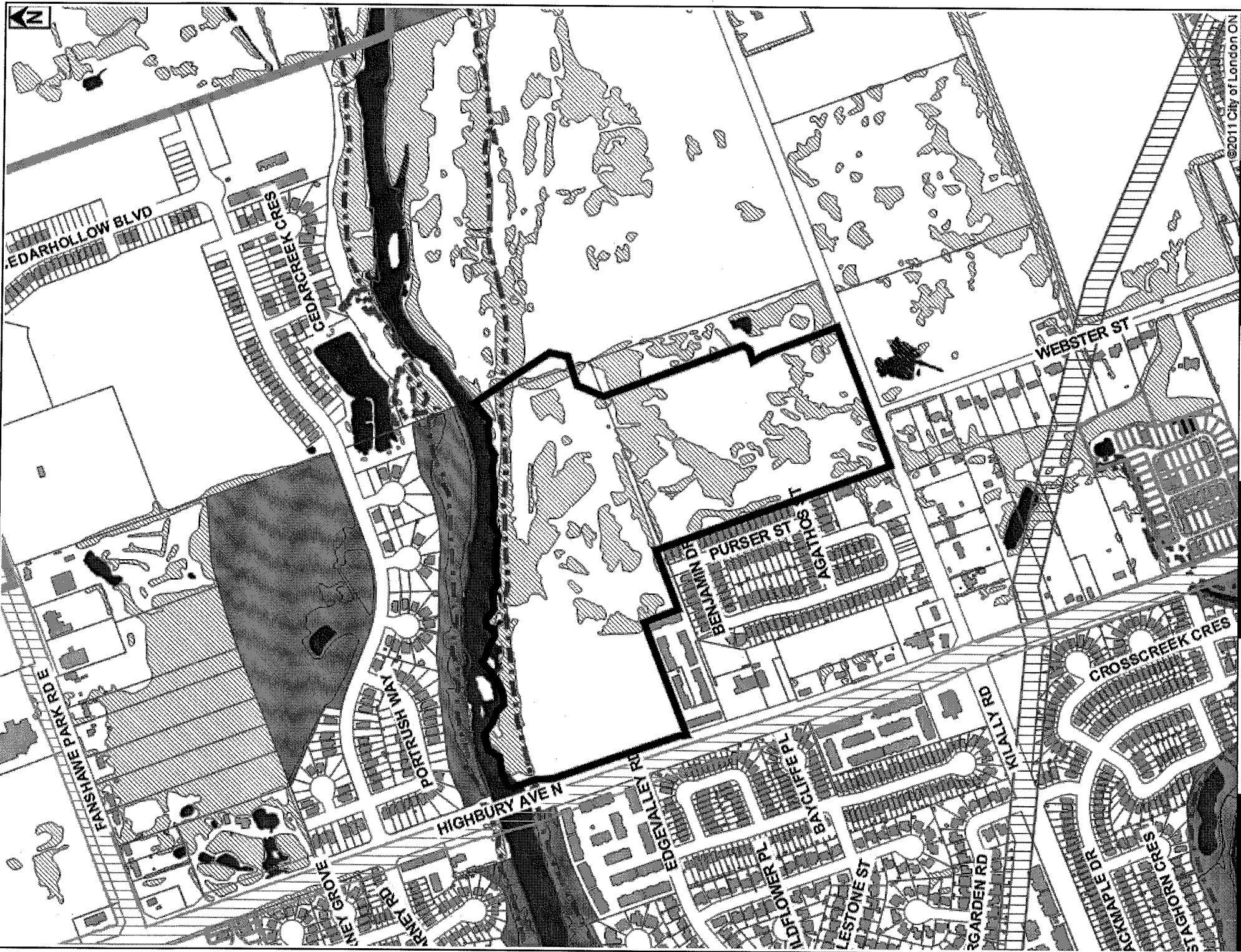
39T-05505 – Three year extension to Planning Committee – March, 2009

**PURPOSE AND EFFECT OF RECOMMENDED ACTION**

The purpose and effect of the proposal is to support revisions to an existing draft approved plan for 128 single detached lots, 5 medium density blocks, 1 high density block, 2 park blocks, all served by the extension of Edgevalley Road, Agathos Street and Purser Street and 2 new local streets.

**RATIONALE**

1. The recommended Draft Plan of Subdivision and associated Zoning By-law amendments are consistent with the Kilally Road Area Study (1990), the Kilally South Area Plan Update (2003) and the Official Plan designations which resulted from these studies.
2. The recommend changes are minor from what was previously approved in 2006 and still meet the intent and are consistent with all applicable policies.
3. The recommended draft plan of subdivision and associated Zoning By-law amendments are consistent with the 2005 Provincial Policy Statement.
4. The proposed development provides for a variety of residential dwelling types and a neighbourhood park to serve the existing and future residents of this community.
5. Conditions of draft approval will ensure that the subdivision is developed with full municipal services (sanitary, storm and water).
6. The development will provide for the dedication of lands adjacent to the Thames River to ensure the protection of the Kilally Forest ESA and to allow for the continued development of the Thames Valley Parkway trail.








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**LOCATION MAP**

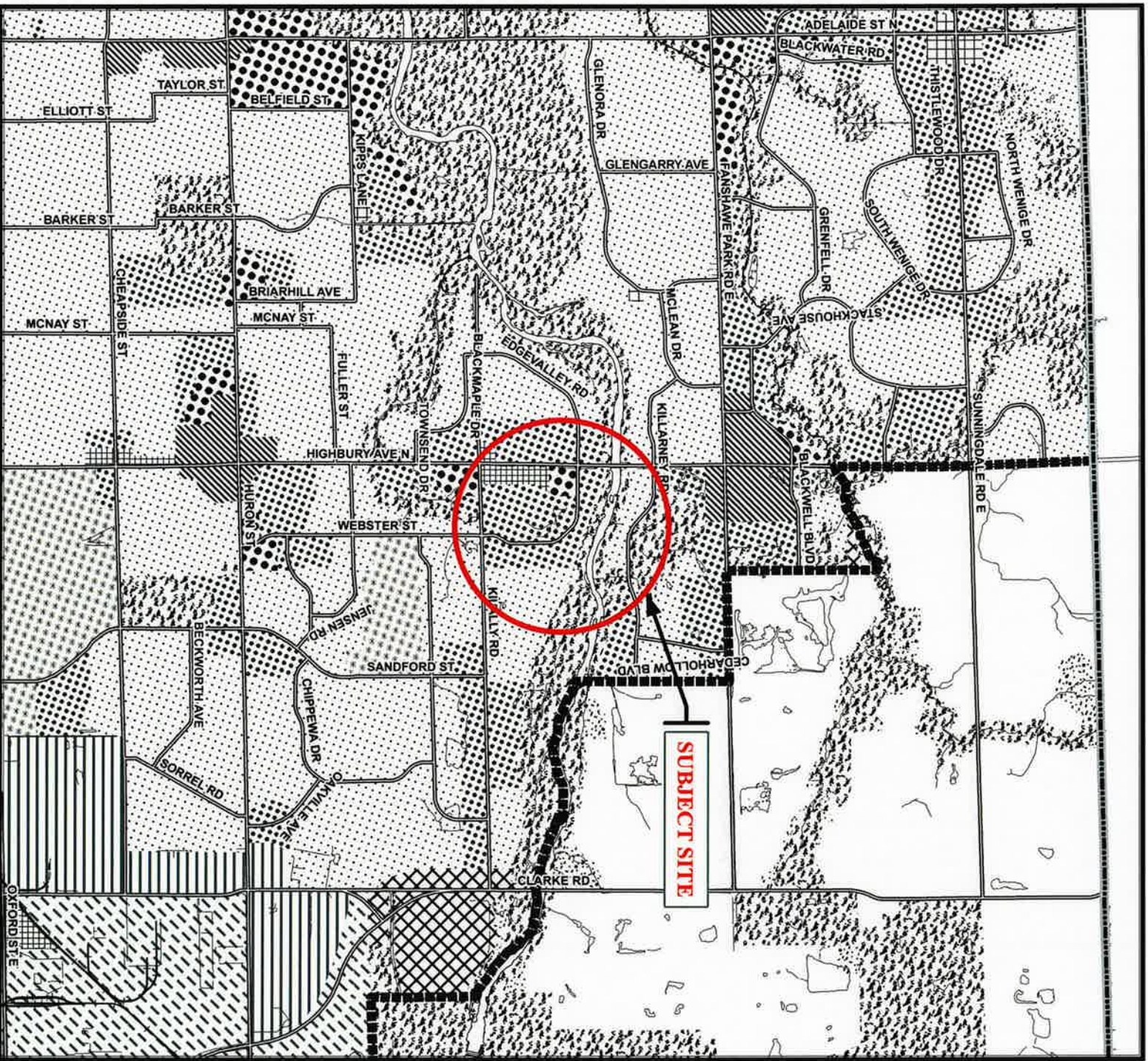
Subject Site: Edgevalley Revisions  
 File Number: 39T-05505/Z-7942  
 Created By: Nancy Pasato  
 Date: 2011-11-24  
 Scale: 1:7500

Corporation of the City of London  
 Prepared By: City Managers Department

**LEGEND**

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





- ### Legend
- Downtown Area
  - Enclosed Regional Commercial Node
  - New Format Regional Commercial Node
  - Community Commercial Node
  - Neighbourhood Commercial Node
  - Main Street Commercial Corridor
  - Auto-Oriented Commercial Corridor
  - Multi-Family, High Density Residential
  - Multi-Family, Medium Density Residential
  - Low Density Residential
  - Office Area
  - Office/Residential

- Office Business Park
- General Industrial
- Light Industrial
- Regional Facility
- Community Facility
- Open Space
- Urban Reserve - Community Growth
- Urban Reserve - Industrial Growth
- Rural Settlement
- Environmental Review
- Agriculture
- Urban Growth Boundary

## CITY OF LONDON

Department of  
Planning and Development

OFFICIAL PLAN SCHEDULE A  
- LANDUSE -



Scale 1:30,000

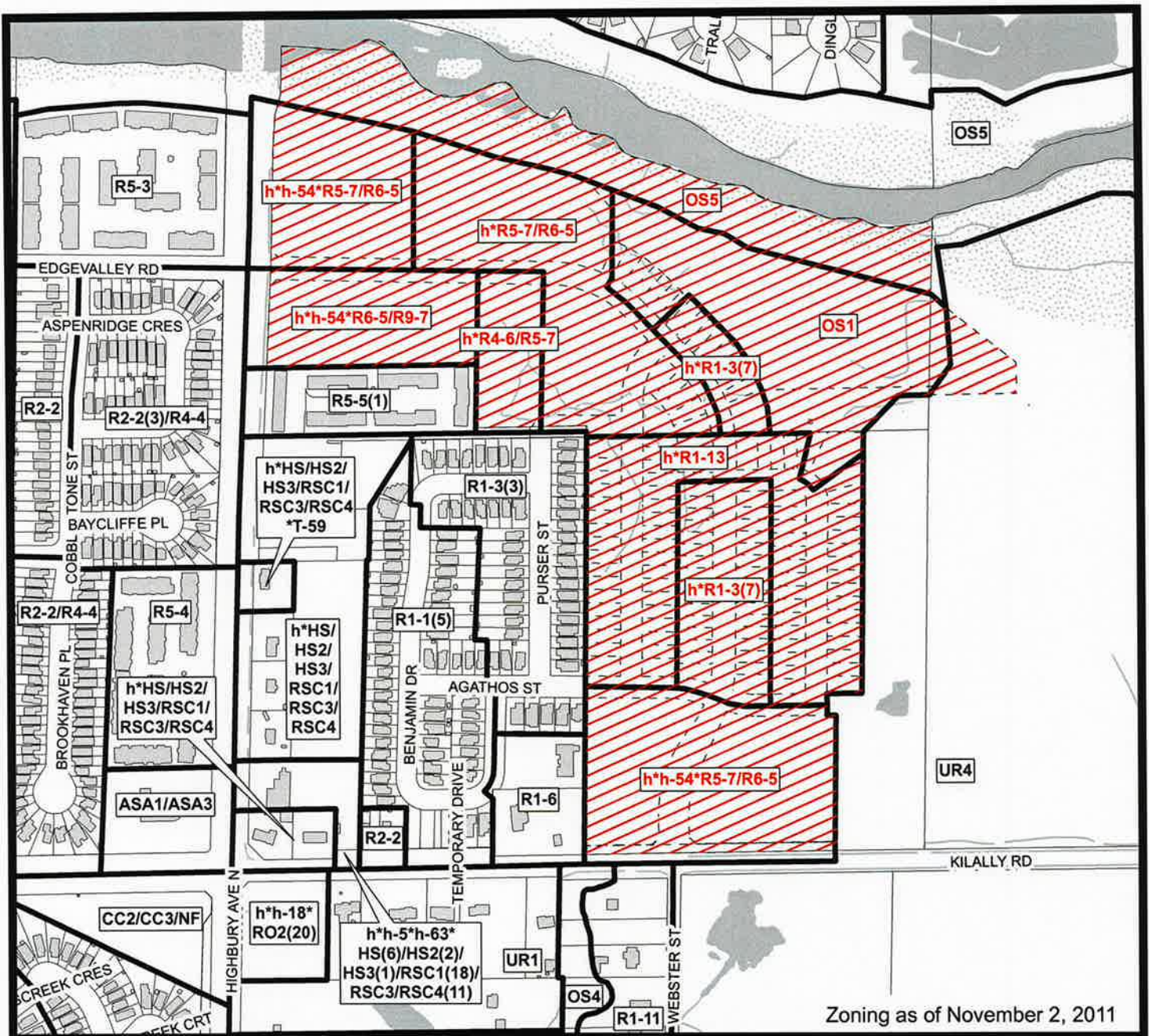


FILE NUMBER: 39T-05505, Z-7942

PLANNER: NP

TECHNICIAN: DT

DATE: November 10, 2011



Zoning as of November 2, 2011



**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**

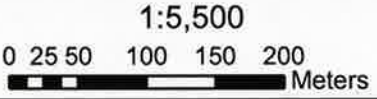
PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

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



FILE NO:  
39T-05505, Z-7942 NP

MAP PREPARED:  
November 29, 2011 DT



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

7. Holding provisions are appropriate given it is possible to develop a phase without looping the water supply system, and its proximity to an arterial road.

**BACKGROUND**

|                                                                                                                                                                           |                                                  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| <b>Date Application Accepted:</b> July 6, 2011                                                                                                                            | <b>Agent:</b> George Bikas, Drewlo Holdings Inc. |
| <b>REQUESTED ACTION:</b> Application for red-line revision to the approved draft plan 39T-05505 and zoning by-law amendment for 1522 Kilally Road to reflect the changes. |                                                  |

|                                                                                                                                                                                                                                                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>SITE CHARACTERISTICS:</b>                                                                                                                                                                                                                             |
| <ul style="list-style-type: none"> <li>• <b>Current Land Use</b> – vacant</li> <li>• <b>Frontage</b> – approx. 232.69 m</li> <li>• <b>Depth</b> – approx. 600 m</li> <li>• <b>Area</b> – approx. 25.37 ha</li> <li>• <b>Shape</b> - irregular</li> </ul> |

|                                                                                                                                                                                                                                                                                                  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>SURROUNDING LAND USES:</b>                                                                                                                                                                                                                                                                    |
| <ul style="list-style-type: none"> <li>• <b>North</b> – watercourse (Thames River); single detached dwellings</li> <li>• <b>South</b> – single detached dwellings; vacant lands</li> <li>• <b>East</b> – vacant lands being farmed</li> <li>• <b>West</b> – single detached dwellings</li> </ul> |

|                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>OFFICIAL PLAN DESIGNATION:</b> (refer to map on page 4)                                                                                                                                                                                                                                                                                                                                              |
| <ul style="list-style-type: none"> <li>• Multi-Family, Medium Density Residential, Multi-Family, High Density Residential</li> </ul>                                                                                                                                                                                                                                                                    |
| <b>EXISTING ZONING:</b> (refer to map on page 5)                                                                                                                                                                                                                                                                                                                                                        |
| <ul style="list-style-type: none"> <li>• Holding Residential R5/Residential R6 (h*h-54*R5-7/R6-5, h*R5-7/R6-5) Zone, Holding Residential R6/Residential R9 (h*h-54*R6-5/R9-7) Zone, Holding Residential R4/Residential R5 (h*R4-6/R5-7) Zone, Holding Residential R1 Special Provision (h*R1-3(7) Zone, Holding Residential R1 (h*R1-13) Zone, Open Space (OS1) Zone, Open Space (OS5) Zone.</li> </ul> |

**PLANNING HISTORY**

In November 1990, the Kilally Road Area Study was completed for lands east and west of Highbury Avenue North, south of the Thames River. The recommended land use designations, which resulted from the study, were applied to the lands east of Highbury Avenue North and west of Webster Street and its future northerly extension. In 2003, the Kilally South Area Plan Update was completed. This study addressed the deferred portion of lands east of Webster Street and recommended land use designations and provided direction for future growth in this area.

The applicant, Drewlo Holdings Inc., submitted an application for draft plan of subdivision and zoning by-law amendment on March 31, 2005. The Public Meeting was held on February 27, 2006. Council resolved that the draft plan and concurrent zoning by-law amendment be approved on March 6, 2006. Draft approval was granted on March 22, 2006. A three year extension to the draft approval was granted by the Approval Authority on March 22, 2009. The draft plan will expire on March 22, 2012.

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A site alteration agreement was approved for the site on December 4, 2009

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| <b>SIGNIFICANT DEPARTMENT/AGENCY COMMENTS</b> |
|-----------------------------------------------|

*\*DABU Note: these comments are a summary of the full comments provided. Copies of the full correspondence are attached as Appendix "B".*

**Engineering Review & Planning, Environmental & Engineering Services Department**

Sanitary

The sanitary sewer located on Edgevalley Road at Highbury Avenue North at the west limit of this plan will service this development. This proposed subdivision is located in the Adelaide Pollution Control Plant sewerage shed. The owner will be required to extend the sanitary trunk sewer to the eastern limit of the development. Easements may be required for any portion of the trunk sewer that is not constructed in the road allowance.

Stormwater Management

This plan is located within the North Thames Subwatershed and the proposed storm/drainage system for a large majority of the subdivision lands will be outletting into the main channel of the North Branch of the Thames River via the proposed Stormwater Management (SWM) Facility (Block 140).

As a condition of draft approval the owner will be required to construct all storm sewers, the SWM facility, storm outlet and all required maintenance access roads in conjunction with this plan; provide adequate land dedication to the City for the SWM facility to service this subdivision and the total identified catchment area in accordance with the accepted SWM facility design, and ensure that all storm sewers and the SWM facility are constructed and operational prior to any development taking place in this plan. The proposed regional stormwater facility will be funded through the Urban Works Reserve Fund.

Water

The owner will be required to connect the proposed internal watermain to serve this plan to the existing municipal watermain on Highbury Avenue North, Purser Street, Agathos Street, and Kilally Road. The owner will also extend the existing municipal watermain on Kilally Road to the easterly property limit of this plan of subdivision. The owner will be required to provide "looping" of the water main system constructed for this subdivision prior to 80 or more units being developed.

Transportation

Kilally Road is currently slated for reconstruction beyond 2020. Therefore, the recommended approach for the construction of Edgevalley Road is the following:

- A temporary access will be built from this plan to Kilally Road, approximately 200-300 metres east from where the proposed Edgevalley Road and Kilally Road intersection will be. with a rural cross-section, including but not limited to, secondary collector pavement, shoulders, ditches, temporary sidewalk, and temporary street lights. This access will replace Edgevalley Road as the main access to the proposed subdivision on an interim basis until Kilally Road is reconstructed. This is necessary to ensure site lines are adequate. This temporary access will be maintained by the Owner, including snow clearing, with easements. A temporary left turn lane on Kilally Road will also be constructed, at no cost to the City.
- The Owner shall not develop Blocks 132 and 133 until Kilally Road is improved to its ultimate profile and Edgevalley Road is constructed to ultimate.
- The Owner shall provide cash-in-lieu to construct a fully-serviced road on Edgevalley Road from Agathos Street to Kilally Road, including the construction of a gateway

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treatment on Edgevalley Road at the intersection of Kilally Road; or alternatively, the Owner shall construct a portion of Edgevalley Road between Agathos Street and Kilally Road with cash-in-lieu for the construction of the remainder of this section of Edgevalley Road as a fully serviced road. This portion of Edgevalley Road will be construction when Edgevalley Road is constructed as part of the Kilally Road reconstruction project to be completed by the City.

- Barricades are to be placed on the future Edgevalley Road at Agathos Street to block traffic.
- A 1.5 metre (5') sidewalk shall also be constructed on both sides of Edgevalley Road or provide a cash-in-lieu will be provided for the portion of sidewalk not constructed on Edgevalley Road, south of Agathos Street.
- The temporary drive which is currently used to access this site (Benjamin Drive) will be removed once the access for this plan of subdivision is established.

**Environmental and Ecological Planning Advisory Committee (EEPAC)**

- EEPAC does not support any changes in density from medium density to low density;
- Proposed revisions respect the Thames Valley Corridor Plan;
- Buffers should be re-examined to ensure adequacy of land use; and,
- Any development outside the current approved blocks respects current policies.

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

- The Authority requests that all changes to servicing including SWM be brought forward to be circulated for review;
- The proposed SWM will need to be reviewed for compliance with the final EIS.

**London Transit Commission (LTC)**

- The LTC had no issues except noting additional transit stops and requesting sidewalk installation.

|                        |                                                                                                                                                              |                                                                                                                             |
|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|
| <b>PUBLIC LIAISON:</b> | On July 21, 2011, notice of application was sent to 286 residents within 120 m of the application. Living in the City notice was published on July 23, 2011. | 17 replies received, 16 objections to the application, 1 in support, 1 petition with 55 signatures objecting to application |
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**Nature of Liaison:** The purpose and effect of the proposal is to revise the existing draft approved plan of subdivision by demarcating 6 low density residential blocks into 128 single detached lots, a reconfiguration of the stormwater management pond and the addition of 7 single detached residential lots along the frontage of the stormwater management pond, the elimination of Street "E" and the reconfiguration of Purser Street to intersect with Street "C" (Edge Valley Road). Consideration of a revised residential plan of subdivision which proposes 128 single detached residential lots (in place of 6 previous single detached blocks, and an additional 7 lots), 5 multi-family, medium density residential blocks, 1 multi-family, high density residential block, 1 open space block, 1 revised park block and 1 revised stormwater management block, all served by 1 secondary collector road (Edge Valley Road) and 4 local streets (of which Street "C" and Street "E" (Purser Street) have been reconfigured), as well as several road widening and reserve blocks. The original draft plan contained 7 low density residential blocks, 6 multi-family medium density residential blocks, 1 multi-family high density residential block, 1 open space block, 1 storm water management block, 1 park block, 1 road widening block and several reserve blocks, served by 1 secondary collector road and 4 local streets. To implement these changes, the City is considering a possible change to Zoning By-law Z.-1: FROM a Holding Residential R1 (h\*R1-13) Zone TO a Residential R1 Special Provision (R1-3(7)) Zone; FROM an Open Space (OS1) Zone TO a Residential R1 (R1-13) Zone; FROM a Holding Residential R1 Special Provision (h\*R1-3(7)) Zone TO an Open Space (OS1) Zone; FROM an Open Space (OS1) Zone TO a Residential R1 Special Provision (R1-3(7)) Zone; FROM a Holding Residential R4/R5 (h\*R4-6/R5-7) Zone TO a Residential R5/R6 (R5-7/R6-5) Zone; FROM a Holding Residential R5/R6 (h\*h-54\*R5-7/R6-5) Zone TO a Residential R1 (R1-13) Zone; and FROM a Holding Residential R5/R6 (h\*h-54\*R5-7/R6-5) Zone TO a Residential R1 Special Provision (R1-3(7)) Zone.

**Responses:** Overall, the neighbourhood response was in opposition to the proposal. Their main issues were:

- Proposed development will devalue existing homes
- Environmental impact – loss of trees, wildlife, overall loss of natural heritage and greenspace
- Increased litter, crime, traffic
- Impacts on views and vistas
- Proposal too dense

*DABU Note: For more information on issues raised through the liaison process please see "Responses to Public Liaison Letter and Publication in "Living in the City"" located at the end of this report.*

## ANALYSIS

### What are the changes proposed in the revision?

This revised draft plan of subdivision consists of:

- demarcating 6 low density residential blocks into 128 single detached lots;
- a reconfiguration of the stormwater management pond;
- the relocation of the trunk sanitary sewer pipe;
- the addition of 7 single detached residential lots along the frontage of the stormwater management pond; and
- a reconfiguration of the local roads to align with servicing and lotting changes.

### Lots

The previous plan of subdivision was draft approved with 6 low density residential blocks, 4 medium density blocks and one high density block. The revised plan lots out the 6 low density blocks into 128 single detached lots, adds 7 additional lots along the Edgevalley Road frontage adjacent to the stormwater management pond; and merges two medium density blocks into one larger medium density block, and a reconfiguration of the proposed park block. No other lot or block changes are proposed, and the changes in zoning reflect these proposed revisions. It should be noted that in the previous plan, medium and high density blocks were approved, and that there is no additional medium or high density blocks through these latest revisions. There are no changes to density or height through this application.

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Roads

The revised plan shows the elimination of Street “E”, which previously bisected two medium density blocks. With the elimination of this street, the two medium density blocks will become one. The reconfiguration of Purser Street will now intersect and end at Street “A”, and Street “A” will continue to Edgevalley Road, rather than Purser Street.

Stormwater Management Pond & Sanitary Truck Sewer

The proposed SWM block on the new redline draft plan is slightly larger (3.22 ha) than the SWM block on the original draft plan (3.02 ha). This block has been made larger to accommodate the future inlets from lands to the east of this site. The proposed new SWM pond configuration is very similar to the original configuration and is consistent with the conceptual location shown in the approved Kilally South Storm Water Management Study, Class Environmental Assessment - Schedule B (MRC, September 2003).

Originally the proposed Kilally trunk sanitary sewer was to be located to the north of the original SWM facility, adjacent to the Thames River. The applicant has now revised the trunk sanitary sewer location and is proposing to move the sanitary truck sewer south of the SWM pond and away from the Thames River. This provides for better servicing alignment with existing topography, allowing significant reduction in capital costs.

Park

The applicant has proposed a small change to the configuration of the park by moving the main access and frontage of the park via Edgevalley Road, rather than through Drew Street.

**Conformity with Provincial Policy Statement**

Based on the review of the Provincial Policy Statement, approval of the proposed plan with associated conditions would be consistent with the 2005 Provincial Policy Statement.

1. Building Strong Communities

This subdivision proposal has regard for the Provincial Policy Statement in a number of sections:

- 1.1.1 *Healthy, livable and safe communities are sustained by:*
  - a. *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
  - b. *accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs;*
  - e. *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

The proposed development represents an efficient utilization of the land with single detached lots and medium and high density blocks along the arterial.

- 1.1.3.2 *Land use patterns within settlement areas shall be based on:*
  - a. *densities and a mix of land uses which:*
    - 1. *efficiently use land and resources;*
    - 2. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.*

The subject lands are slated to be serviced by a new trunk sanitary sewer and the construction of a new stormwater management pond. All other services are readily available to the property line. The street layout and lot fabric represents an efficient use of land and infrastructure and the subject property is located within the City’s Urban Growth Boundary.

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2. Wise Use and Management of Resources

The subject lands abut a natural feature (Thames River). The recommended limit of development will ensure the ecological functions on the adjacent lands are not adversely affected. There are no Agriculture, Minerals and Petroleum or Mineral Aggregate Resources issues associate with the proposal. An archaeological assessment will be required prior to final approval of the subdivision. There are no significant built heritage resources or significant cultural heritage landscapes. The subject lands have already been accommodated within downstream sanitary, water, and stormwater infrastructure. The revised street layout and lot fabric represents an efficient use of land and infrastructure and the subject property is located within the City's Urban Growth Boundary.

3. Protecting Public Health

There was a well which has been decommissioned on the site. There are no other known Human Made Hazards within the plan of subdivision.

Overall, it is staff's opinion that the proposed subdivision is consistent with, and generally conforms to, the 2005 Provincial Policy Statement. Approval of this revised draft plan represents good land use planning and is recommended for approval.

Conformity with Kilally South Area Plan and Official Plan

The recommended land use plans for both the 1990 Kilally Road Area Study and the Kilally South Area Plan Update (2003) proposed low density, multi-family medium high density and multi-family high density residential uses for lands east of Highbury Avenue North and north of Kilally Road. The studies determined that high density residential uses are more appropriate adjacent to Highbury Avenue North (a high volume arterial road) and that medium density uses provide for a suitable transition between the proposed high density uses and low density uses proposed further to the east. The recommended land use designations were approved in amendments to the Official Plan in 1991 and 2003.

The Official Plan designates these lands as Multi-Family Medium Density Residential (MFMDR), and Multi-Family, High Density Residential (MFHDR).

The Multi-Family Medium Density designation, which applies to the majority of the site, permits multiple-unit residential developments having a low rise profile, with a maximum density of 75 units per hectare. Uses may include row houses, cluster houses, low-rise apartment buildings and certain specialized residential facilities such as small scale nursing homes. Uses permitted within the Low Density Residential designation may also be considered in areas designated for medium density residential development.

The Multi-Family High Density designation, which applies to the westerly portion of the site, permits large-scale, multiple-unit forms of residential development at a maximum density of 150 units per hectare. Uses may include low-rise and high-rise apartment buildings, apartment hotels, multiple-attached dwellings, emergency care facilities, nursing homes, rest homes, homes for the aged, and rooming and boarding houses. Uses within the medium density designation may also be considered in areas designated for high density residential development.

Official Plan policy 19.6.1. contains criteria for the evaluation of a plan of subdivision. The revised draft plan meets the following criteria:

- No change to Official Plan policy is proposed to permit the revisions to proceed; therefore the proposed subdivision is consistent with the objectives and policies of the Official Plan, and the Kilally North Area Plan.
- The revised plan of subdivision can be serviced with available uncommitted population-equivalent reserve capacity in the water and sewage treatment systems, and without requiring an undue financial commitment from the City. Currently the proposed subdivision has the ability to be serviced as capacity at the Adelaide Pollution Control Plant is available and adequate water servicing for this subdivision exists. This revised plan of subdivision will not place an undue strain upon the City's infrastructure.

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**Nancy Pasato**

- The subdivision will be connected to both Highbury Avenue North and Kilally Road via Edgevalley Road, the secondary collector. This will allow the temporary access to Kilally through Benjamin Drive to be closed, within future access to the arterials through the secondary collector in this plan.
- The revised plan of subdivision is designed to be integrated with adjacent lands through the continuation of Purser Street, and Agathos Street.
- Even though the initial Edgevalley draft plan of subdivision predated the Placemaking Guidelines, the initial subdivision and the proposed subdivision still have many positive placemaking features. The revised subdivision includes excellent visibility and access to the Thames River, an important natural heritage and recreation corridor. Adjacent to the Thames River is a stormwater management pond, with direct access to the extensive multi-use pathway and connections across the City. The subdivision is oriented to both arterials which will create a sense of place by providing a visual and pedestrian entry point into the neighbourhood. It allows for multiple views into the neighbourhood. The internal road pattern allows for pedestrian connections to the proposed future park. A prominent gateway feature is proposed at the future intersection of Kilally Road and Edgevalley Road. The proposed subdivision provides for a range of housing and changes in housing type and form.
- Through the previous draft plan, an EIS was provided and mitigation measures, buffers, tree retention and setbacks were included. Through the revised plan, the change in the alignment of the sanitary trunk sewer has minimized the potential for effects on the natural environment as a result of the sanitary truck sewer location. Regardless, the plan protects important natural heritage features and areas.

Overall, the proposed changes are minor in nature, conform to the policies of the PPS and Official Plan, and represent good planning.

### **Proposed Red-Line Revisions**

*Park and Thames Valley Parkway – Any parkland to be acquired by the City will need to be purchased*

The Area Plan identified a neighbourhood park to be developed adjacent to the stormwater management facility. The Plan also noted that:

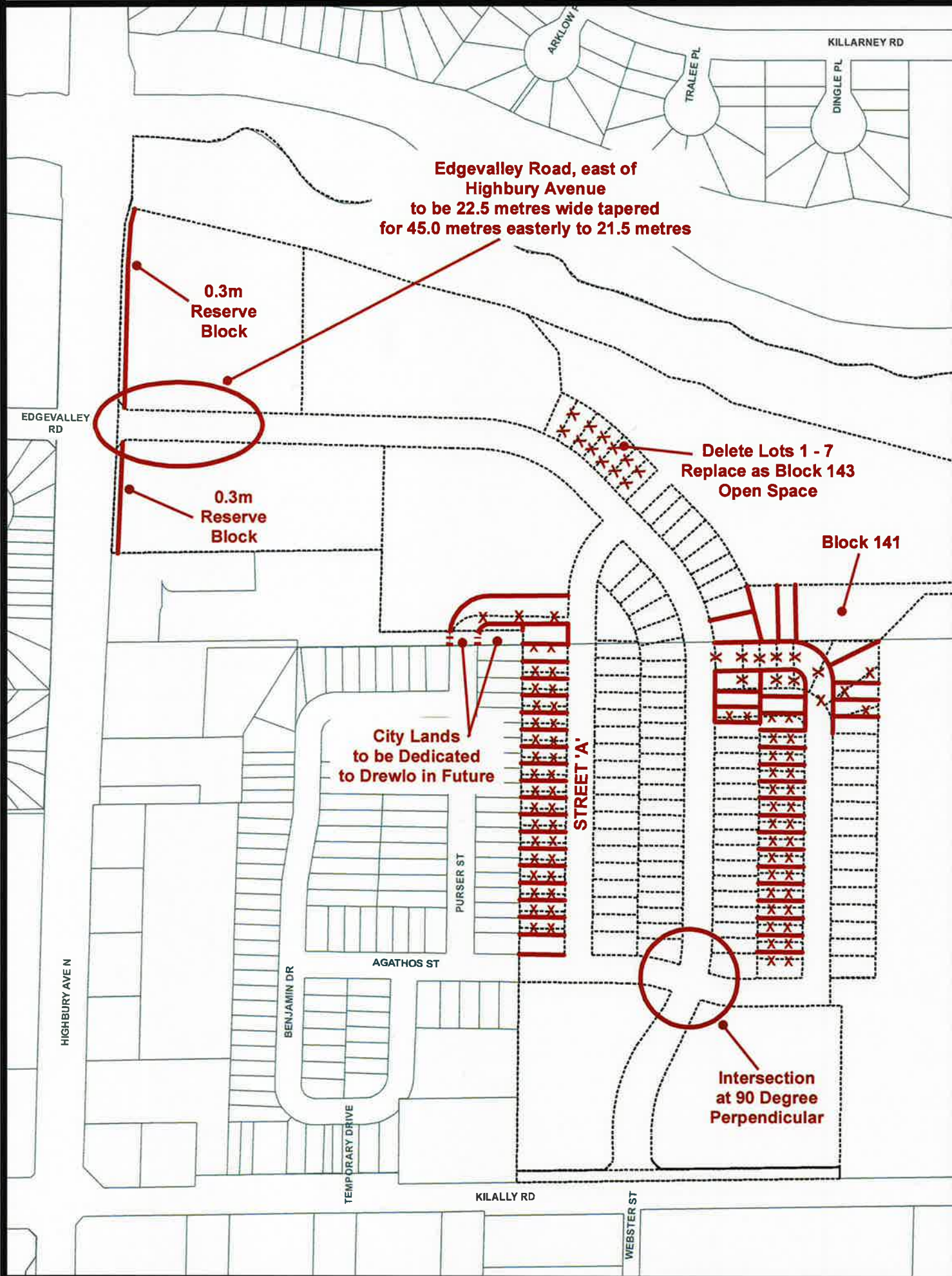
*“ Part of the research toward this area plan update revealed an agreement between the City and a former land owner and subdivider, namely, Mathews Group. Park land credits were given to Mathews Group for larger public park dedications in the area west and east of Highbury along the Thames River. The result of the credits is that there is no further public park land dedication requirement of Drewlo Holdings. Therefore, the City will have to purchase the designated Neighbourhood Park lands with “cash in lieu of parkland dedication” by other land owners and developers within Kilally South. “*

Parks and recreation uses are essential to the quality of life in a community. Neighbourhood parks are generally 0.5 – 4.0 hectares in size and serve the local neighbourhood population and are designed to support unorganized activities and organized recreation programs. Neighbourhood parks should be centrally located to allow for access by foot from the neighbourhood it serves. The park block should be of sufficient size to accommodate a sports field and playground facilities. It should also be designed to have extensive street frontage for visibility and safety.

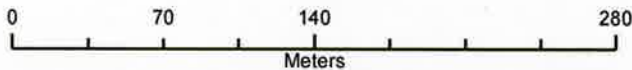
The applicant has proposed a neighbourhood park (shown as Block 141) to be located immediately south of the SWM facility (Block 140) with access to Edgevalley Road. Since the City will be required to purchase parkland within this subdivision, Parks Planning and Design staff has reviewed the design of the park and has requested a reconfiguration of the park block (see redline plan). Instead of access from Edgevalley Road, Parks Planning would prefer access from the local street (Drew Street), and no frontage on Edgevalley Road. This allows Drew Street to be shifted to the west, and allows lots to be fronted onto Edgevalley, and lots to be fronted onto Drew Street, on a portion of the previous park block. It is estimated an additional 9 lots can be created with this change in configuration. Eventually, Parks Planning will purchase



# EDGE VALLEY EAST (39T-05505) REDLINE AMENDED DRAFT PLAN



1:3,500



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additional lands to the east of the park block to create a larger park centrally located for the larger community in accordance with the Kilally South Area Plan. In the interim, the park proposed for this application is sufficient to allow for temporary play structures for the community. This reconfiguration also works for the realignment of the trunk sanitary sewer, which will follow Edgevalley Road to Drew Street, and into the park. WADE has confirmed this change is appropriate. This reconfigured park will need to be purchased by Parks Planning at rates set out in the CP-9 by-law.

Parks Planning would also like to purchase Lots 1-7, which will allow for full community access to the parks system and vistas into the Thames Valley Parkway. These lots will be shown as "Block 143" on the redline plan. These additional portions of parkland will be purchased from Drewlo Holdings Inc. at a table land rate established through the CP 9 by-law. The exact rate of compensation will be determined once the park size has been finalized (minus the laneway to be transferred to the developer). It is estimated that all of the lands to be acquired are approximately 0.5 ha.

The Kilally South Area Plan Update (2003) noted that the Thames Valley Parkway (TVP) is planned to link under Highbury Avenue North and travel eastward at the top-of-bank within an open space block approx. 20-30 metres above the top of bank. The TVP trail will travel through the SWM facility and could be combined with access roads to the facility and to the outfall structure, and then lead down into the valley. From there, it will roughly follow the existing trail to Clarke Road where it will come up the embankment of Clarke Road to Kilally Road. The applicant, through the revised conditions of draft plan, shall include a conceptual alignment for the Thames Valley Parkway through the SWM block, to be located adjacent to the river. As per the previous Mathews agreement for dedication, Block 142 will be dedicated to the City, at no cost.

As a condition of draft approval the owner shall also submit a Final Environmental Impact Study (EIS) to deal with the location of the outlet. This will be reviewed by Parks Planning and the UTRCA.

*Purser Street – The realignment is an acceptable subdivision design alternative*

The applicant has proposed a local road reconfiguration which realigns Purser Street to meet up with Street "A" rather than exit directly onto Edgevalley Road. There is also a public lane (external to this subdivision) which extends from Highbury Avenue North to the westerly limit of the subdivision. Typically a private land holder must make application to the City for consideration a lane closure and to have the land declared surplus. Given this development proposal, Realty Services have advised that it is appropriate to consider closure of this lane at this time and dedication of a portion of the lane to Drewlo Holdings. The property owner has also agreed to dedicate an equal amount of parkland within this plan to compensate the City for the portion of the lane they will be obtaining. Purser Street will need to be adjusted slightly to accommodate access for 1625 Purser Street via the laneway. Purser Street will also need to be adjusted so that minimum turning radii can be met. This will be a condition of draft approval.

*Access to Subdivision – Due to funding not being available for the reconstruction of Kilally Road and Webster Street, a temporary access is required*

The Kilally South Area Plan anticipated this area would be serviced by a secondary collector road system, accessed through the Drewlo subdivision. A temporary access to Kilally Road (Benjamin Drive) was constructed through the adjacent plan of subdivision (33M-443 – Blocks 52 & 53 and 33M-492 – Lot 22). Kilally Road will need to be reconstructed, and grades will need to be brought down in order to ensure site lines are adequate. Until such time as Kilally Road is reconstructed, the applicant is required provide a conceptual design and the location of a temporary access from this plan east of Webster Street to Kilally Road. Once this temporary access has been constructed, the temporary road in 33M-443 and 33M-492 is to be removed as required by the Subdivision Agreement.

**Recommended red-line revisions to plan**

- Reconfiguration of the park block and access points, and addition of Block 143 to park
- Revision to Purser Street

- One foot reserves will be added to Blocks 132, 133, 134, and 135
- Remove Lots 1-7 along Edgevalley Road directly adjacent to the proposed stormwater management block (Block 140)

**Neighbourhood Issues**

A number of area residents raised issues with effects on property values and the effect medium and high density housing could have in the area (i.e. traffic, safety, litter).

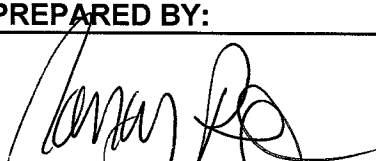
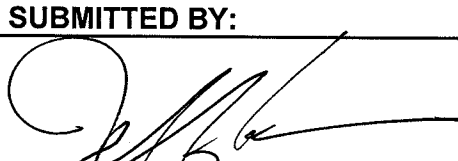
Firstly, there are no changes to use, density, or height regulations through this application. Zoning to permit apartments at a density of 150 units per hectare remains as it was approved in 2006. The City has no information to suggest that property values will be negatively impacted as a result of the proposed development. The type of residential development proposed as noted in the recommended zoning will be a mix of single detached dwellings, cluster housing and/or townhouse dwellings and apartment buildings. With respect to the proposed medium and high density zoning, the exact type of housing will not be determined until such time as the owner submits site plan applications to develop these blocks. The Area Plan established a secondary collector road system that is meant to deal with traffic volumes in the area. There is no expectation that future traffic generation from this subdivision will exceed predicted volumes.

Development of the Drewlo subdivision will provide the access points for the existing Benjamin Drive/Purser Street subdivision. In addition, development of the Drewlo site will permit the closing of the temporary access to Kilally Road from Benjamin Drive and should reduce the internal traffic flows using the local streets.


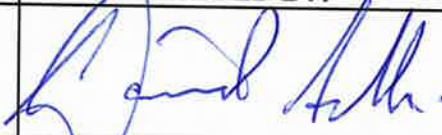
At the time of the Kilally South Area Plan, natural heritage features were identified and designated through changes to the Official Plan. No changes are proposed through this revised plan that necessitates Official Plan changes. Through the previous Draft Plan of Subdivision application an Environmental Impact Study and addendums were provided and a limit of development was agreed upon. The EIS noted that the vegetation communities within the subject lands were ranked common and were considered locally common and not significant.

|                   |
|-------------------|
| <b>CONCLUSION</b> |
|-------------------|

This subdivision, with the recommended zoning, will provide a variety of residential dwelling types; a centrally located neighbourhood park to benefit existing and future residents; the protection of the Kilally Forest ESA and the continuation of the Thames Valley Parkway; the relocation of a truck sanitary sewer away from a significant river corridor; an overall subdivision that meets the intent of the Placemaking principle; and the creation of a secondary collector road system that will provide the ultimate access points to the area. The proposed draft plan of subdivision and associated Zoning By-law amendments were appropriate in 2006 when originally draft approved, and are appropriate and consistent with the 1990 & 2003 Kilally area studies, the Official Plan, and the 2005 Provincial Policy Statement. This proposed subdivision presents good land use planning.

|                                                                                     |                                                                                      |
|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| <b>PREPARED BY:</b>                                                                 | <b>SUBMITTED BY:</b>                                                                 |
|  |  |
| <b>NANCY PASATO, MCIP, RPP<br/>SENIOR PLANNER – DEVELOPMENT<br/>PLANNING</b>        | <b>JEFF LEUNISSEN, MCIP, RPP<br/>MANAGER - DEVELOPMENT PLANNING</b>                  |

39T-05505/Z-7942  
Nancy Pasato

|                                                                                   |                                                                                    |
|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| <b>RECOMMENDED BY:</b>                                                            | <b>RECOMMENDED BY:</b>                                                             |
|  |  |
| <b>D.M. STANLAKE<br/>DIRECTOR OF DEVELOPMENT<br/>PLANNING</b>                     | <b>DAVID AILLES, P.ENG.<br/>MANAGING DIRECTOR OF<br/>DEVELOPMENT APPROVALS</b>     |

For

December 5, 2011  
 NP/Y:\Shared\Sub&Spec\SUBDIV\2005\39T-05505 - 1522 Kilally Rd\Revised Draft Approval  
 June 2011\report revised DA 1522 Kilally.docx  
 22 DEC 11



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39T-05505/Z-7942  
Nancy Pasato

**Bibliography of Information and Materials – 39T-05505/Z-7942**

Request for Approval:

City of London Subdivision & Zoning By-law Amendment Application Forms, completed by Drewlo Holdings – May 4, 2011

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.

Correspondence within City of London Planning File: 39T-05505.

Correspondence within City of London Planning File: Z-7942

Application Information Submitted – May 4, 2011

- Proposed Revised Draft Plan of Subdivision
- Proposed Zoning
- Letter on Proposed SWM Pond Configurations, Whitney Engineering. July 5, 2011
- Letter on Proposed Sanitary Truck Sewer Realignment, Whitney Engineering. July 5, 2011

City of London. Kilally South Area Plan, 1990

City of London. Kilally South Area Plan Update, 2003

City of London. Edgevalley Subdivision file (including correspondence, letters, e-mails, comments, maps, etc.) for 39T-05505. Various dates.

City of London. Edgevalley Subdivision report for 39T-05505. February, 2006.

City of London. Edgevalley Extension Report for 39T-05505. February & March, 2009.

City of London. Record of Consultation. July 30, 2010.

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39T-05505/Z-7942  
Nancy Pasato

**Responses to Public Liaison Letter and Publication in "Living in the City"**

**Telephone**

**Written**

Betty & Larry Smith  
1501 Agathos Street

- In support
- Flooding from empty lot will be alleviated with development

Jose Quezada  
1718 Benjamin Drive

- Against application
- Townhomes will devalue property
- Loss of greenspace/natural heritage and loss of habitat for animals
- Area will be affected by Thames River flooding
- Development should not occur until recreational and park areas are available
- Do not receive same quality of services

Annesha Ramkelawan  
1661 Benjamin Road

- Against application
- Possible townhomes will devalue property
- Request street lights on Kilally Road

Bob & Connie Cornwall  
1665 Portrush Way

- Against application
- Medium and high density will introduce noise and will devalue existing homes
- Environmental impact

Joanne Thompson  
1561 Purser Street

- Against application
- Loss of pond/greenspace/natural heritage and affect on animals
- Townhomes will devalue property
- Traffic concerns – speeding and cut-through – need signs

Marcel & Susan Lavigne  
1659 Portrush Way

- Against application
- Do not support medium and high density blocks – should be single detached
- Increased litter, noise, traffic, crime
- Devalue homes
- EIS needs to be done

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Nancy Pasato

Uleen Callaghan  
40-99 Edgevalley Road

- Questions on application, timing, where high density will be located

Petition – Residents of Cedar Hollow  
Subdivision

- Against application
- 55 signatures

Leigh Ann Troupe  
1669 Portrush Way

- Against application
- Oppose medium and high density housing near river
- Will detract from privacy in own backyard
- Was an EIS done?
- Possible noise pollution, traffic concerns
- No services/walkways/parks in our neighbourhood

Laila Costello  
1568 Purser Street

- Against application
- Proposal too dense
- Impacts on natural heritage/wildlife/loss of trees

Ali Haidar

348 Killarney Road and 129 Culver Crescent

- Questions on application and location of high density
- Receive further notices/notice of adoption

Phil Chapman  
1614 Purser Street

- Against application
- Destruction of wildlife, nesting areas, mature trees
- Removal of natural pond
- Removal of natural environment
- Revaluation of homes
- Compromised information from realtors and on-line

Susan Ratz  
1665 Benjamin Road

- Questions on application
- Will the temporary road when closed become a pathway to Kilally?
- What will happen to lots on Kilally/formally road?
- How will Rembrandt townhomes access?
- Tree retention report – save as many trees as possible and on SWM pond

Alan & Sabina Graham

- Against application
- Object to high and medium density development
- Views impacted
- Environmental impact on river with increased storm drainage
- Devalue properties
- Removal of vegetation

Christine Maclean  
1630 Portrush Way

- Against application
- Concern of high density in area – will block views north of the river – paid a premium to look onto river
- Property values decrease
- Increase in traffic/safety concerns
- Increase in crime

Patti Drouillard  
1600 Purser Street

- Against application
- Concerns with loss of natural environment and wildlife

Sandra Demers  
1582 Purser Street

- Against application
- Issues with ponding next door and water runoff that floods basements
- New development grades should match existing grades
- Speed issues on Purser Street from Highbury townhomes
- Don't want to see all wildlife in area gone

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39T-05505/Z-7942  
Nancy Pasato

**APPENDIX "A"**

Bill No. (number to be inserted by Clerk's Office)  
2012

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

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1522 Kilally Road, 1654 Highbury Avenue North, and a portion of 1782 Kilally Road.

WHEREAS Drewlo Holdings Inc. has applied to rezone an area of land located at properties located at 1522 Kilally Road, 1654 Highbury Avenue North, and a portion of 1782 Kilally Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1522 Kilally Road, 1654 Highbury Avenue North, and a portion of 1782 Kilally Road, as shown on the attached map comprising part of Key Map No. 24, from a Holding Residential R1 (h\*R1-13) Zone and a Holding Residential R5/R6 (h\*R5-7/R6-5) Zone to a Holding Residential R1 (h\*h-100\*R1-4) Zone, a Holding Residential R1 Special Provision (h\*h-100\*R1-3(7)) Zone, and an Open Space (OS1) Zone; from a Holding Residential R5/R6 (h\*h-54\*R5-7/R6-5) Zone and a Holding Residential R5/R6 (h\*R5-7/R6-5) Zone to a Holding Residential R5/R6 (h\*h-54\*h-100\*R5-7/R6-5) Zone; from a Holding Residential R6/R9 (h\*h-54\*R6-5/R9-7) Zone to a Holding Residential R6/R9 (h\*h-54\*h-100\*R6-5/R9-7) Zone; from a Holding Residential R4/R5 (h\*R4-6/R5-7) Zone which to a Holding Residential R5/R6 (h\*h-100\*R5-7/R6-5) Zone; from an Open Space (OS1) Zone to a Holding Residential R1 Special Provision (h\*h\*100\*R1-3(7)) Zone and a Holding Residential R1 (h\*h-100\*R1-4) Zone; from a Holding Residential R1 Special Provision (h\*R1-3(7)) Zone to an Open Space (OS1) Zone; and from an Urban Reserve (UR4) Zone to an Open Space (OS1) Zone.

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 section 34 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 section.

PASSED in Open Council on January 10, 2012.

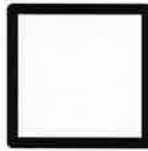
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**39T-05505/Z-7942**  
**Nancy Pasato**

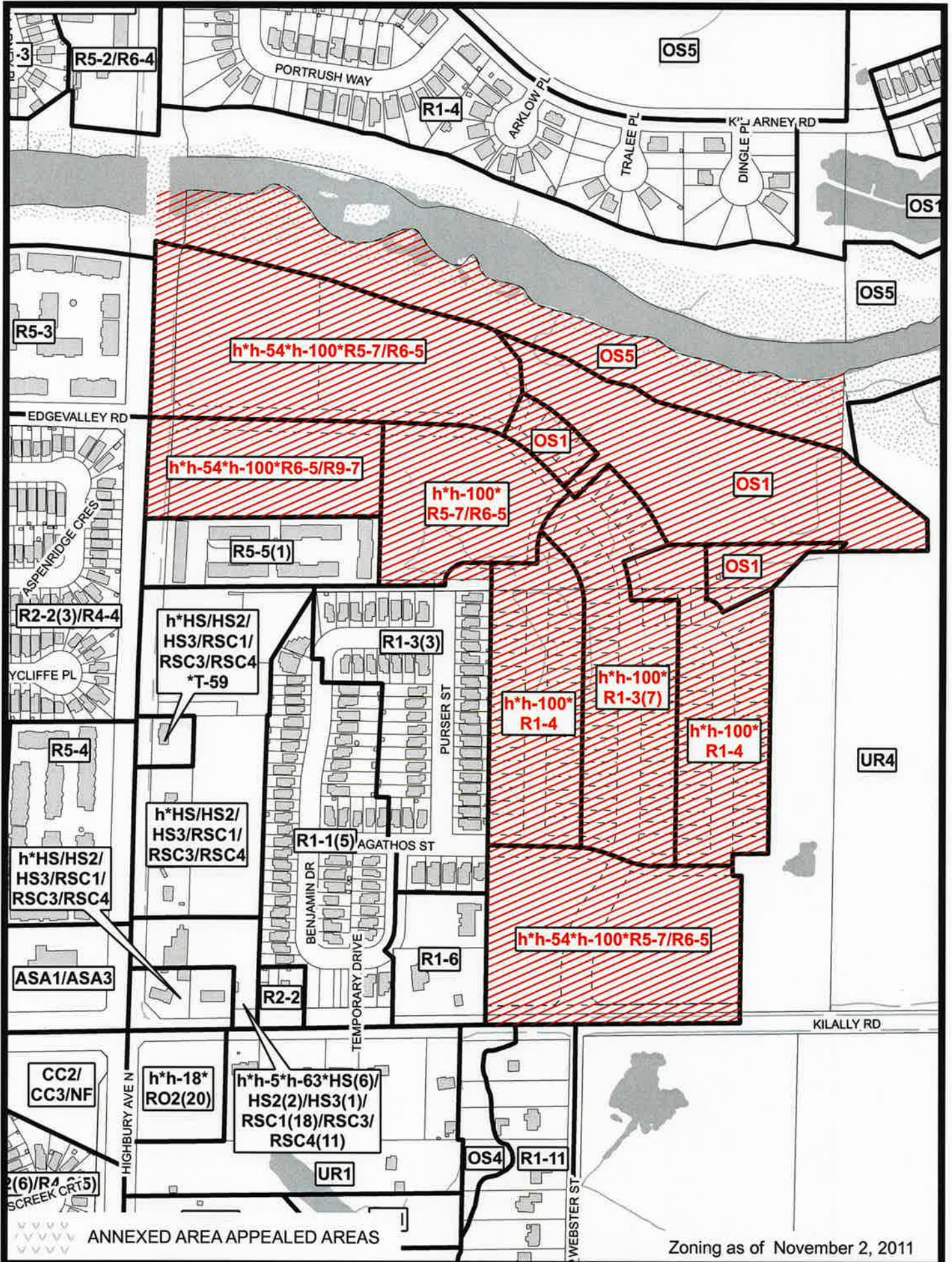
Joe Fontana  
Mayor

Catharine Saunders  
City Clerk

First Reading - January 10, 2012  
Second Reading - January 10, 2012  
Third Reading - January 10, 2012



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



File Number: 39T-05505, Z-7942

Planner: NP

Date Prepared: November 30, 2011

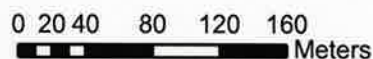
Technician: DT

By-Law No: Z-1-

SUBJECT SITE



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Nancy Pasato**

**Appendix "B"  
Stakeholder Comments**



300 Dufferin Avenue  
P.O. Box 5035  
London, ON  
N6A 4L9

**London**  
CANADA

October 5, 2011

Mr. D. Stanlake  
Director, Development Planning  
Development Approvals Business Unit  
City of London

**ATTENTION: N. Pasato**

Dear Sir:

**RE: Revised Draft Plan of Subdivision Liaison – 39T-05505  
1522 Kilally Road (North side, East of Highbury Avenue)  
Drewlo Holdings Inc.**

---

Please find attached the recommended conditions for the revised draft plan relating to engineering matters for the above-noted subdivision application. These conditions represent the consolidated comments of Engineering Review, the Transportation and Planning Division, the Wastewater and Drainage Engineering Division, the Wastewater and Drainage Engineering - Stormwater Management Unit, the Water Engineering Division and the Pollution Control Engineering Division.

The Engineering Review and the Engineering Divisions of the Planning, Environmental and Engineering Services Department have no objection to the proposed Zoning By-law Amendment for the proposed revised draft plan of subdivision subject to the following:

1. 'h' holding provision is implemented with respect to servicing, including sanitary, stormwater and water, to the satisfaction of the City Engineer and the entering of a subdivision agreement.
2. 'h-100' holding provision is implemented with respect to water services and appropriate access that no more than 80 units may be developed until a looped watermain system is constructed and there is a second public access available, to the satisfaction of the City Engineer.
3. Consideration should be given with the Zoning By-law amendments that should additional lands be required for Block 140 (Stormwater Management Block), this may affect Zoning (and other lots and blocks in this draft plan).

As well, after discussion with the Transportation Division, the recommended approach for the construction of Edgevalley Road is the following and are identified in Clauses w), x) and y) :

1. 'h' holding provision is to be placed on Blocks 132 and 133 until Kilally Road is improved to it's ultimate profile and Edgevalley Road is constructed to ultimate.
2. The road allowance for Edgevalley Road is to be obtained at the time of registering the plan.
3. Cash-in-lieu will be obtained for the future construction of Edgevalley Road between Agathos Street and Kilally Road.
4. Barricades are to be placed on the future Edgevalley Road at Agathos Street to block traffic.

Please note:

1. The attached conditions have been prepared on the basis that this revised draft plan of subdivision proceed through the Design Studies process due to the proposed red-line and servicing changes to the draft plan.
2. Should additional lands be required for Block 140 (SWM), the draft plan may require further revisions to accommodate the SWM Facility.

The Corporation of the City of London  
Office: 519-661-2500 ext 4905  
Fax: 519-661-2355  
www.london.ca

**RECEIVED BY**  
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CITY OF LONDON  
DEVELOPMENT APPROVALS BUSINESS UNIT

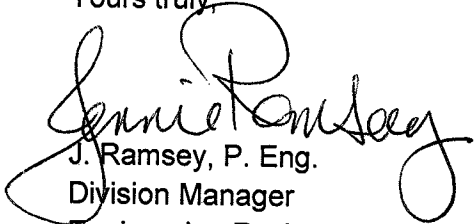


3. Revised estimated claims to be confirmed by DABU Financial Planning based on recent discussions of eligible works and to be discussed at Legal Review. These estimates are to be revised by the Owner's consulting engineer. Please do not forward these conditions to BNEC until these revised estimated claims have been received and confirmed.

**Please include in your report to Built and Natural Environment Committee that there will be increased operating and maintenance costs for works being assumed by the City.**

The recommendations in this letter are based on the revised draft plan for this application which was received on July 21, 2011. Should any further changes be made to this draft plan, an updated revised Plan must be provided for our review and comments prior to any approvals.

Yours truly,

  
J. Ramsey, P. Eng.  
Division Manager  
Engineering Review  
Development Approval Business Unit

/rm

Attachments

c: P. Christiaans  
B. Webber  
RFT File

---

**SEWERS & WATERMAINS**Sanitary:

- a) 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 1050 mm (42") diameter Kilally Trunk Sanitary Sewer located on Edgevalley Road at Highbury Avenue North at the western limit of this plan;
  - ii) Construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the City Engineer;
  - iii) Make provisions for oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, all to the specifications of the City Engineer. This sewer must be extended to the limits of this plan and/or property line to service the upstream external lands; and
  - iv) 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 Engineer. The local sanitary sewer will be at the sole cost of the Owner. Any exception will require the approval of the City Engineer.
- b) In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit the following sanitary servicing design information:
- i) Provide a sanitary drainage area plan, including the preliminary sanitary sewer routing and the external areas to be serviced east of this plan and south of Kilally Road, to the satisfaction of the City Engineer;
  - ii) Propose a suitable routing for the trunk sanitary sewer to be constructed through this plan. Further to this, the consulting engineer shall be required to provide an opinion for the need for an Environmental Assessment under the Class EA requirements for this sanitary trunk sewer; and
  - iii) Provide an analysis which shall indicate the water table level of lands within the subdivision and an evaluation of additional measures, if any, which need to be undertaken in order to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407.

- c) In order to prevent any inflow and infiltration from being introduced to the sanitary sewer system, the Owner shall undertake the following:
- i) Throughout the duration of construction within this draft plan of subdivision, 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 Engineer, at no cost to the City;
  - ii) Not allow any weeping tile connections into the sanitary sewers within this Plan; and
  - iii) Permit 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. Alternatively, the City may require the Owner to undertake smoke testing at his own cost for this purpose and provide a record of the results to the City. The City may require smoke testing to be undertaken until such time as the sewer is assumed by the City.
- d) Prior to registration of this Plan, the Owner shall obtain consent from the City Engineer to reserve capacity at the Adelaide 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

- e) In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of stormwater services for this draft plan of subdivision:
- i) Construct storm sewers to serve the westerly portion of this Plan, located within the North Thames Subwatershed, and connect them to the existing municipal storm sewer system, namely, the 825 mm (21") diameter storm sewer located within an easement on 1708 Benjamin Drive (Lot 54, Plan 33M-443). The Owner shall make all necessary arrangements, financial and otherwise, to construct a storm sewer within an easement over lands known as 1625 Purser Street, from the existing 825 mm storm sewer located within an easement on 1708 Benjamin Drive (Lot 54, Plan 33M-443) to this Plan, to the satisfaction of the City Engineer, at no cost to the City;

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- ii) Construct storm sewers to serve the easterly portion of this Plan, located within the North Thames Subwatershed, and connect them to the proposed Stormwater Management Facility (SWMF) located on Block 140 of this draft plan which will then outlet to the Thames River, to the satisfaction of the City Engineer;
  - iii) Construct the proposed SWM Facility on Block 140 of this draft plan, to the satisfaction of the City Engineer;
  - iv) Make provisions to oversize the internal storm sewers and the SWM Facility in this plan to accommodate flows from upstream lands external to this plan, all to the specifications of the City Engineer;
  - v) Construct and implement erosion and sediment control measures as accepted in the Functional SWM and/or Drainage Servicing Report for these lands satisfactory to the City Engineer and the Owner shall correct any deficiencies of the erosion and sediment control measures forthwith; and
  - vi) Address forthwith any deficiencies of the stormwater works and/or monitoring program.
- f) 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 and a SWM Servicing Letter/Report of Confirmation to address the following:
- i) Identify the storm/drainage and SWM servicing works for the subject lands and how the interim drainage from external lands will be handled, all to the satisfaction of the City Engineer;
  - ii) Identify major and minor storm flow routes for the subject lands, to the satisfaction of the City Engineer;
  - iii) Develop 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 Engineer. This Plan is to include measures to be used during all phases on construction; and
  - iv) Implement SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City Engineer. 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.

Should the proposed Storm/Drainage and SWM servicing works vary from the approved Functional SWM Plan for Edge Valley East Subdivision (July 2007), an updated Functional SWM Plan may be required to address the above, in lieu of a SWM Servicing Letter/Report of Confirmation.

g) Optional Condition to be determined at Legal Review:

*Should it be necessary to enlarge SWM Block 140 based on the accepted SWM functional report, the Owner shall provide sufficient additional lands as may be required from adjacent lots and blocks in this plan, to the satisfaction of the City Engineer.*

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- h) In conjunction with the Design Studies submission, the Owner shall provide a geotechnical report to address all geotechnical issues and all required (structural, maintenance and erosion) setbacks related to slope stability for lands within this plan, to the satisfaction and specifications of the City Engineer. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback.
- i) The above-noted Storm/Drainage and SWM Functional Design Studies submission prepared by the Owner's consulting professional engineer shall be in accordance with the recommendations and requirements of the following:
- i) The SWM criteria and environmental targets for the North Thames Subwatershed Study and any addendums/amendments;
  - ii) The accepted Kilaly South Stormwater Management Study – Class EA Schedule B – Environmental Screening Report (McCormick Rankin Corporation, Sept. 2003).
  - iii) The approved Functional Stormwater Management Plan for Kilally Phase 1 (Kilally Glen) July 1996, prepared by DelCan or any updated Functional Stormwater Management Plan;
  - iv) The approved Functional Stormwater Management Plan for Edge Valley East Subdivision July 2007, prepared by Development Engineering (London) Limited or any updated Functional Stormwater Management Plan;
  - v) The City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;
  - vi) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
  - vii) The Ministry of the Environment SWM Practices Planning and Design Manual, as revised; and
  - viii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.

- j) Prior to the issuance of any Certificates of Conditional Approval, 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 Engineer;
  - ii) Construct and have operational the major and minor storm flow routes for the subject lands, to the satisfaction of the City Engineer;
  - iii) Implement all geotechnical/slope stability recommendations made by the geotechnical report accepted by the City Engineer; and
  - iv) submit a Monitoring and Operational Procedure Manual for the maintenance and monitoring program for each of the SWM Facilities within this plan, in accordance with the City's "Monitoring and Operational Procedures for Stormwater Management Facilities" requirements to the City Engineer for review and approval. The program will include, but not be limited to, the following:
    - a. A work program manual for the maintenance and monitoring of these facilities;
    - b. Protocol of sediment sampling and recording of sediment accumulation volumes;
    - c. Storage and discharge monitoring.
- k) Following construction and prior to the assumption of the SWMF(s), the Owner shall complete the following, at no cost to the City, all to the satisfaction of the City Engineer:
- i) Operate, maintain and monitor the SWMF(s) in accordance with the approved maintenance and monitoring program and the City's "Monitoring and Operational Procedure for Stormwater Management Facilities";
  - ii) Have it's consulting professional engineer submit semi-annual monitoring reports in accordance with the approved maintenance and monitoring program and the City's "Monitoring and Operational Procedure for Stormwater Management Facilities" to the City Engineer for review and approval; and
  - iii) Ensure that any removal and disposal of sediment is to an approved site satisfactory to the City Engineer.
- l) Prior to final approval, the Owner's consulting engineer shall certify 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 the City, or any approval given by the City Engineer, 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.

Watermains

- m) 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 and connect them to the existing municipal system, namely, the 200 mm (8") diameter watermain on Purser Street, the 200 mm (8") diameter watermain on Agathos Street, the 400 mm (15") diameter watermain on Highbury Avenue and the 300 mm (12") diameter watermain on Kilally Road;
  - ii) Extend the existing 300 mm (12") watermain on Kilally Road from the west limit of this plan and across the frontage of this Plan to the easterly limit of this plan, at no cost to the City;
  - iii) Deliver confirmation that the watermain system has been looped to the satisfaction of the City Engineer when development is proposed to proceed beyond 80 units; and
  - iv) Have its consulting engineer confirm to the City that the watermain system has been constructed, is operational and looped from the watermain on Purser Street in Plan 33M-443 to the watermain system on Highbury Avenue through this plan such that the City shall make arrangements with the owner of 1625 Purser Street to convert the existing temporary municipal watermain within 1625 Purser Street to a private watermain.
- n) In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit the following water servicing design information:
- i) A water servicing report which addresses the following:
    - Identify external water servicing requirements;
    - Confirm capacity requirements are met;
    - Identify need to the construction of external works;
    - Identify the effect of development on existing water infrastructure – identify potential conflicts;
    - Water system area plan(s)
    - Water network analysis/hydraulic calculations for subdivision report;
    - Phasing report;
    - Oversizing of watermain, if necessary and any cost sharing agreements.
  - ii) To address water quality requirements for the watermain system by the use of the following:
    - design calculations which demonstrate there is adequate water turnover to maintain water quality; and/or
    - the use of valving to shut off future connections which will not be used in the near term; and/or
    - the use of 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

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- make suitable arrangements with Water Operations for the maintenance of the system in the interim.
  - o) 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.

## **STREETS, TRANSPORTATION & SURVEYS**

### Roadworks

- p) The Owner shall align the right-of-way of Edgevalley Road in this plan with Edgevalley Road to the west of this plan, to the satisfaction of the City Engineer.
- q) The Owner shall align the right-of-way of Edgevalley Road in this plan with Webster Street, to the satisfaction of the City Engineer.
- r) All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centerlines of the street aligning through their intersections thereby having these street centered with each other, unless otherwise approved by the City Engineer.
- s) In conjunction with the Design Studies submission, the Owner shall have it's professional engineer provide a proposed layout of Purser Street from the north limit of Plan 33M-443 to McIntosh Road, including but not limited to, the right-of-way requirements, road requirements, 90 degree bend, accesses, servicing, utilities and land requirements. It is noted that the northwest corner of Lot 34, Plan M-443 does not provide for the City's inside radius on a 90 degree bend.
- t) The Owner shall make all necessary arrangements, financial and otherwise, to combine Part 5 of Plan 33R-17547 and Part 7 of Plan 33R-17289 with Purser Street in this plan to establish Purser Street with a minimum 20.0 metre right-of-way width or provide an alternative alignment of Purser Street on the final plan to accommodate a minimum 20.0 metre right-of-way, to the satisfaction of the City Engineer.
- u) The Owner shall construct Purser Street, from the north limit of Plan 33M-443 to McIntosh Road, including Part 5 of Plan 33R-17547 and Part 7 of Plan 33R-17289 in accordance with the accepted layout of Purser Street, including the removal of all existing works and services, as needed, to the satisfaction of the City Engineer, at no cost to the City.



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- v) The Owner shall have its professional engineer design the roadworks in accordance with the following road widths:
- i) Edgevalley Road has a minimum road pavement width (excluding gutters) of 9.5 metres (31.2') with a minimum road allowance of 21.5 metres (70').
  - ii) Agathos Street, McIntosh Road and Purser Street (together with lands north of Plan 33M-443 (Part 5 of Plan 33R-17547 and Part 7 of Plan 33R-17289) shall be combined with the right-of-way in this draft plan) have a minimum road pavement width (excluding gutters) of 8.0 metres (26.2') with a minimum road allowance of 20 metres (66').
  - iii) Drew Street has a minimum road pavement width (excluding gutters) of 7.0 metres (23') with a minimum road allowance of 19 metres (62').
  - iv) Edgevalley Road from Highbury Avenue to 45 metres (150') east has a minimum road pavement width (excluding gutters) of 11.0 metres (36.1') with a minimum road allowance of 22.5 metres (75'). The widened road on Edgevalley Road shall be equally aligned from the centreline of the road and tapered back to the 9.5 metres (31.2') of road pavement width (excluding gutters) and 21.5 metres (70') of road allowance width for this street with 30 metre (100') long tapers on both street lines.
  - v) A gateway treatment on Edgevalley Road at the intersection of Kilally Road with a right-of-way width of 28.0 metres for a minimum length of 55.0 metres (180') tapered back over a distance of 30 metres to the standard secondary collector road right-of-way width of 21.5 metres.
- w) The Owner shall provide cash-in-lieu to construct a fully-serviced road on Edgevalley Road from Agathos Road to Kilally Road including the construction of a gateway treatment on Edgevalley Road at the intersection of Kilally Road. This portion of Edgevalley Road will be constructed when Edgevalley Road is constructed as part of the Kilally Road reconstruction project to be completed by the City.
- x) The Owner shall not develop Blocks 132 and 133 until Kilally Road is improved to its ultimate profile and Edgevalley Road is constructed to ultimate.
- y) The Owner shall place a barricade on Edgevalley Road, south of Agathos Street, to the satisfaction of the City Engineer.
- z) The Owner shall provide temporary working easement along the Kilally Road frontage of Blocks 132 and 133 in order to allow for the reconstruction of Kilally Road, which shall be released by the City when it is no longer needed, at no cost to the City.

- aa) In conjunction with the Design Studies submission, the Owner shall have it's professional engineer provide a conceptual design layout of the proposed gateway design on Edgevalley Road, including the alignment of that street with Webster Street for the purpose of providing a cash-in-lieu estimate..
- ab) In conjunction with the Design Studies submission, the Owner shall provide a conceptual design and the location of the temporary access to Kilally Road, to the satisfaction of the City Engineer. The Owner shall also have it's professional engineer verify the adequacy of decision sight distance on Kilally Road at the temporary access road, to the satisfaction of the City Engineer. If the sight lines are not adequate, the temporary access is to be relocated and/or road work undertaken to establish adequate decision sight distance at the intersection, to the satisfaction of the City Engineer.
- ac) The Owner shall construct a temporary access to Kilally Road in a location satisfactory to the City Engineer, provide any necessary easements and include a temporary left turn lane on Kilally Road, at no cost to the City.
- ad) The Owner shall install temporary street lighting at the intersection of Kilally Road and the temporary access, to the specifications of the City Engineer, at no cost to the City.
- ae) The Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:

| <u>Road Allowance</u> | <u>S/L Radius</u> |
|-----------------------|-------------------|
| 20.0 m                | 9.0 m             |

Sidewalks/Bikeways

- af) The Owner shall construct a 1.5 metre (5') sidewalk on both sides of Edgevalley Road.
- ag) The Owner shall construct a 1.5 (5') sidewalk on one side of the following streets:
  - i) Agathos Street – north boulevard
  - ii) McIntosh Road – west boulevard
  - iii) Purser Street – north and west boulevard
  - iv) Drew Street – outside boulevard
  - v) Highbury Avenue North – along entire frontage and extend this sidewalk southerly to Klally Road, subject to availability of sufficient right-of-way

Street Lighting

- ah) The Owner shall install street lighting on all streets in this plan to the satisfaction of the City Engineer, at no cost to the City.

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Boundary Road Works

- ai) The Owner shall modify existing pavement markings to provide left turn channelization on Highbury Avenue North at Edgevalley Road, with sufficient storage, parallel and taper to accommodate the traffic demand anticipated as a result of full build out of this plan of subdivision and the North Kilally Planning Area. If the existing roadway is insufficient to accommodate this left turn lane, additional roadwork will be required, to the specifications of the City Engineer.
- aj) The Owner shall install traffic signals at the intersection of Highbury Avenue North at Edgevalley Road when determined warranted by the City Engineer.
- ak) The Owner shall make minor boulevard improvements on Highbury Avenue North and Kilally Road adjacent to this plan, to the specifications of the City Engineer, at no cost to the City, consisting of clean-up, grading and sodding as necessary.
- al) The Owner shall reconstruct the driveway for 1625 Purser Street, if necessary, to accommodate the alignment of Purser Street, to the satisfaction of the City Engineer, at no cost to the City.
- am) The Owner shall either dedicate sufficient land for the Purser Street road allowance to permit access for 1625 Purser Street or realign Purser Street to permit access, to the satisfaction of the City Engineer, at no cost to the City.

Road Widening

- an) The Owner shall be required to dedicate sufficient land to widen Highbury Avenue North and Kilally Road to 18.0 metres (59.06') from the centreline of the original road allowance.
- ao) The Owner shall be required to dedicate 6.0 m x 6.0 m "daylighting triangles" at the intersection of Highbury Avenue North with Edgevalley Road and Kilally Road with Edgevalley Road in accordance with the Z-1 Zoning By-law, Section 4.24.

Vehicular Access

- ap) The Owner shall ensure that no vehicular access will be permitted to Blocks 134, 135 from Highbury Avenue North and Blocks 132 and 133 from Kilally Road. All vehicular access is to be via the internal subdivision streets.
- aq) The Owner shall provide 0.3 metre reserve along the frontage of all blocks on Highbury Avenue North.

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Traffic Calming

- ar) The Owner shall install the following traffic calming measures along the secondary collector road network:
- i) Curb extensions along the east side of Edgevalley Road with the parking bay removed for utilities (fire hydrants), pedestrian crossing and for transit stop locations as defined by the London Transit Commission.
  - ii) Reduced curb radii (7.5 m) on the inbound approach to all local roads intersecting Edgevalley Road.

The traffic calming measures selected for these locations are subject to the approval of the Transportation Planning & Design Division and are to be designed and constructed to the satisfaction of the City Engineer.

Construction Access/Temporary/Second Access Roads

- as) The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Kilally Road or other routes as designated by the City Engineer.
- at) Prior to the issuance of any Certificate of Conditional Approval, the Owner shall erect barricades, as necessary, satisfactory to the City Engineer at the following locations:
- i) Adjacent to the north limit of Purser Street in Plan M-443
  - ii) East limit of Agathos Street in Plan M-443

At the time the temporary roadway over Blocks 52 and 53 in Plan M-443, between Benjamin Drive and Kilally Road, is closed and restored, the Owner shall remove the above-noted barricades, as necessary, and restore the above-noted road(s) to the specifications of the City Engineer, all at no cost to the City.

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

- au) At the time the roads in this draft plan are available to connect to Plan 33M-443, the Owner shall have its consulting engineer confirm to the City that the roads in this Plan have been constructed and operational to provide a public access to Plan 33M-443 such that the City shall make arrangements with the owner of Plan 33M-443 for the removal of temporary road over Blocks 52 and 53 in Plan M-443.

- av) **NOTE: Attach this clause to the standard emergency access clause used by DABU-Development Planning if that clause is to be implemented.**

The Owner shall ensure any emergency access required is satisfactory to the City Engineer with respect to all technical aspects, including adequacy of site lines, provisions of channelization, adequacy of road geometries and structural design etc.

- aw) 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 Engineer 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.

### GENERAL CONDITIONS

- ax) The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan, registered plan and all required engineering drawings, to the satisfaction of the City Engineer. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City Engineer.
- ay) Prior to the issuance of a Certificate of Conditional Approval for each construction stage of this subdivision, all servicing works for the stage must be completed and operational, all to the specification and satisfaction of the City Engineer.
- az) Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services situated on private lands outside this plan, and shall provide satisfactory easements over the sewers, as necessary, all to the specifications and satisfaction of the City Engineer.
- ba) 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 Engineer.
- bb) 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.
- bc) The Owner shall have the common property line of Highbury Avenue North and Kilally Road 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 Highbury Avenue North and Kilally Road are the future centreline of road grades as determined by the Owner's professional engineer, satisfactory to the City Engineer. From these, the Owner's professional engineer is to determine the elevations along the common property line which will blend with the reconstructed road, all to the satisfaction of the City Engineer.

- bd) 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;

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

- be) 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 Engineer, 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.
- bf) 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.
- bg) 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 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.

- bh) The Owner's professional engineer shall provide inspection services for all work during construction by it's professional engineer for all work to be assumed by the City, and have it's professional engineer supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the City Engineer.
- bi) In conjunction with the Design Studies submission, the Owner shall have it's 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.
- bj) The Owner shall have it's 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".
- bk) The Owner shall not commence construction or installations of any services (eg. clearing or servicing of land) involved with this Plan 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 City in writing (eg. Ministry of the Environment Certificates, City/Ministry/Government permits: Approved Works, water connection, water-taking, crown land, navigable waterways, approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of the Environment, City, etc.)
- bl) In conjunction with the Design Studies 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, to the satisfaction of the City Engineer. If necessary, the report is to also address any contamination impacts that may be anticipated or experienced as a result of the said construction.

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- bm) Prior to the issuance of any Certificate of Conditional Approval, any remedial or other works as recommended in the above accepted hydro geological report shall be implemented by the Owner, to the satisfaction of the City Engineer, at no cost to the City.
- bn) 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.
- bo) In conjunction with the Design Studies submission, in the event the Owner wishes to phase this plan of subdivision, the Owner shall complete the following:
- i) Submit a phasing plan, all to the specifications and satisfaction of the City Engineer.
  - ii) If any temporary measures are required in conjunction with the phasing, these temporary measures shall be constructed to the specifications and satisfaction of the City Engineer, at no cost to the City.
  - iii) Identify land and/or easements required for the routing of services which are necessary to service upstream lands outside this draft plan to the limit of the plan to be provided at the time of registration of each phase, to the satisfaction of the City Engineer.
- bp) In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements 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 Engineer, at no cost to the City.
- bq) The Owner shall decommission any abandoned infrastructure, at no cost to the City, including cutting the water service and capping it at the watermain, all to the specifications and satisfaction of the City Engineer.
- br) The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City Engineer, at no cost to the City.
- bs) All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
- bt) 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 Engineer.



## Related Estimated Costs and Revenues

| Estimated Costs – This Agreement - Developer Built |                    |
|----------------------------------------------------|--------------------|
| Urban Works Reserve Fund – General                 | **                 |
| Urban Works Reserve Fund – Stormwater Management   | **                 |
| Capital Expense                                    | **                 |
| Other                                              | **                 |
| <b>Total</b>                                       | <b>**</b>          |
| Estimated Revenues This Agreement                  |                    |
| CSRF                                               | \$5,469,775        |
| UWRF                                               | \$2,203,599        |
| <b>Total</b>                                       | <b>\$7,673,374</b> |

\*\* Revised estimated claims to be confirmed by DABU Financial Planning based on recent discussions of eligible works. These estimates are to be revised by the Owner's consulting engineer. Please do not forward these conditions to BNEC until these revised estimated claims have been received and confirmed.

### NOTE:

- i) According to Figure 5.1 in the Sanitary Servicing Development Charges (DC) Update 2008, there is only a short section of Urban Works Reserve Fund (UWRF) sewer within this plan. However, as noted in the '2011+ GMIS: Development Area Summaries' (June 14, 2010), sewer "KLIB" started at the east limit of Edge Valley Phase 1; therefore, the Wastewater and Drainage Engineering Division has assumed that the entire sanitary trunk sewer located through this plan is an UWRF sewer.
- ii) Estimated revenues are calculated using current rates for engineering services and the information is reported all in accordance with the Development Charges By-Law (C.P.-1473-212) and any amendments thereto.
- iii) Estimated claims are based on information provided by the applicant. Actual claims will be determined in conjunction with the subdivision agreement and the applicable by-law.
- iv) The Owner should take note that there are currently significant delays in payment of claims from the Urban Works Reserve Fund.

### REQUIRED REVISIONS TO THE DRAFT PLAN

Revisions are required to the draft plan as follows:

- i) Provide 0.3 metre reserve blocks along the frontage of Highbury Avenue North;
- ii) Identify road width of Purser Street;
- iii) Adjust Purser Street to accommodate access for 1625 Purser Street, as needed;
- iv) Relocate Edgevalley Road to provide adequate decision sight distance at Kilally Road, if necessary.
- v) Identify all street line radii on Purser Street and McIntosh Road

- vi) Provide 9.0 metre inside street line radii on Purser Street adjacent to Lot 34 in Plan M-443
- vii) Clearly identify all other external lands abutting this plan with current property boundaries and any legal descriptions (eg. 1620 Highbury Avenue is currently 1625 Purser Street).
- viii) Revise Block 140 (SWM) size, if necessary
- ix) Edgevalley Road, east of Highbury Avenue to be 22.5 metres wide tapered for 45.0 metres easterly to 21.5 metres.



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DELIVERY PLANNING  
CANADA POST CORPORATION  
955 Highbury Ave  
London ON N5Y 1A3

September 20, 2011

NANCY PASATO  
CITY OF LONDON  
PO BOX 5035  
300 DUFFERIN AVE  
LONDON ON N6A 4L9

Re: 1522 Kilally Road, City of London  
City File: 39T-05505

Dear Nancy:

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

I will specify the conditions which I request to be added for Canada Post Corporation's purposes.

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.



---

2.)

- 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.
  - 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.
- c) Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility at their own expense, will be in affect for buildings and complexes with a common lobby, common indoor or sheltered space.

Should the description of the project change, I would appreciate an update in order to assess the impact of the change on mail service.

If you have any questions or concerns regarding these conditions, I can be reached at 519-494-1596, fax at 519-457-5412 or the above noted address.

I appreciate the opportunity to comment on this project.

Sincerely yours,

*Bruno DeSando*

Bruno DeSando  
Delivery Planning Officer

**Bell**

Development & Municipal Services Control Centre  
Floor 5, 100 Borough Drive  
Scarborough, Ontario  
M1P 4W2  
Tel: 416-296-6291 Toll-Free: 1-800-748-6284  
Fax: 416-296-0520

August 8, 2011

City of London  
Planning Department  
P.O. Box 5035, 300 Dufferin Avenue  
London, Ontario  
N6A 4L9

Attention: Nancy Pasato

Dear Sir/Madam:

RE: Draft Plan of Subdivision  
1522 Kilally Rd.  
Your File No: 39T-05505  
Bell File No: 46793

Thank you for your letter of July 21, 2011 requesting comments on the above-referenced application.

The Draft Plan of Subdivision has been internally circulated to our engineering staff for detailed review and to determine Bell's specific requirements.

Please be advised that Bell Canada will be issuing comments upon completion of a detailed review of the application(s).

Should you have any questions please contact Sandra Hugh-Yeun at 416-296-6590.

Yours truly

*R. Cules*

*for* John La Chapelle, MCIP, RPP  
Manager - Development & Municipal Services, Ontario

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RECEIVED BY  
AUG 16 2011  
CITY OF LONDON  
DEVELOPMENT APPROVALS BUSINESS UNIT

Development & Municipal Services Control Centre  
Floor 5, 100 Borough Drive  
Scarborough, Ontario  
M1P 4W2  
Tel: 416-296-6291 Toll-Free: 1-800-748-6284  
Fax: 416-296-0520

**Bell**

August 9, 2011

City of London  
Planning Department  
P.O. Box 5035, 300 Dufferin Avenue  
London, Ontario  
N6A 4L9

4538  
RECEIVED BY  
AUG 16 2011  
CITY OF LONDON  
DEVELOPMENT APPROVALS BUSINESS UNIT

Attention: Nancy Pasato

Dear Sir/Madam:

RE: Draft Plan of Subdivision  
1522 Kilally Rd.  
Your File No: 39T-05505  
Bell File No: 46793

Further to our comments of August 8, 2011 Bell Canada is pleased to provide the following additional comments.

A detailed review of the Draft Plan of Subdivision has been completed.

The Developer is hereby advised that prior to commencing any work within the Plan, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service to the proposed development. In the event that such infrastructure is not available, the Developer is hereby advised that the Developer may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the Developer elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the Developer shall be required to demonstrate to the municipality that sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

We have no conditions/objections to the above application as submitted.

Should you have any questions please contact Sandra Hugh-Yeun at 416-296-6590.

Yours truly

*John La Chapelle*

John La Chapelle, MCIP, RPP  
Manager - Development & Municipal Services, Ontario



450 Highbury Avenue N.,  
London, Ontario, N6W 5L2  
Telephone: 519-451-1340  
Fax: 519-451-4411

August 9, 2011

Nancy Pasato  
Development Approvals Business Unit  
City of London  
300 Dufferin Ave.  
London, Ontario, N6A 4L9

Re: 39T-05505/Z-7942

Dear Ms. Pasato,

London Transit has reviewed the above referenced proposed plan of subdivision and Zoning By-law amendment, and submits the following comments:

London Transit supports the redline revisions as shown as they allow for the construction of additional housing units to support the existing transit service along Highbury Ave. A transit stop will be required at:

1. Northbound Highbury Ave at Edge Valley Rd

Should transit service be introduced into the subdivision, the possible future transit stops are as follows:

2. Northbound Edge Valley Rd south of Agathos St
3. Westbound Edge Valley Rd at Block 130
4. Eastbound Edge Valley Rd west of McIntosh Rd
5. Southbound Edge Valley Rd south of Agathos St

Sidewalks should be constructed on the east side of Highbury Ave and on both sides of the internal road network early in the development to promote accessibility to transit service

Thank you for your attention to this matter. If you have any questions or require additional information, please do not hesitate to contact me at (519) 451-1340 ext. 327.

Yours truly,

A handwritten signature in black ink, appearing to read 'Shahna McNally'.

Shahna McNally  
Senior Transit Planner



300 Dufferin Avenue  
P.O. Box 5035  
London, ON  
N6A 4L9

**London**  
CANADA

September 20, 2011

N. Pasato  
Senior Planner

**Re: Drewlo Holdings Inc. - 1522 Kilally Road**

At its meeting held on August 18, 2011 the Environmental and Ecological Planning Advisory Committee (EEPAC) reviewed and received a Notice, dated July 21, 2011, from N. Pasato, Senior Planner, with respect to an application from Drewlo Holdings Inc. relating to the property located at 1522 Kilally Road. The EEPAC asked that the following comments be forwarded to Staff for their consideration, with respect to this matter:

- (a) the EEPAC does not support the proposed change from medium density to low density for this draft plan of subdivision;
- (b) the proposed revisions to the existing draft approved plan of subdivision should respect the goals of the Thames Valley Corridor Plan;
- (c) buffers should be re-examined to ensure adequacy based on land use; and,
- (d) any development outside the previous approved blocks of land must respect the current policies and guidelines. (3/9/EEPAC)

Betty Mercier  
Committee Secretary

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SEP 20 2011

**CITY OF LONDON  
DEVELOPMENT APPROVALS  
BUSINESS UNIT**





## Reply Sheet for City of London Applications Required to be Reviewed by London Hydro Engineering

Date: August 17, 2011  
 To: City of London - Planning Division & Special Projects - Room 609  
 Attn: N. Pasato

**RE:** Address: 1522 Killaly Rd  
 Applicant: Drewlo Holdings  
 File/Ref #: 39T-05505/Z-7942

### London Hydro Reply:

London Hydro has adequate 27.6kV underground/aerial distribution in place along Purser St, Agathos St, Killaly Rd for this development. The internal servicing of this development should present no foreseeable problems.

The applicant will be responsible for the cost associated with the underground system expansion within the development, but may receive rebates from London Hydro based on connected load over a five year connection window.

Transformation lead times are minimum 16 weeks. London Hydro recommends you contact their engineering department to confirm transformer requirements and availability.

The applicant will be responsible for the cost associated with the relocation of any existing infrastructure as a result of this development.

London Hydro has no objection to this revised proposal.

Signed: 

Dave Dalrymple  
 Project Scheduler & Materials Manager  
 519-661-5800 ext. 5554 *dl*

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 RECEIVED BY  
 AUG 22 2011  
 CITY OF LONDON  
 DEVELOPMENT APPROVALS UNIT

**UPPER THAMES RIVER  
CONSERVATION AUTHORITY**

"Working in Partnership with the Community for a Healthy Watershed"



September 6, 2011

The Corporation of the City of London  
Development Approvals Business Unit  
PO Box 5035  
London ON N6A 4L9

**RECEIVED BY**

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SEP 12 2011

**CITY OF LONDON  
DEVELOPMENT APPROVALS  
BUSINESS UNIT**

**CITY OF LONDON  
PLANNING DIVISION**

RECEIVED Sept. 7, 2011

FILE NO. \_\_\_\_\_

REFERRED TO \_\_\_\_\_

SUBSEQUENT REFERRALS

FOR ACTION

FOR INFORMATION

FOR REPORT

\_\_\_\_\_

\_\_\_\_\_

OTHER \_\_\_\_\_

Attention: Nancy Pasato

Dear Ms. Pasato:

**Re: File No. 39T-05505/Z-7942 - Application for Approval of a Revised Draft Plan of Subdivision and Zoning By-Law Amendment**  
**Applicant: Drewlo Holdings Inc.**  
**1522 Kilally Road, London, Ontario**

The Upper Thames River Conservation Authority (UTRCA) has reviewed the subject application with regard for policies in the *Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006)*. These policies include regulations made pursuant to Section 28 of the *Conservation Authorities Act*, and are consistent with the natural hazard and natural heritage policies contained in the *Provincial Policy Statement (2005)*. The *Upper Thames River Source Protection Area Assessment Report* has also been reviewed in order to confirm whether the subject property is located within a vulnerable area. The Drinking Water Source Protection information is being disclosed to the Municipality to assist them in fulfilling their decision making responsibilities under the Planning Act.

**PROPOSAL**

The applicant is revising a draft approved residential plan of subdivision. The proposed changes include the enlargement of the stormwater management block as well as the reconfiguration of the residential blocks.

**CONSERVATION AUTHORITIES ACT**

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 erosion hazard associated with the Thames River. 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.

**UTRCA ENVIRONMENTAL PLANNING POLICY MANUAL (June 2006)**

The policies which are applicable to the subject property include:

**3.2.2 General Natural Hazard Policies**

These policies direct new development and site alteration away from hazard lands. No new hazards are to be created and existing hazards should not be aggravated. Furthermore, the Authority does not support the fragmentation of hazard lands through lot creation. This policy is consistent with the Provincial Policy (PPS)

UTRCA Comments  
39T-05505/Z-7942

and is intended to limit the number of owners of hazardous land and thereby reduce the risk of unregulated development etc.

#### **3.2.4 Riverine Erosion Hazard Policies**

The Authority generally does not permit development and site alteration in the meander belt or on the face of steep slopes, ravines and distinct valley walls. The establishment of the hazard limit must be based upon the natural state of the slope, and not through re-grading or the use of structures or devices to stabilize the slope.

#### **DRINKING WATER SOURCE PROTECTION**

The *Clean Water Act* (CWA), 2006 is intended to protect existing and future sources of drinking water. The Act is part of the Ontario government's commitment to implement the recommendations of the Walkerton Inquiry as well as protecting and enhancing human health and the environment. The CWA sets out a framework for source protection planning on a watershed basis with Source Protection Areas established based on the watershed boundaries of Ontario's 36 Conservation Authorities. The Upper Thames River, Lower Thames Valley and St. Clair Region Conservation Authorities have entered into a partnership for The Thames-Sydenham Source Protection Region. Drinking Water Source Protection represents the first barrier for protecting drinking water including surface and ground water from becoming contaminated or overused thereby ensuring a sufficient, clean, safe supply now and for the future.

#### ***Assessment Reports:***

The Thames-Sydenham Source Protection Region has prepared *Assessment Reports* which contain detailed scientific information that:

- identifies vulnerable areas associated with drinking water systems;
- assesses the level of vulnerability in these areas; and
- identifies activities within those vulnerable areas which pose threats to the drinking water systems, and assess the risk due to those threats.

The Assessment Report for the Upper Thames watershed delineates three types of vulnerable areas: Well Head Protection Areas, Highly Vulnerable Aquifers and Significant Groundwater Recharge Areas. The subject property has been identified as being within an area with Highly Vulnerable Aquifers as well as a Significant Groundwater Recharge Area. Mapping which shows these areas is available at:

#### **Highly Vulnerable Aquifers:**

[http://www.sourcewaterprotection.on.ca/downloads/assessment\\_reports/UTRCA/Appendices/A1-Maps/Map4-3-2\\_Highly%20Vulnerable%20Aquifers.pdf](http://www.sourcewaterprotection.on.ca/downloads/assessment_reports/UTRCA/Appendices/A1-Maps/Map4-3-2_Highly%20Vulnerable%20Aquifers.pdf)

#### **Significant Groundwater Recharge Areas**

[http://www.sourcewaterprotection.on.ca/downloads/assessment\\_reports/UTRCA/Appendices/A1-Maps/Map4-2-2%20SGRA%20Vulnerability.pdf](http://www.sourcewaterprotection.on.ca/downloads/assessment_reports/UTRCA/Appendices/A1-Maps/Map4-2-2%20SGRA%20Vulnerability.pdf)

#### ***Source Protection Plans:***

Using the information in the *Assessment Report*, a *Source Protection Plan* is being developed for the Upper Thames watershed. It is anticipated that this *Plan* will consist of a range of policies that together, will reduce the risks posed by the identified water quality and quantity threats in the vulnerable areas. These policies will include a range of voluntary and regulated approaches to manage or prohibit activities which pose a threat to drinking water. Activities that can lead to; low, medium and significant threats have been identified in

UTRCA Comments  
39T-05505/Z-7942

Appendix 10 of the *Upper Thames River Source Protection Area Assessment Report*, dated September 2010 which is available at:

[http://www.sourcewaterprotection.on.ca/downloads/assessment\\_reports/UTRCA/Appendices/A10-Threats%20and%20Risk%20Assessment.pdf](http://www.sourcewaterprotection.on.ca/downloads/assessment_reports/UTRCA/Appendices/A10-Threats%20and%20Risk%20Assessment.pdf)

| AREA OF VULNERABILITY                        | VULNERABILITY SCORE | THREATS & CIRCUMSTANCES |
|----------------------------------------------|---------------------|-------------------------|
| Highly Vulnerable Aquifer (HVA)              | 6                   | Moderate & Low Threats  |
| Significant Groundwater Recharge Area (SGRA) | 6                   | Moderate & Low Threats  |

NOTE: At this time, certain activities on this property may be considered *Moderate or Low* threats to drinking water.

Given that the *Source Protection Plan* is being developed, the UTRCA cannot speculate what the *Plan* might dictate for areas with Highly Vulnerable Aquifers and Significant Groundwater Recharge Areas. Under the CWA, the Source Protection Committee has the authority to include policies in the *Source Protection Plan* that may prohibit or restrict activities identified as posing a *significant threat* to drinking water. Proponents planning to undertake changes in these areas need to be aware of this possibility. No significant threats to drinking water are identified for this property.

***Provincial Policy Statement (PPS, 2005):***

***Section 2.2.1*** requires that:

*“Planning authorities shall protect, improve or restore the quality and quantity of water by: d) implementing necessary restrictions on development and site alteration to:*

- 1. protect all municipal drinking water supplies and designated vulnerable areas; and*
- 2. protect, improve or restore vulnerable surface and ground water features, and their hydrological functions.”*

***Section 2.2.2*** requires that:

*“Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.”*

Municipalities must be consistent with the PPS when making decisions on land use planning and development. They may also have policies that apply to threats that are considered low and moderate when reviewing development applications. The foregoing information is provided to the City for consideration in moving forward on this application.

**RECOMMENDATION**

The UTRCA requests that the approval of the revised Plan of Subdivision be subject to the following conditions:

1. Given that the revised draft plan does not show the new location of the SWM pond which is to be shifted to the north and given that additional lots have been added to the development, the UTRCA requests that

UTRCA Comments  
39T-05505/Z-7942

any new/additional information that is to be brought forward regarding the SWM pond is forwarded to the Authority for our review and sign-off. We understand that the SWM pond design, details and calculations are to be provided with the first submission of the engineering drawings as per the July 5, 2011 correspondence from Whitney Engineering Inc. for the SWM facility. The Authority's review will be focussed on the location of the pond and the potential implications for the outlet structure (i.e. energy dissipation, volumes etc.) and that as set out in the previous approval that the SWM pond is consistent with the findings of the Final EIS.


2. Given that the subject lands are regulated in accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the Conservation Authorities Act, the proponent is required to 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. As part of this process, the UTRCA will require confirmation that the extension of the SWM block onto the lands to the east is consistent with the geotechnical/development limit that was previously staked in the field and accepted by the Authority.

#### **UTRCA REVIEW FEES**

Consistent with UTRCA Board of Directors approved policy, Authority Staff are authorized to collect fees for the review of Planning Act applications including applications for subdivision and zoning by-law amendment. Our fee for this review is \$3100 and will be invoiced under separate cover.

Thank you for the opportunity to comment. Please contact the undersigned at extension 293 if you have any questions.

Yours truly,  
UPPER THAMES RIVER CONSERVATION AUTHORITY

  
Christine Creighton  
Land Use Planner  
MSn/CC/cc

Encl.

c.c. Applicant – Drewlo Holdings Inc.  
Agent – Whitney Engineering Inc – Kyle McIntosh  
UTRCA – Mark Snowsell, Land Use Regulations Officer

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|               |        |

39T-05505/Z-7942  
Nancy Pasato

APPENDIX "39T-05505-1"

(Conditions to be included for Draft Plan Approval)

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-05505 ARE AS FOLLOWS:

NO. CONDITIONS

Standard

1. ~~This draft approval applies to the draft plan submitted by Drewlo Holdings Inc., prepared by Development Engineering (London) Ltd., certified by Archibald Gray & McKay, File No. 39T-05505, drawing no. D2087 as redline amended which shows a total of seven low density residential blocks, six multi-family medium density residential blocks, one multi-family high density residential block, one open space block, one storm water management block, one park block, a road widening block and several reserve blocks, served by one secondary collector road and four local streets.~~  
This draft approval applies to the draft plan submitted by Drewlo Holdings Inc., prepared by Whitney Engineering Inc., certified by Archibald Gray & McKay, File No. 39T-05505, drawing Edge Valley East Subdivision, as redline amended which shows 128 single detached dwelling lots, 5 medium density blocks, 1 high density block, 1 stormwater management block, 1 open space block, 2 park blocks, and several road allowance/reserve/widening blocks, all served by the extension of Edgevalley Road, Agathos Street and Purser Street and 2 new local streets
2. This approval of the draft plan applies for three years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.
3. The road allowances included in this draft plan shall be shown on the face of the plan and dedicated as public highways.
4. ~~The street(s) shall be named to the satisfaction of the Manager of Subdivision and Special Projects. Street "A" shall be named Webster Street.~~  
The Owner shall require that streets shall be named to the satisfaction of the Director of Development Planning.
5. ~~The municipal address shall be assigned to the satisfaction of the Manager of Subdivision and Special Projects.~~  
The municipal address shall be assigned to the satisfaction of the Director of Development Planning.
6. Prior to final approval, the Owner 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, the Approval Authority shall be advised by the City Clerk of the City of London that appropriate zoning is in effect for this proposed subdivision.~~  
Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
8. ~~The Owner shall in an agreement satisfy all the requirements, financial and otherwise, of the City of London including, but not limited to, surfacing of roads, installation and maintenance of services, drainage and grading, tree planting and tree preservation.~~  
The Owner shall satisfy all requirements, financial and otherwise, of the City of London, in order to implement the conditions of this draft approval.

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39T-05505/Z-7942

Nancy Pasato

9. ~~The subdivision agreement between the Owner and the City of London shall be registered against the lands to which it applies.~~  
The subdivision agreement between the Owner and the City of London shall be registered against the lands to which it applies.
  
10. ~~The Owner shall grant to the appropriate authorities such easements and/or land dedications as may be required for utility, road, drainage or other municipal purposes.~~  
In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements 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. ~~The subdivision agreement between the Owner and the City of London may contain phasing arrangements to the satisfactory to the General Manager of Planning and Development and the City Engineer.~~  
Phasing of this subdivision (if any) shall be to the satisfaction of the Director of Development Planning and City.
  
12. ~~In conjunction with the Design Studies, the Owner shall develop 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 Environment standards and requirements, all to the satisfaction of the City Engineer. This plan is to include measures to be used during all phases on construction. Prior to any work on the site, the Owner shall submit these measures as a component of the Functional SWM and/or Drainage Servicing Report for these lands and shall implement these measures satisfactory to the City Engineer.~~  
In conjunction with the Design Studies submission, the Owner shall develop an erosion/sediment control plan (ESCP) 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 of construction. Prior to any work on the site, the Owner shall submit these measures as a component of the Functional SWM and/or Drainage Servicing Report for these lands and shall implement these measures satisfactory to the City. The Owner shall correct any deficiencies of the erosion and sediment control measures forthwith.
  
13. ~~The Owner shall not commence construction or install of any services (eg. Clearing or servicing of land) involved with this plan prior to entering into a site alteration agreement or subdivision agreement and 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 General Manager of Planning and Development in writing; (eg. MOE certificates; City/Ministry/Agency permits: Approved Works, water connection, water-taking, navigable waterways; approvals: UTRCA, MNR, MOE, City; etc; etc.).~~  
The Owner shall not commence construction or installations of any services (eg. clearing or servicing of land) involved with this Plan 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 City in writing (eg. Ministry of the Environment Certificates, City/Ministry/Government permits: Approved Works, water connection, water-taking, crown land, navigable waterways, approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of the Environment, City, etc.).
  
14. ~~Prior to the submission of engineering drawings, 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, to the satisfaction of the City Engineer. If necessary, the report shall also address any contamination impacts that may be anticipated or experienced as~~

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39T-05505/Z-7942

Nancy Pasato

~~a result of the said construction. Any recommendations outlined in the report shall be reviewed and approved by the City Engineer, included in the pertinent agreement(s) with the City of London prior to any work on the site. Should any remedial works be recommended in the report, the Owner shall complete these works to the satisfaction of the City, at no cost to the City.~~

In conjunction with the Design Studies 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, 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.

15. 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.
16. ~~In conjunction with the Design Studies submission, the Owner shall have its professional engineer provide any recommended Environmental Assessment under the Class EA requirements for the provision of any services related to this plan or a written recommendation that an Environmental Assessment is not required, acceptable to the City Engineer. No construction involving installation of services requiring an EA shall be undertaken prior to fulfilling the obligations and requirements of the Province of Ontario's Environmental Assessment Act.~~  
In conjunction with the Design Studies submission, the Owner shall have its professional engineer provide an opinion for the need for an Environmental Assessment (EA) 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.
17. ~~The Owners professional engineer shall provide inspection services for all work during construction by its professional engineer for all work to be assumed by the City, and have its professional engineer supply the City with a certificate of compliance upon completion in accordance with the plans approved by the City Engineer.~~  
The Owners professional engineer shall provide inspection services for all work during construction by its professional engineer for all work to be assumed by the City, and have its professional engineer supply the City with a certificate of compliance upon completion in accordance with the plans approved by the City Engineer.
18. ~~The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan including required engineering drawings. Any deviation to the City's standards, guidelines, or requirements shall be completed to the satisfaction of the City Engineer and General Manager of Planning and Development.~~  
The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan, registered 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.
19. Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority Director of Development Planning a complete submission consisting of all required clearances, fees, and final plans, and to advise the Approval Authority Director of Development Planning in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the Approval Authority Director of Development Planning, such submission will be returned to the Owner without detailed review by the City.
20. For the purpose of satisfying any of the conditions of draft approval herein contained, the Owner shall file, with the City, complete submissions consisting of all required studies,



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**39T-05505/Z-7942**

**Nancy Pasato**

reports, data, information or detailed engineering drawings, all to the satisfaction of the Director of Development Planning and the City. The Owner acknowledges that, in the event that a submission does not include the complete information required by the Director of Development Planning and the City, such submission will be returned to the Owner without detailed review by the City.

21. ~~That~~ Prior to final approval the Owner shall pay in full all financial obligations/encumbrances on the said lands, including property taxes and local improvement charges.
22. ~~Prior to the submission of engineering drawings, the Owner shall have its professional engineer certify that sufficient sewage treatment and conveyance capacity is available to service the subdivision, to the satisfaction of the City Engineer.~~

### **Sanitary Servicing**

23. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit the following sanitary servicing design information:
  - i) Provide a sanitary drainage area plan, including the preliminary sanitary sewer routing and the external areas to be serviced east of this plan and south of Kilally Road, to the satisfaction of the City;
  - ii) Propose a suitable routing for the trunk sanitary sewer to be constructed through this plan. Further to this, the consulting engineer shall be required to provide an opinion for the need for an Environmental Assessment under the Class EA requirements for this sanitary trunk sewer; and
  - iii) Provide an analysis which shall indicate the water table level of lands within the subdivision and an evaluation of additional measures, if any, which need to be undertaken in order to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407.
  
24. Prior to the submission of Engineering Drawings, the Owner shall obtain consent from the City to reserve capacity at the Adelaide Pollution Control Plant for this subdivision. This treatment capacity shall be reserved by the City 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. 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.
  
25. In order to prevent any inflow and infiltration from being introduced to the sanitary sewer system, the Owner shall undertake the following:
  - i) Throughout the duration of construction within this draft plan of subdivision, 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;
  - ii) Not allow any weeping tile connections into the sanitary sewers within this Plan; and
  - iii) Following construction, the Owner shall have his consulting engineer confirm that the sanitary sewers meet allowable inflow and infiltration levels as per OPSS 410 and OPSS 407. Also, if requested, the Owner agrees to permit the City to undertake smoke testing of the sanitary system at any time prior to assumption of the subdivision.

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26. In accordance with City standards or as otherwise required by the City, 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 1050 mm (42") diameter Kilally Trunk Sanitary Sewer located on Edgevalley Road at Highbury Avenue North at the western limit of this plan;
- ii) Construct a maintenance access road 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) Make provisions for oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, all to the specifications of the City. This sewer must be extended to the limits of this plan and/or property line to service the upstream external lands; and
- iv) 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 Engineer. The local sanitary sewer will be at the sole cost of the Owner. Any exception will require the approval of the City.

~~The Owner shall identify a utility corridor (conforming to City of London specifications for easements within open space — e.g. 9.1 m minimum) for the trunk sanitary sewer through the open space to the eastern limits of the development. The utility corridor must be adequate for the maintenance, repair and replacement of the sanitary trunk sewer. This utility corridor is subject to the requirements of slope stability for the SWMF and the Thames River. For any portion of the corridor not within lands being conveyed to the City, the owner shall dedicate a multiple services easement acceptable to the General Manager of Planning and Development and the City Engineer.~~

~~The Owner shall complete an Environmental Assessment, if determined necessary by the General Manager of Planning and Development and the City Engineer, based on the location of the utility corridor or for any other reason that may trigger an Environmental Assessment, all at no cost to the City.~~

~~Prior to the submission of engineering drawings, the Owner shall be required to address any issues of potential high groundwater and its effect on the sanitary trunk sewer design and construction, eg. groundwater infiltration or sewage exfiltration/contamination in the groundwater table.~~

~~The Owner shall extend the sanitary trunk sewer to the eastern limit of the development. The construction of the sanitary trunk sewer must comply with all requirements of the City Engineer and the U.T.R.C.A.~~

~~The Owner's consulting engineer for the subject lands is required to address the following requirements prior to the submission of engineering drawings, and all to the specifications and satisfaction of the City Engineer:~~

- ~~a) identify the structural setbacks associated with the proposed location of the SWMF and the proposed alignment of the sanitary sewer;~~
- ~~b) provide more detail information related to the potential encroachment of the proposed sanitary sewer alignment within the erosion and maintenance setbacks; and~~
- ~~c) identify the method of construction to ensure that any potential ground/subsurface water seepages will not create any adverse impacts on the required slope stability.~~

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## Stormwater Management

28. 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 and a SWM Servicing Letter/Report of Confirmation to address the following:
- i) Identify the storm/drainage and SWM servicing works for the subject lands and how the interim drainage from external lands will be handled, all to the satisfaction of the City;
  - ii) Identify major and minor storm flow routes for the subject lands, to the satisfaction of the City Engineer;
  - iii) Develop 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;
  - iv) Implement 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; and
  - v) Incorporates the revisions to the geotechnical report and/or revisions to the EIS must be submitted to the satisfaction of the City.
29. In conjunction with the Design Studies submission, the Owner shall provide a geotechnical report to address all geotechnical issues and all required (structural, maintenance and erosion) setbacks related to slope stability for lands within this plan, to the satisfaction and specifications of the City. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback.
30. In accordance with City standards or as otherwise required by the City, the Owner shall complete the following for the provision of stormwater services for this draft plan of subdivision:
- i) Construct storm sewers to serve the westerly portion of this Plan, located within the North Thames Subwatershed, and connect them to the existing municipal storm sewer system, namely, the 825 mm (21") diameter storm sewer located within an easement on 1708 Benjamin Drive (Lot 54, Plan 33M-443). The Owner shall make all necessary arrangements, financial and otherwise, to construct a storm sewer within an easement over lands known as 1625 Purser Street, from the existing 825 mm storm sewer located within an easement on 1708 Benjamin Drive (Lot 54, Plan 33M-443) to this Plan, to the satisfaction of the City, at no cost to the City;
  - ii) Construct storm sewers to serve the easterly portion of this Plan, located within the North Thames Subwatershed, and connect them to the proposed Stormwater Management Facility (SWMF) located on Block 140 of this draft plan which will then outlet to the Thames River, to the satisfaction of the City;
  - iii) Construct the proposed SWM Facility on Block 140 of this draft plan, to the satisfaction of the City;
  - iv) Make provisions to oversize the internal storm sewers and the SWM Facility in this plan to accommodate flows from upstream lands external to this plan, all to the specifications of the City;
  - v) Construct and implement erosion and sediment control measures as accepted in the Functional SWM and/or Drainage Servicing Report for these lands satisfactory to the City and the Owner shall correct any deficiencies of the erosion and sediment control measures forthwith; and
  - vi) Address forthwith any deficiencies of the stormwater works and/or monitoring program.
31. Should the proposed Storm/Drainage and SWM servicing works vary from the approved

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Functional SWM Plan for Edge Valley East Subdivision (July 2007), an updated Functional SWM Plan may be required to address the above, in lieu of a SWM Servicing Letter/Report of Confirmation.

32. Should it be necessary to enlarge SWM Block 140 based on the accepted SWM functional report, the Owner shall provide sufficient additional lands as may be required from adjacent lots and blocks in this plan, to the satisfaction of the City.
33. As part of the submission for engineering drawings the required SWM maintenance access pathways shall be incorporated with the Thames Valley Parkway recreational pathway system. The design of these pathways shall be completed to the satisfaction of City.
34. The required Storm/Drainage and SWM Functional Design Studies submission prepared by the Owner's consulting professional engineer shall be in accordance with the recommendations and requirements of the following:
- i) The SWM criteria and environmental targets for the North Thames Subwatershed Study and any addendums/amendments;
  - ii) The accepted Kilaly South Stormwater Management Study – Class EA Schedule B – Environmental Screening Report (McCormick Rankin Corporation, Sept. 2003).
  - iii) The approved Functional Stormwater Management Plan for Kilally Phase 1 (Kilally Glen) July 1996, prepared by DelCan or any updated Functional Stormwater Management Plan;
  - iv) The approved Functional Stormwater Management Plan for Edge Valley East Subdivision July 2007, prepared by Development Engineering (London) Limited or any updated Functional Stormwater Management Plan;
  - v) The City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;
  - vi) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
  - vii) The Ministry of the Environment SWM Practices Planning and Design Manual, as revised;
  - viii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies; and
  - ix) The Final Environmental Impact Study (EIS), to be submitted and approved by the UTRCA and the City. This Final EIS will consolidate the information received to date and provides additional information to ensure that the proposed SWM outlet location does not disrupt the Species at Risk in this vicinity. The SWM plans shall incorporate the results of the Final EIS. The owner will require a permit from the UTRCA for the construction of the storm water management outlet.
35. Prior to the issuance of any Certificates of Conditional Approval, the Owner shall complete the following:
- i) For lots and blocks in this plan or as otherwise approved by the City, 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;
  - iii) Implement all geotechnical/slope stability recommendations made by the geotechnical report accepted by the City; and
  - iv) submit a Monitoring and Operational Procedure Manual for the maintenance and monitoring program for each of the SWM Facilities within this plan, in accordance with the City's "Monitoring and Operational Procedures for Stormwater Management Facilities" requirements to the City for review and approval. The program will include, but not be limited to, the following:

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- a. A work program manual for the maintenance and monitoring of these facilities;
  - b. Protocol of sediment sampling and recording of sediment accumulation volumes;
  - c. Storage and discharge monitoring.
36. Following construction and prior to the assumption of the SWMF(s), the Owner shall complete the following, at no cost to the City, all to the satisfaction of the City:
- i) Operate, maintain and monitor the SWMF(s) in accordance with the approved maintenance and monitoring program and the City's "Monitoring and Operational Procedure for Stormwater Management Facilities";
  - ii) Have it's consulting professional engineer submit semi-annual monitoring reports in accordance with the approved maintenance and monitoring program and the City's "Monitoring and Operational Procedure for Stormwater Management Facilities" to the City for review and approval; and
  - iii) Ensure that any removal and disposal of sediment is to an approved site satisfactory to the City.
37. Prior to final approval, the Owner's consulting engineer shall certify 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 the City, 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.

~~The Owner shall make provisions to oversize the internal storm sewers in the subdivision plan to accommodate flows from upstream lands external to this plan, all to the specifications of the City Engineer.~~

~~The Owner shall construct all storm sewers, the SWM facility, storm outlet and all required maintenance access roads in conjunction with this plan; provide adequate land dedication to the City of the SWM facility to service this subdivision and the total identified catchment area in accordance with the accepted SWM facility design, and ensure that all storm sewers and the SWM facility are constructed and operational prior to any development taking place in this plan, all to the specifications of the City Engineer and at no cost to the City unless specified herein.~~

~~Prior to any development taking place for the lots and blocks in this plan or as otherwise approved by the City Engineer, the Owner shall have his professional engineer submit the design of the storm/drainage and SWM system; ensure that all geotechnical issues including, but not limited to, (maintenance, erosion and structural) setbacks related to slope stability are adequately addressed for the subject lands to the satisfaction of the City Engineer and the MOE and at no cost to the City.~~

~~The Owner shall have his professional engineer submit a maintenance and operational program/procedure for the SWM facility that is developed in accordance with the MOE Stormwater Management Planning and Design Manual to the satisfaction of the City.~~

~~In conjunction with the Design Studies, the Owner shall develop 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 Engineer. This plan is to include measures to be used during all phases of construction. Prior to any work on this site, the Owner's professional engineer shall submit these measures as a component of the Functional SWM and/or Drainage Servicing Report for these lands and shall implement these measures satisfactory to the City Engineer.~~

~~The owner shall amend the boundary of the plan for registration to include additional lands to the east approved as part of the design of the SWM facility to allow for the development of the~~

regional SWM facility within one block.

## Water Services

38. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit the following water servicing design information that includes:
- i) A water servicing report which addresses the following:
    - Identify external water servicing requirements;
    - Confirm capacity requirements are met;
    - Identify need to the construction any external works;
    - Identify existing water infrastructure – any conflicts;
    - Water system area plan(s);
    - Water network analysis/hydraulic calculations for subdivision report;
    - Phasing report; and
    - Oversizing of watermain, if necessary and any cost sharing agreements.
  - ii) To address water quality requirements for the watermain system by the use of the following:
    - design calculations which demonstrate there is adequate water turnover to maintain water quality; and/or
    - the use of valving to shut off future connections which will not be used in the near term; and/or
    - the use of 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.
39. 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 and connect them to the existing municipal system, namely, the 200 mm (8") diameter watermain on Purser Street, the 200 mm (8") diameter watermain on Agathos Street, the 400 mm (15") diameter watermain on Highbury Avenue North and the 300 mm (12") diameter watermain on Kilally Road;
  - ii) Extend the existing 300 mm (12") watermain on Kilally Road from the west limit of this plan and across the frontage of this Plan to the easterly limit of this plan, at no cost to the City;
  - iii) Deliver confirmation that the watermain system has been looped to the satisfaction of the City Engineer when development is proposed to proceed beyond 80 units; and
  - iv) Have its consulting engineer confirm to the City that the watermain system has been constructed, is operational and looped from the watermain on Purser Street in Plan 33M-443 to the watermain system on Highbury Avenue North through this plan such that the City shall make arrangements with the owner of 1625 Purser Street to convert the existing temporary municipal watermain within 1625 Purser Street to a private watermain.
40. 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.
41. Prior to any work on site, the Owner shall determine if there are any abandoned

wells in this plan and shall decommission and permanently cap any abandoned wells located in this plan, in accordance with current Provincial legislation, regulations and standards. It is the responsibility of the Owner to determine if any abandoned wells exist in this plan. 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.

~~The Owner shall connect the proposed watermains to serve this plan to the existing municipal 400 mm (16") diameter watermain on Highbury Ave. N., the existing municipal 200 mm (8") diameter watermain on Purser Street, the existing municipal 200 mm (8") diameter on Agathos Street and the proposed 300 mm (12") diameter on Kilally Road.~~

~~The Owner shall extend the existing municipal 300 mm (12") water main on Kilally Road to the easterly property limit of this plan of subdivision.~~

~~The Owner shall provide "looping" of the water main system constructed for this subdivision prior to 80 or more units being developed, all to the specifications of the City Engineer.~~

## Transportation

### Roadworks

42. The Owner shall align the right-of-way of Edgevalley Road in this plan with Edgevalley Road to the west of this plan, to the satisfaction of the City.
43. The Owner shall align the right-of-way of Edgevalley Road in this plan with Webster Street, to the satisfaction of the City.
44. All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centerlines of the street aligning through their intersections thereby having these street centered with each other, unless otherwise approved by the City.
45. In conjunction with the Design Studies submission, the Owner shall have its professional engineer provide a proposed layout of Purser Street from the north limit of Plan 33M-443 to Street A, including but not limited to, the right-of-way requirements, road requirements, 90 degree bend, accesses, servicing, utilities and land requirements.
46. The Owner shall make all necessary arrangements, financial and otherwise, to combine Part 5 of Plan 33R-17547 and Part 7 of Plan 33R-17289 with Purser Street in this plan to establish Purser Street with a minimum 20.0 metre right-of-way width or provide an alternative alignment of Purser Street on the final plan to accommodate a minimum 20.0 metre right-of-way, to the satisfaction of the City.
47. The Owner shall construct Purser Street, from the north limit of Plan 33M-443 to Street A, including Part 5 of Plan 33R-17547 and Part 7 of Plan 33R-17289 in accordance with the accepted layout of Purser Street, including the removal of all existing works and services, as needed, to the satisfaction of the City, at no cost to the City.
48. The Owner shall have its professional engineer design the roadworks in accordance with the following road widths:
  - i) Edgevalley Road has a minimum road pavement with (excluding gutters) of 9.5 metres (31.2') with a minimum road allowance of 21.5 metres (70');
  - ii) Agathos Street, Street A and Purser Street (together with lands north of Plan 33M-443 (Part 5 of Plan 33R-17547 and Part 7 of Plan 33R-17289) shall be combined with the right-of-way in this draft plan) have a minimum

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- road pavement width (excluding gutters) of 8.0 metres (26.2') with a minimum road allowance of 20 metres (66');
- iii) Drew Street has a minimum road pavement width (excluding gutters) of 7.0 metres (23') with a minimum road allowance of 19 metres (62');
  - iv) Edgevalley Road from Highbury Avenue North to 45 metres (150') east has a minimum road pavement width (excluding gutters) of 11.0 metres (36.1') with a minimum road allowance of 22.5 metres (75'). The widened road on Edgevalley Road shall be equally aligned from the centreline of the road and tapered back to the 9.5 metres (31.2') of road pavement width (excluding gutters) and 21.5 metres (70') of road allowance width for this street with 30 metre (100') long tapers on both street lines;
  - v) A gateway treatment on Edgevalley Road at the intersection of Kilally Road with a right-of-way width of 28.0 metres for a minimum length of 55.0 metres (180') tapered back over a distance of 30 metres to the standard secondary collector road right-of-way width of 21.5 metres.
49. The Owner shall provide cash-in-lieu to construct a fully-serviced road on Edgevalley Road from Agathos Street to Kilally Road, including the construction of a gateway treatment on Edgevalley Road at the intersection of Kilally Road. Alternatively, the Owner shall construct a portion of Edgevalley Road between Agathos Street and Kilally Road with cash-in-lieu for the construction of the remainder of this section of Edgevalley Road as a fully serviced road, to the satisfaction of the City. This portion of Edgevalley Road will be construction when Edgevalley Road is constructed as part of the Kilally Road reconstruction project to be completed by the City.
50. The Owner shall not develop Blocks 132 and 133 until Kilally Road is improved to its ultimate profile and Edgevalley Road is constructed to ultimate. If the Owner can demonstrate a portion of Blocks 132 and 133 can be developed without impacting the future construction of adjacent portions of Kilally Road and Edgevalley Road, the Owner may develop those portions of Blocks 132 and 133, to the satisfaction of the City.
51. The Owner shall place a barricade on Edgevalley Road, south of Agathos Street, to the satisfaction of the City Engineer.
52. The Owner shall provide temporary working easement along Kilally Road and Edgevalley Road for Blocks 132 and 133 in order to allow for the reconstruction of Kilally Road, which shall be released by the City when it is no longer needed, at no cost to the City.
53. In conjunction with the Design Studies submission, the Owner shall have its professional engineer provide a conceptual design layout of the proposed gateway design on Edgevalley Road, including the alignment of that street with Webster Street for the purpose of providing a cash-in-lieu estimate.
54. In conjunction with the Design Studies submission, the Owner shall provide a conceptual design and the location of the temporary access from this plan to Kilally Road, with a rural cross-section, including appropriate drainage and turning geometry, to the satisfaction of the City, at no cost to the City. The Owner shall also have its professional engineer verify the adequacy of decision sight distance on Kilally Road at the temporary access road, to the satisfaction of the City. If the sight lines are not adequate, the temporary access is to be relocated and/or road work undertaken to establish adequate decision sight distance at the intersection, to the satisfaction of the City.
55. The Owner shall construct and maintain (including snow clearing) a temporary access from this plan to Kilally Road in a location satisfactory to the City, provide and necessary easements and include a temporary left turn lane on Kilally Road at no cost to the City.
56. The Owner shall install temporary street lighting at the intersection of Kilally Road and the temporary access, to the specifications of the City Engineer, at no cost to the City.



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Sidewalks/Bikeways

57. The Owner shall construct a 1.5 metre (5') sidewalk on both sides of Edgevalley Road or provide a cash-in-lieu for the portion of sidewalk not constructed on Edgevalley Road, south of Agathos Street, to the satisfaction of the City.
58. The Owner shall construct a 1.5 (5') sidewalk on one side of the following streets:
- i) Agathos Street – north boulevard;
  - ii) Street A – west boulevard;
  - iii) Purser Street – north and west boulevard;
  - iv) Drew Street – outside boulevard;
  - v) Highbury Avenue North – along entire frontage and extend this sidewalk southerly to Kilally Road, subject to availability of sufficient right-of-way.

Street Lighting

59. The Owner shall install street lighting on all streets in this plan to the satisfaction of the City, at no cost to the City.

Boundary Road Works

60. The Owner shall modify existing pavement markings to provide left turn channelization on Highbury Avenue North at Edgevalley Road, with sufficient storage, parallel and taper to accommodate the traffic demand anticipated as a result of full build out of this plan of subdivision and the Kilally North Planning Area. If the existing roadway is insufficient to accommodate this left turn lane, additional roadwork will be required, to be completed by the Owner, to the specifications of the City.
61. The Owner shall install traffic signals at the intersection of Highbury Avenue North at Edgevalley Road when determined warranted by the City.
62. The Owner shall make minor boulevard improvements on Highbury Avenue North and Kilally Road adjacent to this plan, to the specifications of the City, at no cost to the City, consisting of clean-up, grading and sodding as necessary.
63. The Owner shall reconstruct the driveway for 1625 Purser Street, if necessary, to accommodate the alignment of Purser Street, to the satisfaction of the City, at no cost to the City.
64. The Owner shall either dedicate sufficient land for the Purser Street road allowance to permit access for 1625 Purser Street or realign Purser Street to permit access, to the satisfaction of the City, at no cost to the City.
65. The Owner shall have the common property line of Highbury Avenue North and Kilally Road 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 grades on Highbury Avenue North and Kilally Road are the future 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 elevations along the common property line which will blend with the reconstructed road, all to the satisfaction of the City.

Road Widening

- 66. The Owner shall be required to dedicate sufficient land to widen Highbury Avenue North and Kilally Road to 18.0 metres (59.06') from the centreline of the original road allowance.
- 67. The Owner shall be required to dedicate 6.0 m x 6.0 m "daylighting triangles" at the intersection of Highbury Avenue North with Edgevalley Road and Kilally Road with Edgevalley Road in accordance with the Z-1 Zoning By-law, Section 4.24.

Vehicular Access

- 68. The Owner shall provide 0.3 metre reserve along the frontage of all blocks on Highbury Avenue North and Kilally Road and will dedicate these reserves to the City.

Traffic Calming

- 69. The Owner shall install the following traffic calming measures along the secondary collector road network:
  - i) Curb extensions along the east side of Edgevalley Road with the parking bay removed for utilities (fire hydrants), pedestrian crossing and for transit stop locations as defined by the London Transit Commission;
  - ii) Reduced curb radii (7.5 m) on the inbound approach to all local roads intersecting Edgevalley Road.

Construction Access/Temporary/Second Access Roads

- 70. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Highbury Avenue North or other routes as designated by the City.
- 71. Prior to the issuance of a Certificate of Conditional Approval, the Owner shall have its consulting engineer confirm to the City that the roads in this Plan have been constructed and operational to provide a public access to Plan 33M-443 such that the City shall make arrangements with the owner of Plan 33M-443 for the removal of the temporary road over Blocks 52 and 53 in Plan 33M-443 and with the owner of Plan 33M-492 for the removal of the temporary emergency access over Lot 22 in Plan 33M-492.
- 72. At the time the above-noted temporary road and emergency access are blocked from public access and roads in this plan are constructed to Plan 33M-443, the Owner shall remove the existing barricades to the north limit of Purser Street and at the east limit of Agathos Street in Plan 33M-443, as necessary, and restore these road(s) to the specifications of the City, all at no cost to the City.
- 73. The Owner shall advise all purchasers of land within this subdivision that any traffic to and from this plan will not be permitted to pass the barricade(s) until the removal of the barricade(s) is authorized by the City.
- 74. The Owner shall ensure any emergency access required is satisfactory to the City with respect to all technical aspects, including adequacy of site lines, provisions of channelization, adequacy of road geometries and structural design etc.
- 75. In the event any work is undertaken on an existing street, the Owner shall establish and

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maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City Engineer for any construction activity that will occur on existing public roadways. The Owner shall have its 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.

The Owner shall construct Street 'A' at Highbury Ave. N. in alignment with Edgevalley Road and Street 'A' at Kilially Road in alignment with Webster Street. (EESD)

The Owner shall align Street 'B' at the westerly limit of the plan of subdivision with Agathos Street in plan of subdivision M-443 and Street 'E' with Purser Street in plan of subdivision M-443. (EESD)

The Owner shall have a reference plan prepared and deposited by an Ontario Land Surveyor, satisfactory to the City Engineer and at no cost to the City, depicting the southerly extension of Street 'E' in this plan, across lands outside this plan, and connecting to the northerly limit of Purser Street in Plan 33M-443. The City shall prepare and present a by-law to name this portion of Street "E".

The Owner shall construct a fully serviced road, to the specifications of the City Engineer and at no cost to the City for the extension of Street 'E' outside this Plan, from the southerly limit of Street 'E' in this plan to the northerly limit of Purser Street in Plan 33M-443.

The Owner shall construct a gateway treatment on Street 'A' at the intersection of Kilially Road with a right-of-way width of 28 metres for a minimum length of 55 metres tapered back over a distance of 30 metres to the standard secondary collector road right-of-way width of 21.5 metres. A portion of the widened road will be claimable from the Urban Works Reserve Fund, consistent with the City's standard practice for paying claims where a secondary collector road is widened by 1.5 metres at an arterial road (or primary collector) for a distance of 45 metres with a 30 metre taper, to accommodate a turning lane. The costs of the gateway treatment, over and above the claimable portion, will be at the Owner's expense. (EESD)

The Owner shall construct a 1.5 metres (5') sidewalk on both sides of Street 'A', and on one side of the following streets:

- i. Street 'B' north boulevard
- ii. Street 'C' outside boulevard
- iii. Street 'D' outside boulevard
- iv. Street 'E' west boulevard
- v. Kilially Road along entire frontage and extend this sidewalk, subject to availability of sufficient right-of-way, westerly to the existing sidewalk; and,
- vi. Highbury Ave. N. along entire frontage and extend this sidewalk, subject to the availability of sufficient right-of-way, southerly to Kilially Road. (EESD)

The Owner shall dedicate sufficient land to widen Highbury Ave. N. and Kilially Road to 18.0 metres (59.06') from the centerline of the original road allowance. (EESD)

The Owner shall dedicate 6.0 m x 6.0 m "daylighting triangles" at the intersection of Street 'A' with Highbury Avenue and Street 'A' with Kilially Road in accordance with the Z-1 Zoning By-law, Section 4.24. (EESD)

The Owner shall provide the following traffic calming measures: construct curb extensions along the east side of Street 'A' with the parking bay removed for utilities (fire hydrants) and for transit stop locations as defined by the London Transit Commission and provide reduced curb radii (5.0 metre) on the inbound approach to all local roads intersecting Street 'A', all subject to the approval of the Transportation Planning & Design Division and designed and constructed to the satisfaction of the City Engineer. (EESD)

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~~The Owner in consultation with the LTC, shall indicate on the approved engineering drawings the possible 'Future Transit Stop Areas'. The Owner shall install signage as the streets are constructed, indicating "Possible Future Transit Stop Area" in the approximate stop locations. The exact stop locations shall be field located as the adjacent sites are built, at which time the developer shall install a 1.5 metre wide concrete pad between the curb and the boulevard at the finalized stop locations. (EESD)~~

~~The Owner shall modify existing pavement markings to provide left turn channelization on Highbury Avenue N. at Street 'A', with sufficient storage, parallel and taper to accommodate the traffic demand anticipated as a result of full build out of this plan of subdivision and the North Kilally Planning Area. If the existing roadway is insufficient to accommodate this left turn lane, additional road work will be required. (EESD)~~

~~The Owner shall install traffic signals at the intersection of Highbury Avenue N. at Street 'A' and at the intersection of Kilally Road at Street 'A' when determined warranted by the City Engineer. (EESD)~~

~~The Owner shall construct a left turn lane on Kilally Road at Street 'A' with sufficient storage and taper to accommodate the traffic demand anticipated as a result of the full build out of this plan of subdivision and the North Kilally Planning Area. The costs incurred for providing the pavement markings, left turn lane and traffic signals will be claimable from the Urban Works Reserve Fund in accordance with By-law No. C.P. 1440-167. (EESD)~~

~~The Owner will be required to make minor boulevard improvements on Highbury Ave. N. and Kilally Road adjacent to this plan to the specifications of the City Engineer and at no cost to the City, consisting of clean-up, grading and sodding as necessary. (EESD)~~

~~The owner is required to provide for 0.3 m (1') reserve blocks at the following locations:~~

- ~~b. along Blocks 1 and 2 on Kilally Road (Blocks 19 and 20 as shown on the plan)~~
- ~~c. along Blocks 12, 13 and 14 on Highbury Avenue North~~
- ~~d. Street 'B' - east limit~~

~~The Owner shall verify the adequacy of the decision sight distance on Kilally Road at Street 'A'. If the sight lines are not adequate, this street is to be relocated and/or road work undertaken to establish adequate decision sight distance at the intersection.~~

~~The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Kilally Road or other routes as designated by the City Engineer.~~

~~In order to address the issue of on-street parking within small lot developments, the Owner shall as part of the submission for engineering drawings design an on-street parking plan for Streets "C" and Street "D", whereby one on-street parking space for each two dwelling units is to be used as the basis for the design, to the satisfaction of the General Manager of Planning and Development. The approved parking plan required for each registered phase of development and will form part of the subdivision agreement for the registered plan. The Owner shall install parking restrictions on one side of any street that requires an on-street parking plan, as identified by the General Manager of Planning & Development, to the specifications and satisfaction of the City Engineer. For the benefit of new and future homeowners, the Owner shall register on title to each affected lot the parking restrictions on Street "C" and Street "D". (Planning)~~

~~The Owner shall construct the driveways for each lot in compliance with Zoning Bylaw Z-1 and the approved on-street parking plan for this subdivision. To ensure that the parking plan has been adhered to the owner shall install barrier curbs on the affected streets or as an alternative have their consulting engineer/surveyor certify for each lot /block to the satisfaction of the General Manager of Planning and Development that the location and width of the as built driveways complies with Zoning By-law Z. 1 and the approved parking plan prior to assumption of the subdivision by the City.~~

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~~The Owner shall make the necessary arrangements with adjacent property Owners, or make modifications to the draft plan of subdivision, to provide a secondary access to this subdivision should the plan be registered in phases, if required, all to the satisfaction of the General Manager of Planning and Development.~~

Parks

76. In conjunction with the request for the preparation of the subdivision agreement, the Owner shall submit an appraisal of the market value of Blocks 141 and 143, to the satisfaction of the City. The City will purchase these lands at the agreed to appraised market value, subject to identification of a source of financing.
77. The Owner shall, as part of the design studies, prepare a neighbourhood park plan for Block 141 and Block 143 to the satisfaction of the City.
78. All lots adjacent to open space areas to be assumed by the City will be fenced with a 1.5 metre chain link fence with no gates consistent with City of London standards (SPO-4.8). Any other fencing arrangements shall be to the satisfaction of the City.
79. The Owner shall, as part of the design studies or prior to the submission of engineering drawings for the SWM facility, submit a Final Environmental Impact Study (EIS) to the Satisfaction of the UTRCA and the City which consolidates the information received to date and provides additional information to ensure the proposed SWM outlet location does not disrupt the Species at Risk in this vicinity. The SWM plans shall incorporate the results of the Final EIS, as approved by the City. Also the owner will require a permit from the UTRCA for the construction of the SWM outlet.
80. As part of the submission for engineering drawings the required SWM maintenance access pathways shall be incorporated with the Thames Valley Parkway recreational pathway system. The design of the pathways shall be completed to the satisfaction of the City.
81. The Owner shall, as part of the design studies, prepare a plan that demonstrates a function alignment of the Thames Valley Parkway recreational pathway system from the north portion of the plan to a planned linkage under Highbury Avenue. The alignment will be located along the Thames River, through the SWM Block, over the SWM outlet to the planned pathway under Highbury Avenue North. A temporary pathway connection will be required at the north end of the site, through Block 142 (SWM Block) to Block 141 (Park Block) prior to conditional clearance.
82. The Owner shall not grade into any open space area. Where lots or blocks abut an open space area, all grading of the developing lots or blocks at the interface with the open space areas are to match grades to maintain existing slopes, topography and vegetation. In instances where this is not practical or desirable, any grading into the open space shall be to the satisfaction of the City.
83. Prior to construction, site alteration or installation of services, robust silt fencing/erosion control measures must be installed and certified with site inspection reports submitted to the Parks Planning and Design Division monthly during development activity along the edge of the Kilally Forest ESA.
84. The Owner shall prepare and deliver to all homeowners an education package which explains the stewardship of natural area, the value of existing tree cover and the protection and utilization of the grading and drainage pattern on these lots. The educational package shall be prepared to the satisfaction of the City.
85. That within one year of registration of the plan containing Park Block 141, the Owner shall service, grade and seed the park to the satisfaction of the City.
86. The Owner shall dedicate Block 142 to the City of London at no cost.

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87. The Owner shall include a portion of the laneway adjacent to the southerly limit of this plan within this draft plan. In exchange for this laneway, an equal amount of parkland will be dedicated to the City from Block 141.
88. The owner shall have the Killaly Forest ESA boundary field surveyed and provided to the City in digital form to the satisfaction of the City. This ESA boundary delineation shall be shown on all engineering drawings.

General Conditions

89. The Owner will obtain the necessary permit/approvals from the UTRCA prior to undertaking any site alteration or development within this area including filling, grading, construction, alteration to watercourse and/or interference with a wetland.
90. The Owner shall obtain and submit to the Director of Development Planning ~~General Manager of Planning and Development~~ prior to any work on the site a letter of archaeological clearance from the Southwestern Regional Archaeologist of the Ministry of Culture. No final approval shall be given, and no grading or other soil disturbance shall take place on the subject property prior to the letter of release from the Ministry of Culture.

~~The Owner agrees that prior to an application for site plan approval and the execution of a development agreement for Blocks 130-135 inclusive to submit a noise study, prepared by a qualified acoustical consultant, concerning the impact of traffic noise from the adjacent arterial roads and to apply alternative site design and noise abatement measures that do not include a noise attenuation wall. Such measures shall be in accordance with the requirements of the City of London Noise Policies contained in the Official Plan. The final accepted recommendations shall be incorporated into the development agreement with the City of London for these blocks.~~

~~That prior to the submission of engineering drawings, the owner shall submit a plan acceptable to the Manager of Subdivisions and Special Projects confirming the lotting pattern within Blocks 3 to 8 both inclusive (as applicable), which shall be consistent with the approved zoning for these blocks and provide for a variety of lots sizes in keeping with the City's Small Lot Guidelines. Lots fronting on designated collector roads shall have a minimum frontage of 14 metres. This lotting pattern shall be reflected on the submitted engineering plans and the final plan submitted for approval and registration.~~

~~The owner shall prior to final approval, adjust the boundary of the plan to be registered to include a portion of the public lane into this subdivision.~~

91. No sewers are to be constructed on easements or on lands designated for future use as a park or open space without the necessary approvals from the City City Engineer and the ~~Manager of Parks Planning and Design~~.
92. The Owner shall 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 construction, all at the Owner's cost. Quality control measures are also required to prevent inflow and infiltration from entering the sanitary sewer system after construction, all satisfactory to the City and all at no cost to the City.
93. Prior to the issuance of a Certificate of Conditional Approval for each construction stage of this subdivision, all servicing works for the stage must be completed and operational, all to the specification and satisfaction of the City.
94. ~~Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services situated on private lands outside this plan, and shall provide satisfactory easements over the sewers as necessary, all to the specifications and satisfaction of the City Engineer.~~  
Prior to final approval, the Owner shall make arrangements with the affected property

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owner(s) for the construction of any portions of services situated on private lands outside this plan, and shall provide satisfactory easements over the sewers, as necessary, all to the specifications and satisfaction of the City.

95. 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.
96. 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.
97. 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.

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

98. 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.
99. 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 and Chief Building Official immediately, and if required by the City and Chief Building Official, the Owner shall, at his own expense, retain a professional engineer competent in the field of methane gas to investigate these deposits and submit a full report on them to the City 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 and Chief Building Official shall be implemented and carried out under the supervision of the professional engineer, to the satisfaction of the City 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 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, 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.
100. 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".
101. In conjunction with the Design Studies submission, in the event the Owner wishes to

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phase this plan of subdivision, the Owner shall complete the following:

- i) Submit a phasing plan, all to the specifications and satisfaction of the City;
  - ii) If any temporary measures are required in conjunction with the phasing, these temporary measures shall be constructed to the specifications and satisfaction of the City, at no cost to the City; and
  - iii) Identify land and/or easements required for the routing of services which are necessary to service upstream lands outside this draft plan to the limit of the plan to be provided at the time of registration of each phase, to the satisfaction of the City.
102. 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.
103. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
104. 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.



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**Appendix "39T-05505-2"**

**Related Estimated Costs and Revenues**

| Estimated Costs – This Agreement - Developer Built |                                                                   |
|----------------------------------------------------|-------------------------------------------------------------------|
| Urban Works Reserve Fund – General                 |                                                                   |
| - Highbury Avenue – repainting lines               | \$15,000                                                          |
| - Highbury Avenue – sidewalk                       | \$245,000                                                         |
| - Highbury Avenue – traffic signals                | \$150,000                                                         |
| - Storm sewer oversizing                           | \$115,000                                                         |
| - Sanitary sewer trunk                             | \$405,000                                                         |
| Urban Works Reserve Fund – Stormwater Management   | \$3,200,000                                                       |
| Capital Expense                                    |                                                                   |
| - Parkland Acquisition                             | *to be determined prior to execution of the subdivision agreement |
| <b>Total</b>                                       | <b>\$4,130,000</b>                                                |
| Estimated Revenues This Agreement                  |                                                                   |
| CSRF                                               | \$5,469,775                                                       |
| UWRF                                               | \$2,203,599                                                       |
| <b>Total</b>                                       | <b>\$7,673,374</b>                                                |

**NOTE:**

- i) Estimated revenues are calculated using current rates for engineering services and the information is reported all in accordance with the Development Charges By-law (C.P.- 1473-212) and any amendments hereto.
- ii) Estimated claims are based on information provided by the applicant. Actual eligibility claims will be determined in conjunction with the applicable by-law and at the time of the final subdivision agreement is approved by Council.
- iii) The Owner should take note that there are currently significant delays in payment of claims from the Urban Works Reserve Fund.
- iv) If the rules related to claimable works in the Development Charges By-law are amended before a final subdivision agreement is approved by Council, any new rules will apply to this subdivision. This may result in changes to the funding of sanitary sewers required by the draft conditions, for example.