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Alanna Riley  
39T-13504/Z-8243

<b>TO:</b>	<b>CHAIRS AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE</b>
<b>FROM:</b>	<b>GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT &amp; COMPLIANCE SERVICES &amp; CHIEF BUILDING OFFICIAL</b>
<b>SUBJECT:</b>	<b>APPLICATION BY: SPEYSIDE EAST CORPORATION 3100 COLONEL TALBOT ROAD PUBLIC PARTICIPATION MEETING ON MARCH 25, 2014 @ 5:00 P.M.</b>

<b>RECOMMENDATION</b>
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That, on the recommendation of the Senior Planner, Development Planning the following actions be taken with respect to the application of Speyside East Corporation relating to the property located at 3100 Colonel Talbot Road:

- (a) The Approval Authority **BE REQUESTED** to approve the draft plan of residential subdivision as submitted by Speyside East Corporation (File No. 39T-13504) prepared by Whitney Engineering Inc., certified by Jason Wilhard O.L.S.), which shows 34 single detached dwelling lots, one (1) medium density residential block, and one (1) new internal road that will align with Settlement Trail, **SUBJECT TO** the conditions contained in the attached Appendix "39T-13504";
- (b) The Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for draft plan of subdivision of Speyside East Corporation relating to the property located at 3100 Colonel Talbot Road ;
- (c) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 1, 2014 to amend Zoning By-law No. Z.-1 (in conformity with the Official Plan) from a Holding Residential R2 Special Provision/Residential R4 Special Provision/Community Facility (h-30.R2-1(13)/R4-3(1)/CF3) Zone **TO** a Holding Residential R1 (h.R1-5) Zone to permit single detached dwellings; a Holding Residential R5/Residential R6/Community Facility (h.h-53.h-56.h-91.R5-2/R6-4/CF3) Zone to permit cluster housing and community facilities, and a Community Facility (CF3) Zone to recognize an existing EMS Station. Holding Provisions have been applied to ensure the uses will develop in an orderly manner with full municipal services; to encourage street-oriented development and discourage noise attenuation walls; and to ensure urban design is addressed at site plan and the recommended objectives have been achieved.
- (d) The Site Plan Approval Authority **BE REQUESTED** to implement the following Urban Design principles through the site plan approval process for Block 35:
  - i) Locate the built form along both Colonel Talbot Road and Street 'A' and orient the primary entrances into the building(s) towards the streets. This may be achieved in several configurations such as: stacked townhouses, back to back townhouses, or a double row of townhouses with rear lane access garages. Locating the built form along the street edge and orienting the entrances towards the street will create an active frontage, improving both the pedestrian realm and the visual experience along Colonel Talbot Road.

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- ii) Include architectural details such as windows, doors, projections, and high quality materials on the façade(s) facing Raleigh Boulevard as this elevation faces the main entryway into the Talbot Village community.
- iii) Locate parking either internally to buildings (garages) or within the interior side yard (next to the EMS Station). Alternatively if parking must be located along a street frontage it is preferred that it is located along the Street 'A' frontage.

(e) the applicant **BE ADVISED** that the Director of Development Finance has summarized claims and revenues information as attached in Scedule "B".

**PREVIOUS REPORTS PERTINENT TO THIS MATTER**

March 17, 2001, Planning Committee; Planning Report on Application by Speyside East Corporation, 3126 Colonel Talbot Road, 39T-00514, Z-5967

Talbot Community Urban Design Guidelines  
North Talbot Community Plan (NTCP) December 13, 1999.

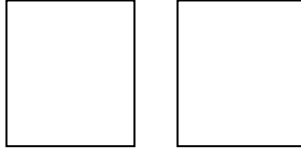
**PURPOSE AND EFFECT OF RECOMMENDED ACTION**

The purpose and effect of this recommended action is to allow this parcel to develop for a low density residential subdivision in accordance with Official Plan policy and the Council approved North Talbot Community Plan.

**RATIONALE**

1. These lands are being developed in accordance with Official Plan policy and the North Talbot Community Plan. This development is also consistent with the Provincial Policy Statement.
2. The recommended holding provisions will ensure that residential uses will develop in an orderly manner with full municipal services. Additional holding provisions will ensure encourage street-oriented development and discourage noise attenuation walls; and at the site plan stage, the recommended design principles have been achieved.
3. The proposed development is integrated with the subdivisions to the east and south, with public road connections to Raleigh Boulevard.
4. The proposed development represents good land use planning.

<b>BACKGROUND</b>	
<b>Date Application Accepted:</b> August 19, 2013	<b>Agent:</b> Kyle McIntosh
<b>REQUESTED ACTION:</b> Approval of a residential draft plan of subdivision and associated zoning by-law amendment.	
<b>SITE CHARACTERISTICS:</b>	



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<ul style="list-style-type: none"> <li>• <b>Current Land Use</b> – vacant/EMS Station</li> <li>• <b>Area</b> – approx. 2.74 hectares</li> <li>• <b>Shape</b> - rectangular</li> </ul>
<p><b>SURROUNDING LAND USES:</b></p> <ul style="list-style-type: none"> <li>• <b>North</b> – Commercial Plaza</li> <li>• <b>South</b> – Low Density Residential</li> <li>• <b>East</b> – Low Density Residential</li> <li>• <b>West</b> – Agricultural</li> </ul>
<p><b>OFFICIAL PLAN DESIGNATION:</b> (refer to map)</p> <ul style="list-style-type: none"> <li>• Low Density Residential</li> </ul>
<p><b>EXISTING ZONING:</b> (refer to map)</p> <ul style="list-style-type: none"> <li>• Holding Residential R2 Special Provision/Residential R4 Special Provision/Community Facility (h-30.R2-1(13)/R4-3(1)/CF3) Zone</li> </ul>
<p align="center"><b>PLANNING HISTORY</b></p>

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

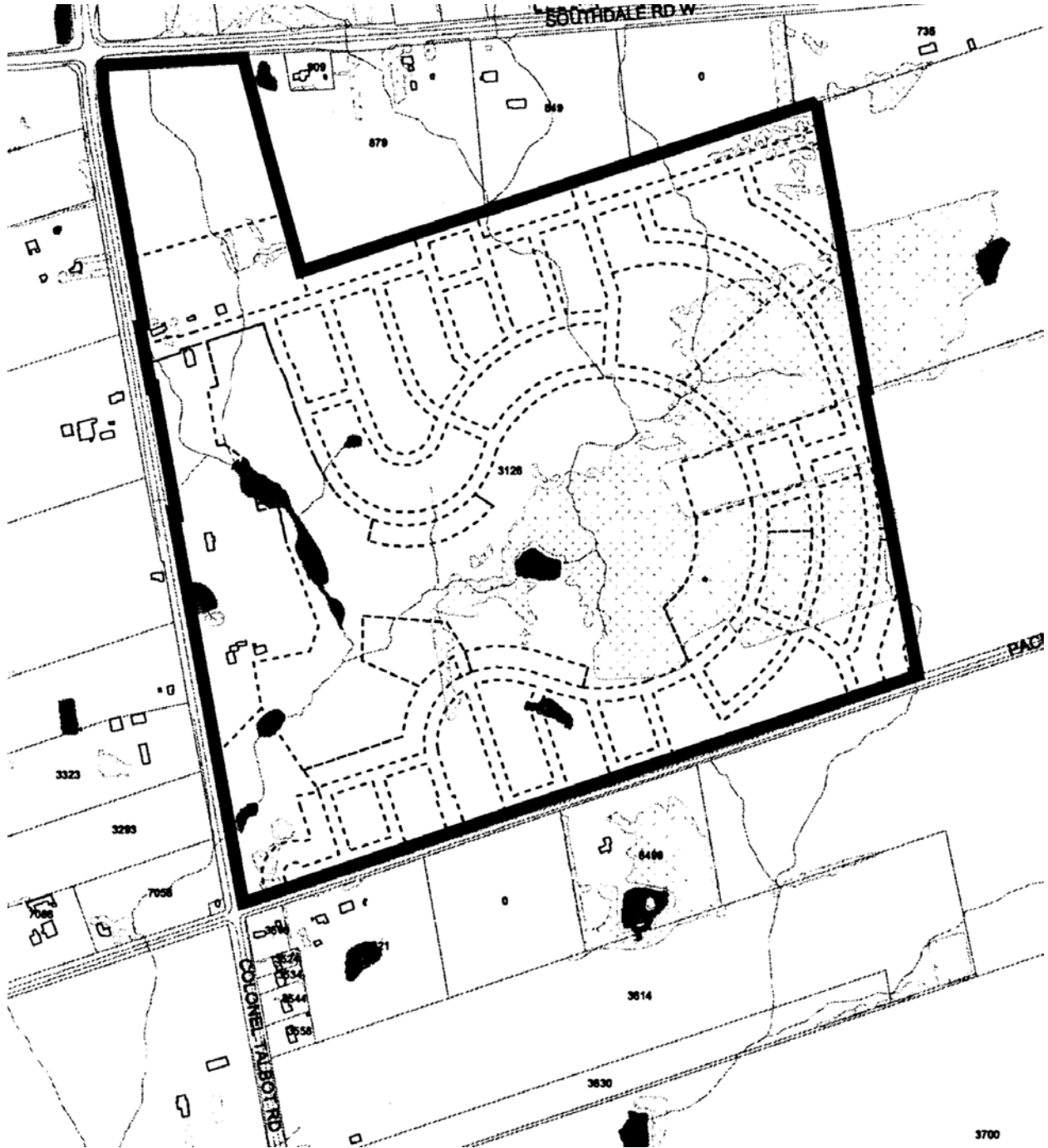
The purpose of the Area Plan was to establish future land use within the Study Area, and through the development of area-specific policies, address key issues that affect these lands and the surrounding communities. The North Talbot Community Plan provided the basis for amendments to the City's Official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

The subject site is part of Talbot Village, a 89 hectare parcel of land located on the east side of Colonel Talbot Road, between Southdale Road W at the north limit of the plan and Pack Road at the south limit of the plan. Draft Approval for Talbot Village was granted on April 19, 2001. Corresponding zoning was passed on April 2, 2001 which zoned these lands Holding Residential R2 Special Provision/Residential R4 Special Provision/Community Facility (h-30.R2-1(13)/R4-3(1)/CF3) Zone. To date three phases of Talbot Village have been registered. This application is a new draft plan over the older 39T-00514 draft plan known as Talbot Village Phase 4.

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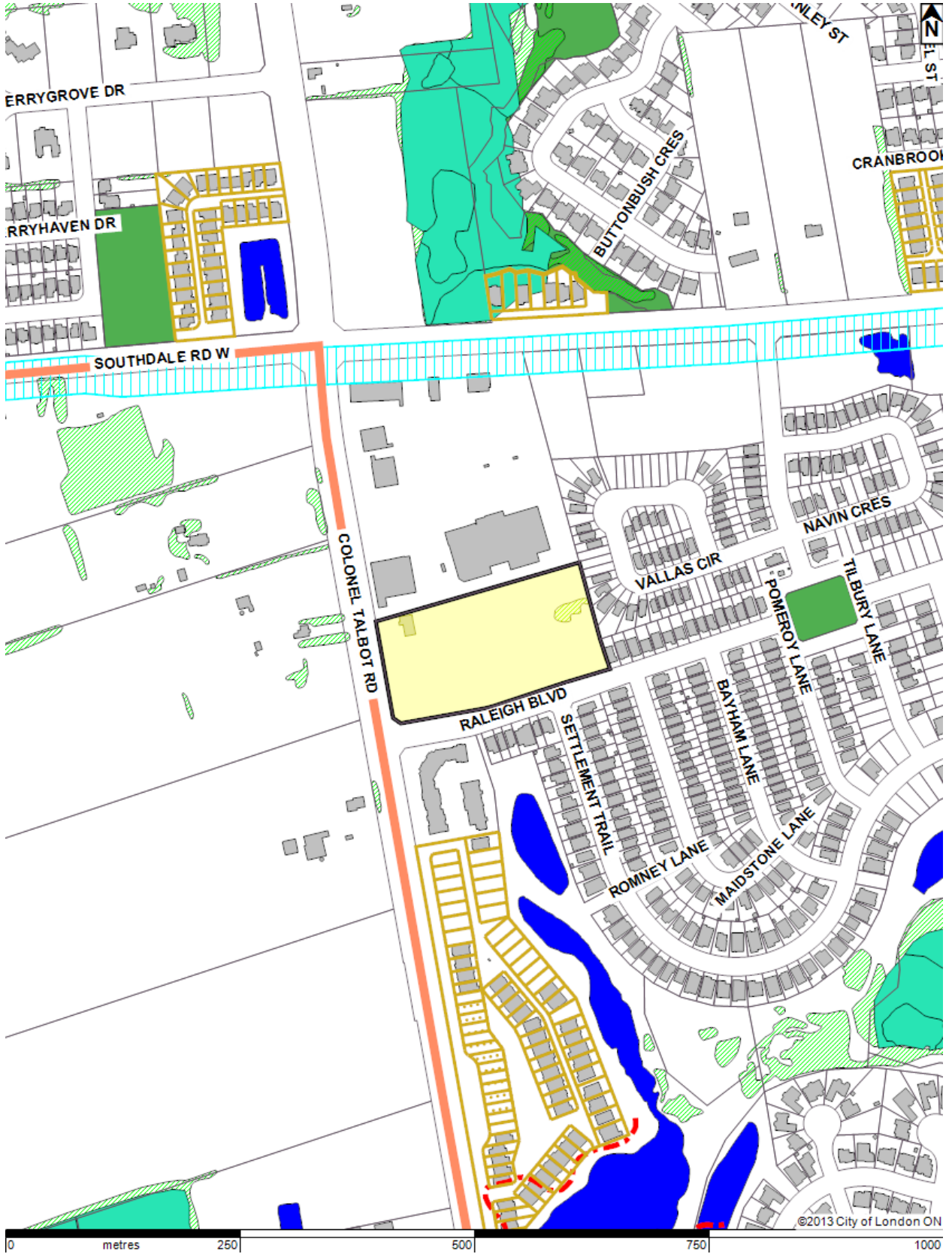
TALBOT VILLAGE



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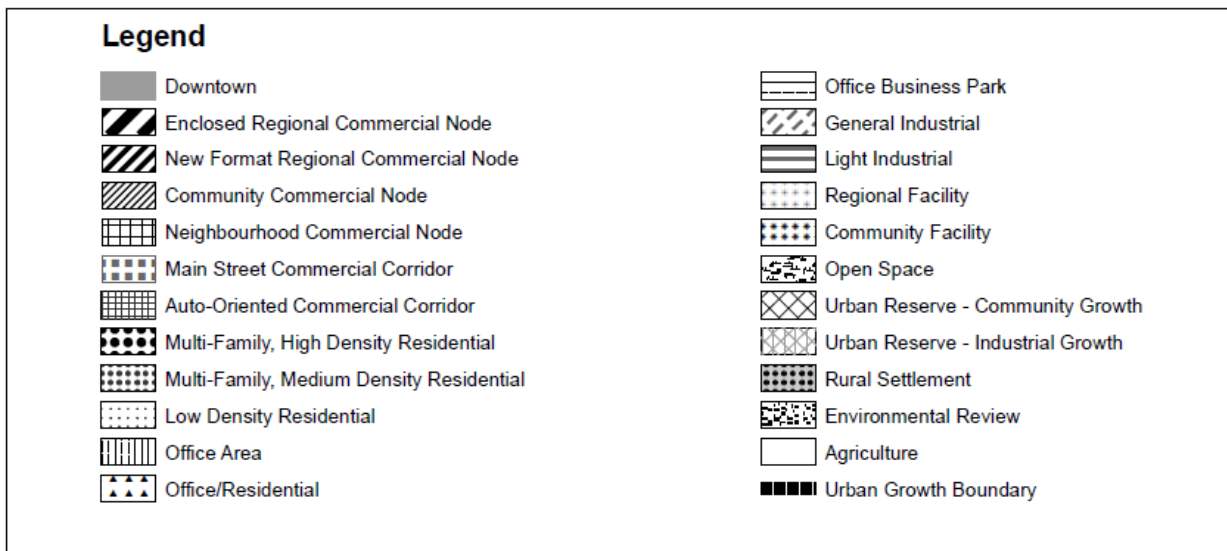
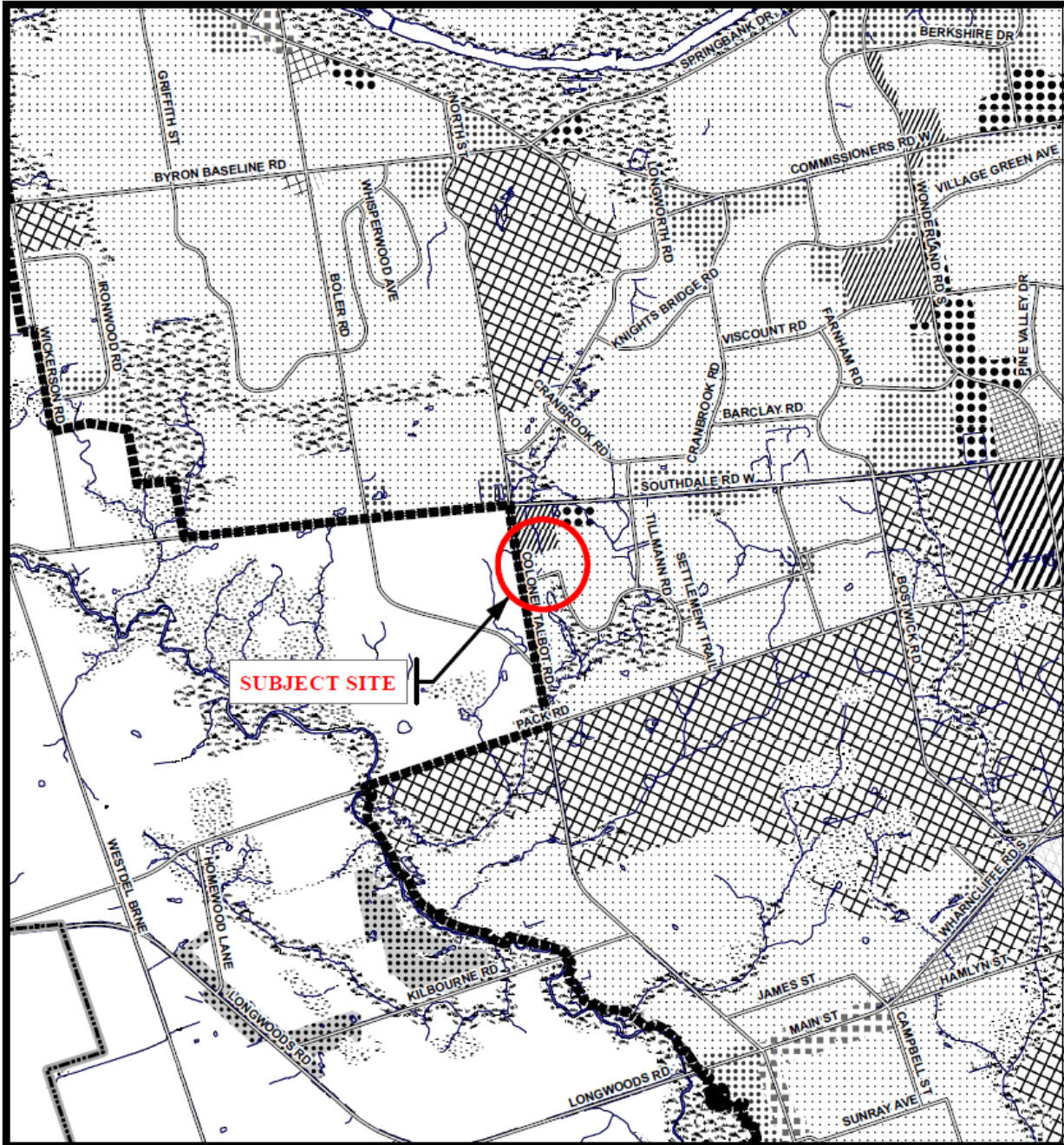
LOCATION MAP



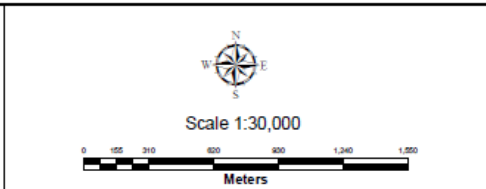
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OFFICIAL PLAN



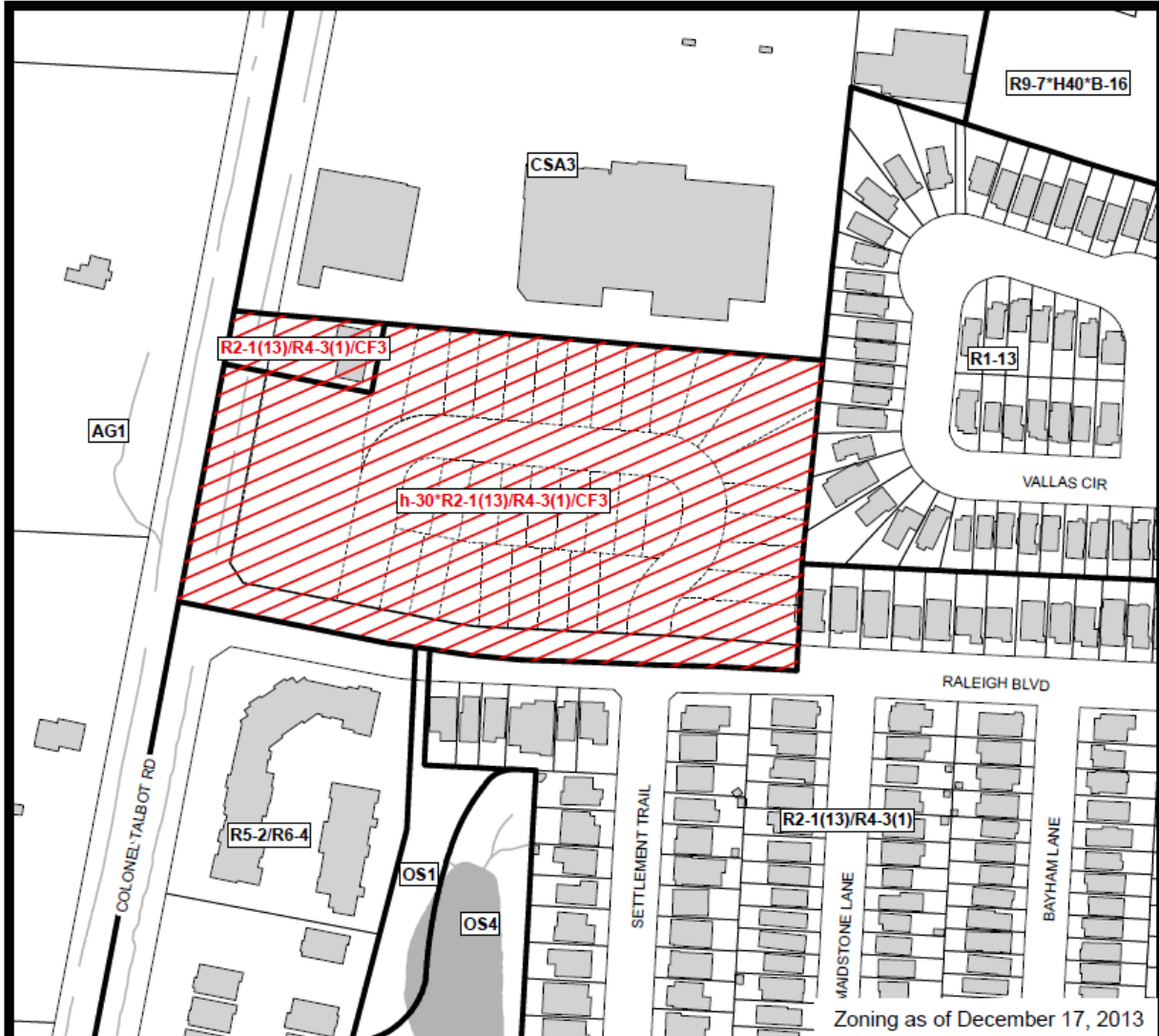
**CITY OF LONDON**  
Department of  
Planning and Development  
**OFFICIAL PLAN SCHEDULE A**  
- LAND USE -  
  
PREPARED BY: Graphics and Information Services



**FILE NUMBER:** 39T-13504 / Z-8243  
**PLANNER:** AR  
**TECHNICIAN:** JTS  
**DATE:** January 31, 2014

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**ZONING**



Zoning as of December 17, 2013



**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**

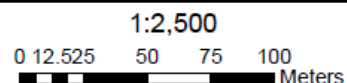
PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

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



FILE NO:  
39T-13504 / Z-8243 AR

MAP PREPARED:  
January 31, 2014 JTS



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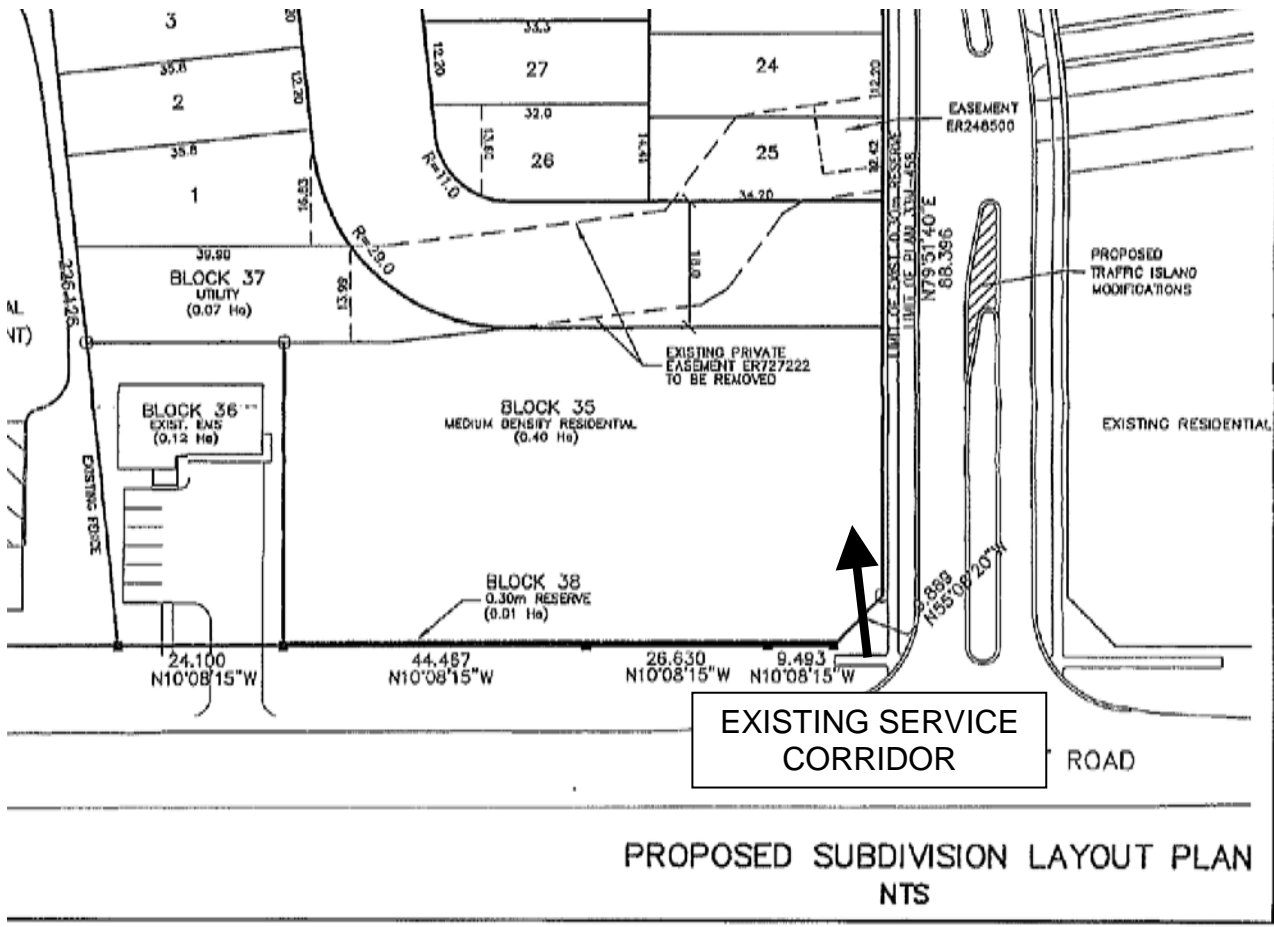
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**SIGNIFICANT DEPARTMENT/AGENCY COMMENTS**

**Environmental and Engineering Services Department**

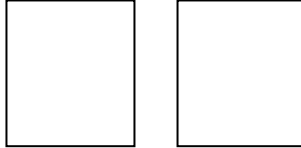
The recommendations provided by the Environmental and Engineering Services Department for this subdivision have been included in Appendix "39T-13504" (Conditions of Draft Approval) of this report. Several key comments and recommendations from the Environmental and Engineering Services Department are summarized below. Please note that there will be increased operating and maintenance costs for works being assumed by the City.

At the time the commercial lands to the north were developed, a servicing corridor for sanitary, storm and watermain services was created through the property. This easement does not align with the proposed Street 'A'. Also the servicing within this easement was not designed or constructed to full municipal standards.



It is proposed to remove these existing private services and reconstruct new services to municipal standards and within the west leg of Street 'A'. These services will then in turn outlet and connect to the existing services on Raleigh Boulevard.





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*Sanitary:*

- Sanitary servicing will be provided through the future 200 mm (8 inch) diameter sanitary sewer on Raleigh Boulevard.
- The Owner will be required to reserve capacity at the Oxford Pollution Plant for this subdivision.

*Storm and Stormwater Management:*

- The proposed subdivision is located within the Dingman Creek Subwatershed. The Owner shall construct storm sewers to serve this plan and connect the proposed storm sewers to existing municipal storm sewer located on Raleigh Crescent via a new storm sewer connection in place of the existing 750 mm diameter outlet.

*Water:*

- The owner is required to remove the existing 150mm diameter water service and replacement with a municipal watermain on Raleigh Boulevard at the east leg of Raleigh Crescent opposite Settlement Trail.

*Transportation:*

- The main road proposed to service this subdivision is Raleigh Crescent;
- Sidewalks shall also be constructed on the outer boulevard of Raleigh Crescent.

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

No objection.

**Canada Post**

- A Community Mail Box (CMB) will service this subdivision.
- CMB will be installed adjacent to Lot 40.
- Canada Post will charge the developer a CMB set-up fee of \$200 for every new mailing address in the subdivision.
- Developers will be required to sign a Community Mailbox Developer Agreement and pay the address activation fee by way of a security deposit.
- City to provide notification of new civic addresses.
- Developer to inform Canada Post of excavation date.
- Canada Post will install concrete pad.

*Staff Response: A condition will be added to the draft approval.*

**EEPAC**

No response.

**MMAH**

No response.

**London Hydro**

No response.

**Imperial Oil**

No response.

**LTC**

No response.

**Middlesex London Health Unit**

No response.

**Bell Canada**

No response.

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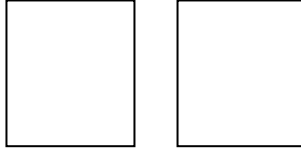
<b>PUBLIC LIAISON:</b>	Notice of this application was sent to surrounding property owners. Notice was also published in "The Londoner" Section of the London Free Press on October 8, 2013.	2 Responses
<p><b>Nature of Liaison:</b> The purpose and effect of this application is to permit the development of a Low Density Residential plan of subdivision on a 2.65 hectare parcel of land located east of Col. Talbot Road and north of Raleigh Boulevard.</p> <p><b>Consideration of a Draft Residential Plan of Subdivision</b> showing 34 single detached dwelling lots, 1 block for medium density residential, and 1 new internal road that will align with Settlement Trail.</p> <p>The City of London is considering a possible change to Zoning By-law Z.-1 <b>FROM</b> a Holding Residential R2 Special Provision/Residential R4 Special Provision/Community Facility (h-30.R2-1(13)/R4-3(1)/CF3) Zone <b>TO</b> a Residential R1 Zone to permit single detached dwellings and a Residential R5/R6 and Community Facility CF3 Zone to permit cluster housing and to continue to permit community facility uses. Staff will consider applying special provisions to control development with appropriate uses and regulations. Staff will also consider applying holding provisions to the recommended zoning to ensure issues including but not limited to servicing, environmental measures, urban design, and compatibility will be addressed.</p> <p><b>Responses:</b> There were 2 comments from the public on this application for draft plan of subdivision and zoning by-law amendment. These comments are summarized in this report.</p>		

**ANALYSIS**

**EXISTING SITUATION**

The subject site is located on the north east corner of Colonel Talbot Road and Raleigh Boulevard and consists of one parcel of land totaling approximately 2.65 hectares in size. The land is relatively flat with a few trees at the east end of the property. The surrounding lands are comprised predominantly of commercial to the north, low density residential to the east and south and agricultural to the west. Currently, the subject site is mainly vacant, however an EMS station is located on the northwest corner, identified as Block 36 on the draft plan.





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## **NATURE OF APPLICATIONS**

The applicant has applied for a residential plan of subdivision to permit singled detached dwelling lots, cluster housing, community facility uses and to recognize the existing E.M.S Station. The City has initiated a zoning amendment concurrent with the draft plan application to control the development on site with appropriate uses and regulations. The proposal is to change the zoning on the majority of the property to a Residential R1-5 Zone to permit single detached dwellings, change the large block located along Colonel Talbot Road identified as block 35 on the draft plan to a Residential R5-2 Zone to permit cluster townhouses and cluster stacked townhouses, and a Residential R6-4 Zone to permit cluster housing in the form of single detached, semi-detached and duplex dwellings. The applicant has requested that the Community Facility Zone be maintained on the Cluster Housing block to allow for these uses should the block not be development for residential uses. The Community Facility CF3 Zone will remain also to recognize the existing EMS Station.

The following report includes a review of the draft plan of subdivision and requested Zoning By-law amendments in conjunction with the Provincial Policy Statement (2005), relevant Official Plan policies; the Council adopted guidelines in the North Talbot Community Plan and the City's Placemaking Policies.

## **PROVINCIAL POLICY STATEMENT (2005)**

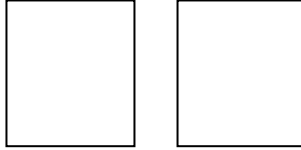
This application has been reviewed for consistency with the 2005 Provincial Policy Statement. It is staff's position that draft plan of subdivision will provide for a healthy, livable and safe community within the Urban Growth Boundary. This development supports the use of public transit. These lands have not been identified as a component of the Natural Heritage System, nor are they designated Open Space. This development will provide for low density residential housing to assist in meeting projected needs. The existing and planned infrastructure will allow for the proper development of these lands.

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

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

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

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



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Planning staff have reviewed the requirements under section 2 of the Planning Act and regard has been given to matters of provincial interest. The subject lands are surrounded by development and there are no natural areas, features and functions affected within the immediate area. Municipal water is available to service this development. Municipal services are adequately provided including sewage, water, garbage collection, roads and transportation infrastructure. The proposed lot sizes are consistent with the lot patterns in the area. Drainage is to be directed to the existing SWM pond to the south of Raleigh Boulevard. Sanitary servicing will be provided by the Oxford Pollution Control Plant. The applicant has provided parkland through the previous Parent Phase 1 for this subdivision. There is access to nearby parks and recreational facilities, fitness facilities, medical facilities, and emergency and protective services. There are elementary schools and various cultural/social facilities in the immediate area. This area is predominantly single family residential. The broader area contains a mix of low, medium and high density housing. There is adequate provision for a full range of housing. The proposed draft plan implements the land use policies in accordance with the City's Official Plan, and represents an appropriate form of development. The proposed draft plan supports public transit and promotes pedestrian movement through the adjacent subdivisions.

Based on planning staff's review of the criteria in the Planning Act under Section 51(24), the proposed draft plan has regard for the health, safety, convenience, accessibility for persons with disabilities, and welfare of the present and future inhabitants of the municipality

**OFFICIAL PLAN POLICIES**

The subject lands are designated "Low Density Residential" on Schedule 'A' of the City's Official Plan. This designation permits single detached, semi-detached, and duplex dwellings and other forms of low density residential uses at a maximum density of approximately 30 units per hectare.

The proposal to develop a 1.66 hectare portion of this last parcel within the Talbot Village along Colonel Talbot Road with 34 residential dwellings will result in an overall density of just over 20 units per hectare, which is within the density limits in the Low Density Residential designation. The subject lands are not affected by any features of the Natural Heritage System identified on Schedule 'B' of the Official Plan. Raleigh Boulevard is classified as a Local Road .

The development of the front portion of the site for cluster housing will take into account surrounding land uses in terms of height, scale and setback as outlined in staff's recommendation clauses. Cluster housing with a density of 30 units per hectare will provide a positive transition between the single detached dwellings and Colonel Talbot Road and is in keeping with the area.

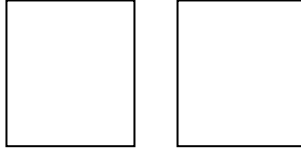
The proposed location and intensity of residential uses complies with the Low Density Residential policies of the Official Plan. The proposed project is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhoods.

**ZONING**

The City is proposing to change the zoning of this lands from a Holding Residential R2 Special Provision/Residential R4 Special Provision/Community Facility (h-30.R2-1(13)/R4-3(1)/CF3) Zone to a Holding Residential R1 (h.R1-5) Zone to permit single detached dwellings; a Holding Residential R5/R6/Community Facility (h.h-53.h-56.h-91.R5-2/R6-4( )/CF3) Zone to permit cluster housing; and a Community Facility (CF3) Zone to continue to permit community facility uses.

The subject land is 2.74 hectares in size. The size and the shape of the parcel make it a suitable candidate for residential development and the existing topography does not pose a challenge. A new local street has been proposed to service the subdivision.

The proposed zoning would permit cluster housing along with community facilities fronting onto Colonel Talbot Road, and single detached dwellings with frontage on Raleigh Boulevard or Street 'A'. The surrounding land uses consist of single detached homes to the east and south. The proposed residential uses are compatible with existing uses in the surrounding area which



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is predominantly single family residential.

The R1-5 Zone permits one single detached dwelling per lot with similar sized lots in the area, which are approximately 400m<sup>2</sup>. The size and shape of the lots are sufficient to accommodate the proposed use. The applicant has indicated the development would consist of one and two floor homes similar to those in the surrounding community. Based on the size of the proposed lots these future single detached dwellings will not have a negative impact on the existing neighbourhood.

The R5-2 Zone permits cluster townhouses and stacked cluster townhouses. The R6-4 permits cluster single detached dwellings, semi-detached dwellings and cluster duplex dwellings. The size and shape of the cluster housing block(Block 35 and Block 37) is sufficient enough to accommodate the proposed use. This block could accommodate as many as 14 units based on the proposed zoning.

Based on the above, this proposed development will be compatible with surrounding lands uses, will provide a positive transition between the proposed single detached dwellings and Colonel Talbot Road and is in keeping with the area.

The Community Facility (CF3) Zone will remain on the E.M.S facility site. Public uses are permitted in all zones subject to specific provisions of the Zoning By-law. The Middlesex-London E.M.S. facility will continue to provide an essential service to the public. It falls under the definition of a "Public Use" and is permitted at this location in accordance with the provisions of Section 4.20 and Section 4.26 of the Zoning By-law.

## **HOLDING PROVISIONS**

The following holding provisions are recommended for these lands:

An h. holding provision is recommended to be applied to the whole of the subject site and is required to ensure servicing, including sanitary, stormwater and water are addressed, to the satisfaction of the City Engineer, and to ensure that the Owner enters into a subdivision agreement with the City.

The h-53 holding provision recommended to be applied to Block 35, is to encourage street-oriented development and discourage noise attenuation walls along arterial roads, a development agreement shall be entered into to ensure that new development is designed and approved, consistent with the Community Plan.

The h-56 is recommended to ensure there are no land use conflicts between arterial roads and the proposed residential uses, the "h-56" shall not be deleted until the owner agrees to implement all noise attenuation measures, recommended in noise assessment reports acceptable to the City of London.

The h-91 is recommended to be applied to Block 35 and the single detached dwelling lots to ensure that the urban design concepts established through the Zoning amendment review process are implemented, a site plan will be approved and a development agreement will be entered into which, to the satisfaction of the General Manager of Planning and Development, incorporates these concepts and addresses identified urban design issues.

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

## **SUBDIVISION DESIGN**

### **Road Pattern**

The nature of development generates low traffic volumes. Internal roadworks will consist of the construction of the local street identified as Street 'A' on the draft plan (Raleigh Crescent). The east portion of Street 'A' will connect to Raleigh Boulevard and will align with Settlement Trail.

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The west portion of Street 'A' will connect to Raleigh Boulevard east of the existing gateway opening. This requires modifications to shorten the exiting traffic/island on Raleigh Boulevard.

**Lotting Pattern**

Thirty four (34) conventional single detached dwelling lots with frontage ranging from 12 metres to 12.42 metres will be developed around this crescent. The westerly portion of the crescent will be development for cluster housing with the low density which has a limit of 30 units per hectare. Lots will front the collector road (Raleigh Boulevard) which will create a strong street edge.



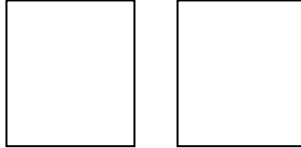
Block 37(servicing corridor) has been combined with Block 35 to ensure this block stays within one ownership and to allow for a slightly increased density for the cluster housing development. No structure will be permitted within the servicing corridor.

**Noise**

The applicant has proposed a residential block with frontage along Colonel Talbot Road, which is an arterial road currently, generating as much as 10,000 vehicles per day. The proposed h-53 holding provision is intended to provide for street oriented development in order to avoid long reaches of noise walls. This will also provide for the dwelling unit itself to provide protection for the outdoor living area (OLA). Another holding provision h-56 is recommended to ensure that a noise study be carried out to determine if any of the units require mitigation from the OLA or for the interior of the units. A condition of Draft Approval will require the Owner to carry out a noise study to determine the impacts of noise from the adjacent commercial use on the future single detached dwelling lots.

**Parks/Open Space**

Through the North Talbot Community Plan no park facilities were identified on the subject lands. Parks Planning has indicated that parkland dedication requirements were satisfied in accordance with By-law CP-9 through previous phases. Block 179 was dedicated to satisfy



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parkland dedication and is now referred to as Raleigh Parkette. The future residents will be served by the Southwest Optimist Park, which is located approximately 1.5 kilometres from the subject lands. Additionally, Byron Hill Park is located 500m to the north west, Raleigh Parkette is located 300m to the east and Cresthaven Park is located approximately 1.5 kilometre to the north of the subject site. The parks offer active and passive recreational opportunities for area residents. No additional parkland dedication is required for this development.

### **Servicing**

At the time the commercial lands to the north were developed, a servicing corridor for sanitary, storm and water services was created on the property. This easement does not align with the west part of Street 'A' and also was not designed or constructed to full municipal standards. As a result, it is proposed to remove the existing services and reconstruct them to municipal standards. These services will in turn outlet and connect to the existing service on Raleigh Boulevard. Refer to more detail in each service category below.

#### Sanitary

The existing sanitary sewers on Raleigh Boulevard have been designed to provide sufficient capacity to for the subject development. Lots 19-24 will connect directly to the existing 200mm diameter sanitary sewer on Raleigh Boulevard and the remaining lots will be serviced from a new local 200mm diameter sanitary sewer on Street 'A' (Raleigh Crescent).

#### Storm

The existing storm sewer on Raleigh Boulevard at the servicing corridor has been designed to account for the subject development. For lots 19-24, storm PDC's will connect directly to the existing 450mm diameter storm sewer on Raleigh Boulevard. All remaining lots will be serviced from a new local storm sewer on Raleigh Crescent.

#### Water

The existing watermain on Raleigh Boulevard have been designed to account of the subject development. For Lots 18-25 water services will connect directly to the existing 250mm diameter PVC watermain on Raleigh Boulevard. All remaining lots will be serviced from a new local 200mm watermain on Street 'A' (Raleigh Crescent).

#### Transportation

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

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

### **URBAN DESIGN/PLACEMAKING**

The Urban Design policies in the Official Plan apply to all development proposals, and relate to the visual character, aesthetics, and compatibility of land use, and to the qualitative aspects of development. Design principles particular to this development include high design standards along major neighbourhood entryways, a coordinated approach to the planning and design of streetscapes, the inclusion of street oriented features that provide for the enhancement of the pedestrian environment in pedestrian traffic areas, access to sunlight, landscaping, building positioning, enhanced accessibility standards, parking and loading, and recreational facilities.

Placemaking Guidelines were adopted by the City to ensure livable communities and provide an identifiable character, sense of place, and a high quality of life for new subdivision development. Sidewalks will be provided within the subdivision to connect to the arterial roads and allow for

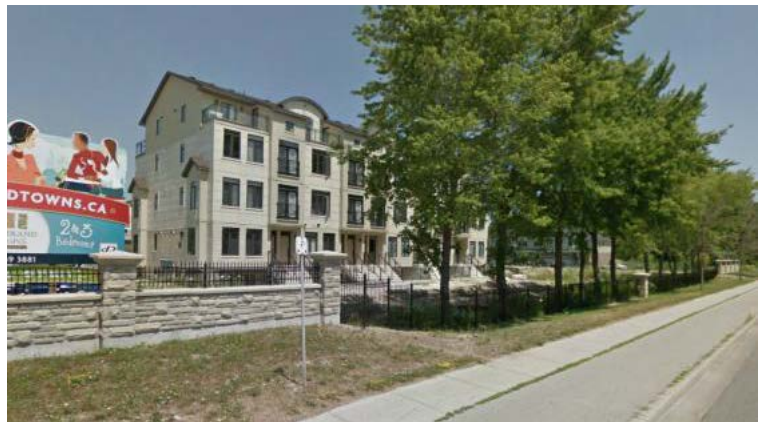
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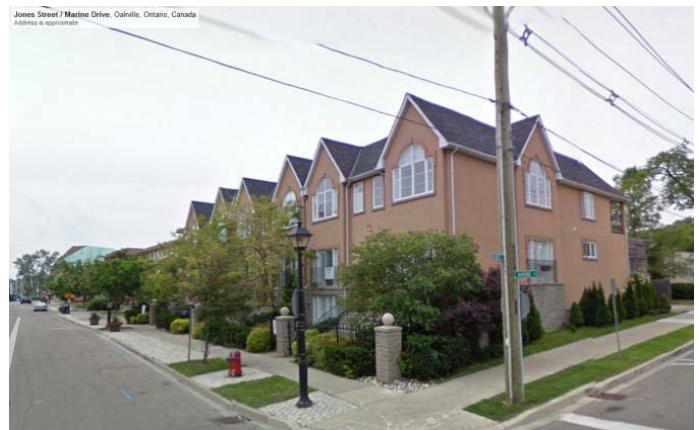
pedestrian movement to other shopping opportunities to the west with appropriate Urban Design. The walkway from Settlement Trail will be extended to connect Colonel Talbot Road, and will be lit and maintained by the City. Pedestrian linkages to the arterial through the internal road network will meet the general objective of pedestrian connectivity and will allow easy access to transit. The plan of subdivision can be serviced with existing infrastructure without the costly need for extensions. This subdivision will be integrated into the existing neighbourhood and will not put an undue strain on municipal services such as waste collection and disposal, public utilities, fire and police protection, parks, schools, and other community facilities.

Community Planning and Design have provided direction for the development of the cluster housing block to ensure that the built form along Colonel Talbot Road and Street 'A' is oriented towards the street; architectural details such as windows, doors, projections and high quality façade(s) face the main entryway (Raleigh Boulevard) and specific detail regarding location of parking areas. These details are identified in the staff recommendation clause. The following are examples of how the principles can be achieved:

Fanshawe Park Road E / North Centre Road  
Cluster Stacked Townhouse Development (40 residential units with surface parking) within a 43m depth



Jones Street/Marine Drive, Oakville 3 Storey Townhouses (6 Residential Units with rear lane accessed garages)



This will ensure that the development is successfully integrated with the existing Talbot Village.

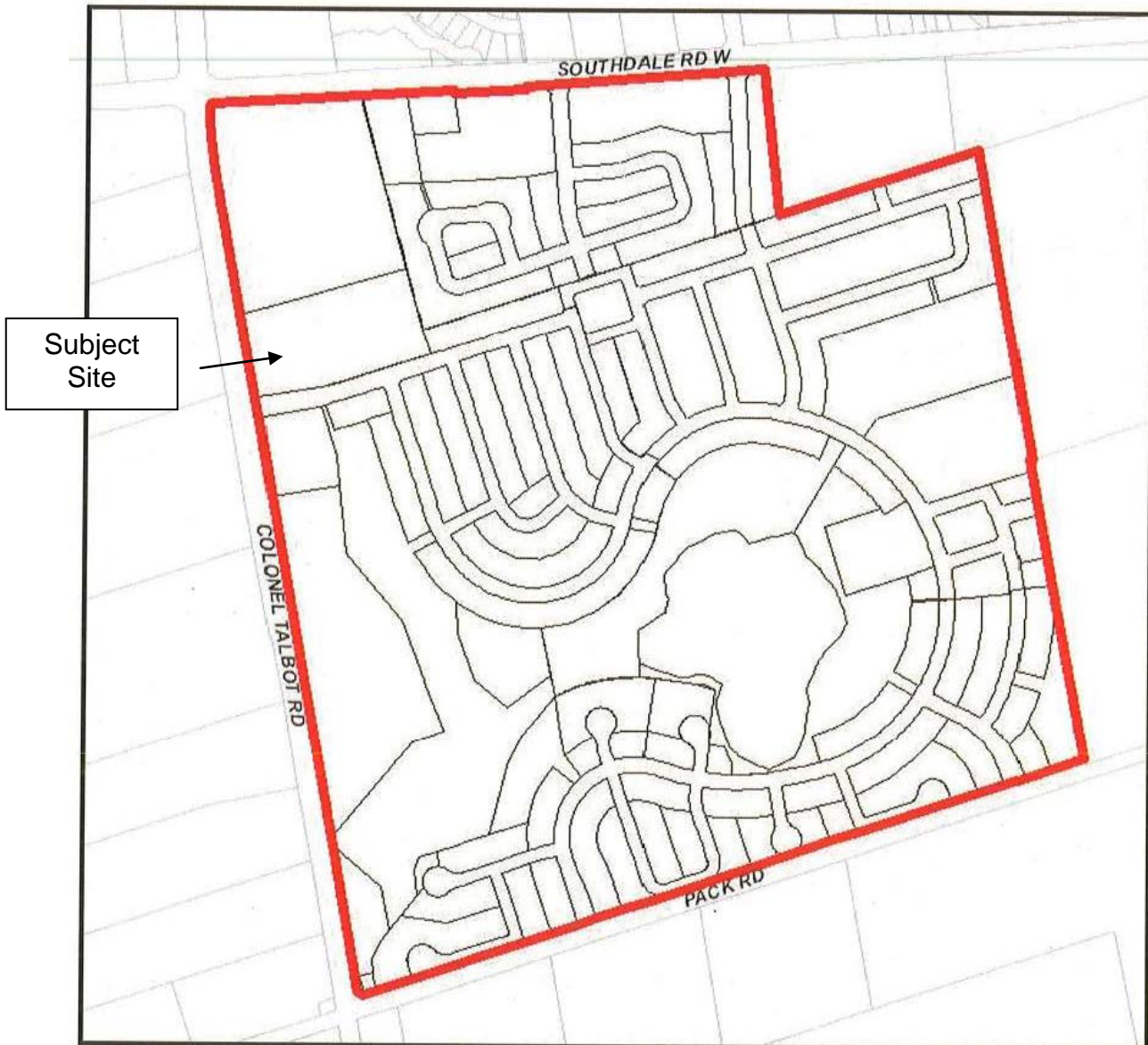


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North Talbot Area Community Plan

As a result of the North Talbot Area Community Plan, design guidelines were prepared for Speyside Corporation to assist in the implementation of the visions for their lands.



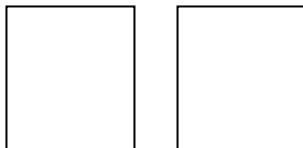
The guidelines provide guidance on matters of site planning, architectural and landscaped design, and establish coordination between the design of the building enhancement on both public and private lands in order to support the common vision for the community. A review of the guidelines will direct and assess site plans as to how they reflect the objectives of policies including the City of London Placemaking Guidelines, the Zoning By-law and the North Talbot Community Plan. This has been included as a condition of draft approval.

**NEIGHBOURHOOD CONCERNS**

Drainage

Neighbours have expressed concerns regarding impacts this development may have on drainage in the area.

This area is tributary to the existing stormwater facility to the south and stormwater



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management controls are already in place for the subject development. Also, there is an existing overland flow route through the site which conveys major flows from the adjacent commercial development. This overland flow route will be maintained and directed through the west leg of Street 'A' (Raleigh Crescent) which will outlet to Raleigh Boulevard

Grading and drainage will be addressed in greater detail during the engineering drawing review stage to ensure that there are no negative impacts on adjacent lands.

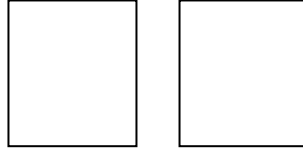
#### Connection to Commercial

A resident in the area suggested that a connection be made through the proposed subdivision to the commercial lands to the North. Development Planning has reviewed this option with other departments and due to safety reasons will not be recommending this option. A pedestrian linkage will be provided along Raleigh Boulevard to Colonel Talbot Road.

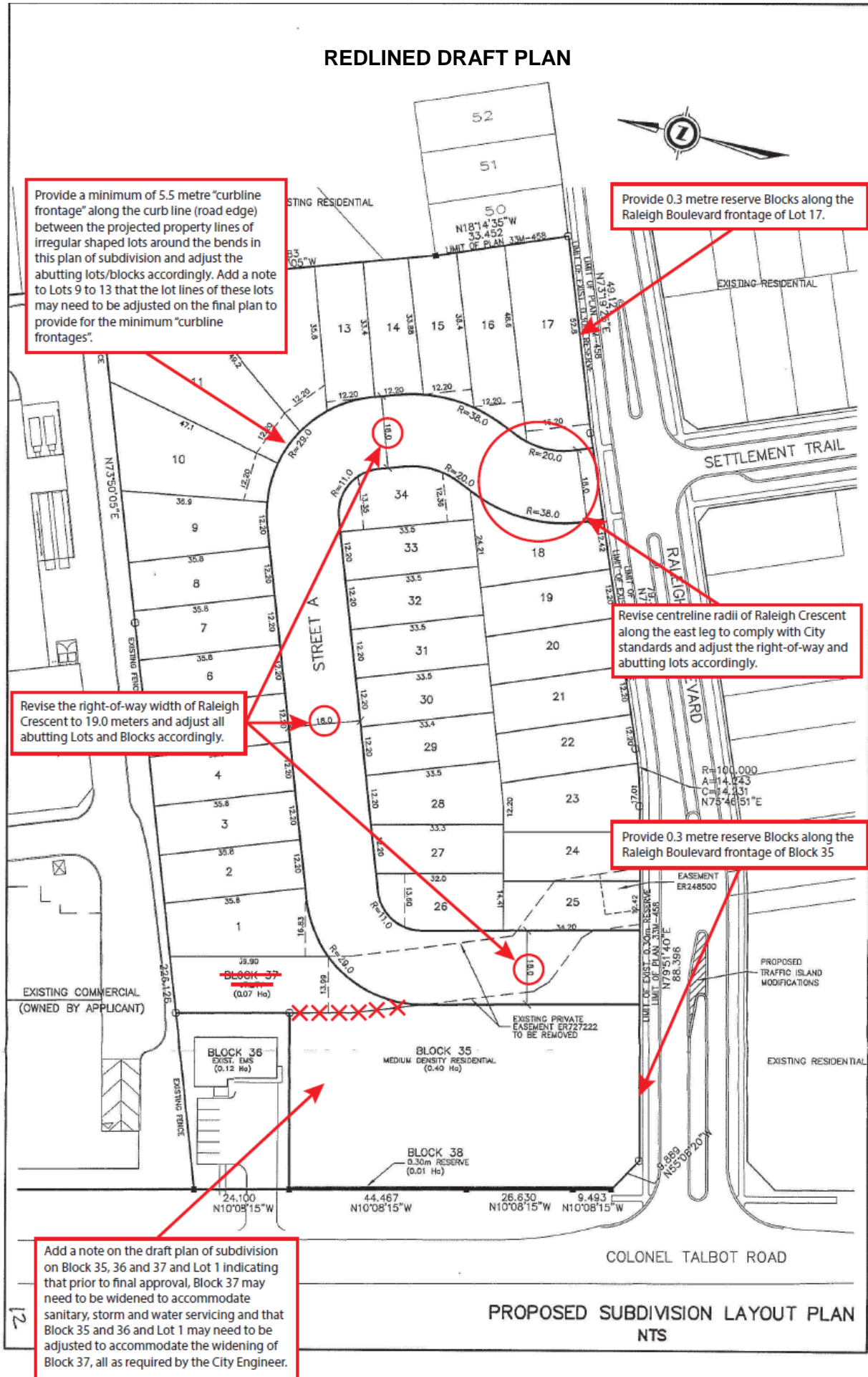
#### **Redline Revisions**

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

1. Revise the right-of-way width of Street 'A' (Raleigh Crescent) to 19.0 meters and adjust all abutting Lots and Blocks accordingly.
2. Provide a minimum of 5.5 metre "curbline frontage" along the curb line (road edge) between the projected property lines of irregular shaped lots around the bends in this plan of subdivision and adjust the abutting lots/blocks accordingly. Add a note to Lots 9 to 13 that the lot lines of these lots may need to be adjusted on the final plan to provide for the minimum "curbline frontages".
3. Add a note on Block 35, 36 and 37 and Lot 1 indicating that prior to final approval, Block 37 may need to be widened to accommodate sanitary, storm and water servicing and that Block 35 and 36 and Lot 1 may need to be adjusted to accommodate the widening of Block 37, all as required by the City Engineer.
4. Revise centreline radii of Raleigh Crescent along the east leg to comply with City standards and adjust the right-of-way and abutting lots accordingly.
5. Provide 0.3 metre reserve Blocks along the Raleigh Boulevard frontage of Block 35 and Lot 17.
6. Delete Block 37 and combine area with cluster housing Block 35.



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Provide a minimum of 5.5 metre "curbline frontage" along the curb line (road edge) between the projected property lines of irregular shaped lots around the bends in this plan of subdivision and adjust the abutting lots/blocks accordingly. Add a note to Lots 9 to 13 that the lot lines of these lots may need to be adjusted on the final plan to provide for the minimum "curbline frontages".

Provide 0.3 metre reserve Blocks along the Raleigh Boulevard frontage of Lot 17.

Revise centreline radii of Raleigh Crescent along the east leg to comply with City standards and adjust the right-of-way and abutting lots accordingly.

Revise the right-of-way width of Raleigh Crescent to 19.0 meters and adjust all abutting Lots and Blocks accordingly.

Provide 0.3 metre reserve Blocks along the Raleigh Boulevard frontage of Block 35

Add a note on the draft plan of subdivision on Block 35, 36 and 37 and Lot 1 indicating that prior to final approval, Block 37 may need to be widened to accommodate sanitary, storm and water servicing and that Block 35 and 36 and Lot 1 may need to be adjusted to accommodate the widening of Block 37, all as required by the City Engineer.

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**CONCLUSION**

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

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

March 17, 2014  
AR/ar

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

Marc Drewe

- Suggest that a footpath-walkway be included between Lot 2 and 3 or 3 and 4 so that pedestrians can access the commercial area.
- Gap in the fence to the commercial area and people currently walk through it.
- Footpath would encourage a “walk to shop” appeal that the rest of the neighbourhood has which would discourage people from walking to the commercial area and continue to add stress to Colonel Talbot Road via more vehicles.

Lerrin French

- Happy with the proposal and believe it looks like a great development
- Concerned about surface/storm water drainage
- Area is subject to massive amount of water with no existing catch basins and relies on water being expelled into the Draft Plan lots

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39T-13504/Z-8243**

**APPENDIX "A"**

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

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

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located 3100  
Colonel Talbot Road.

WHEREAS The City of London has applied to rezone an area of land located at 3100 Colonel Talbot Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 3100 Colonel Talbot Road, from a Holding Residential R2 Special Provision/Residential R4 Special Provision/Community Facility (h-30.R2-1(13)/R4-3(1)/CF3) Zone to a Holding Residential R1 (h.R1-5) Zone, a Holding Residential R5/Residential R6/Community Facility (h.h-53.h-56.h-91.R5-2/R6-4/CF3) Zone and a Community Facility (CF3) 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 subsection 34(21) of the *Planning Act, R.S.O. 1990, c. P.13*, either upon the date of the passage of this by-law or as otherwise provided by the said subsection.

PASSED in Open Council on April 1, 2014.

Joe Fontana  
Mayor

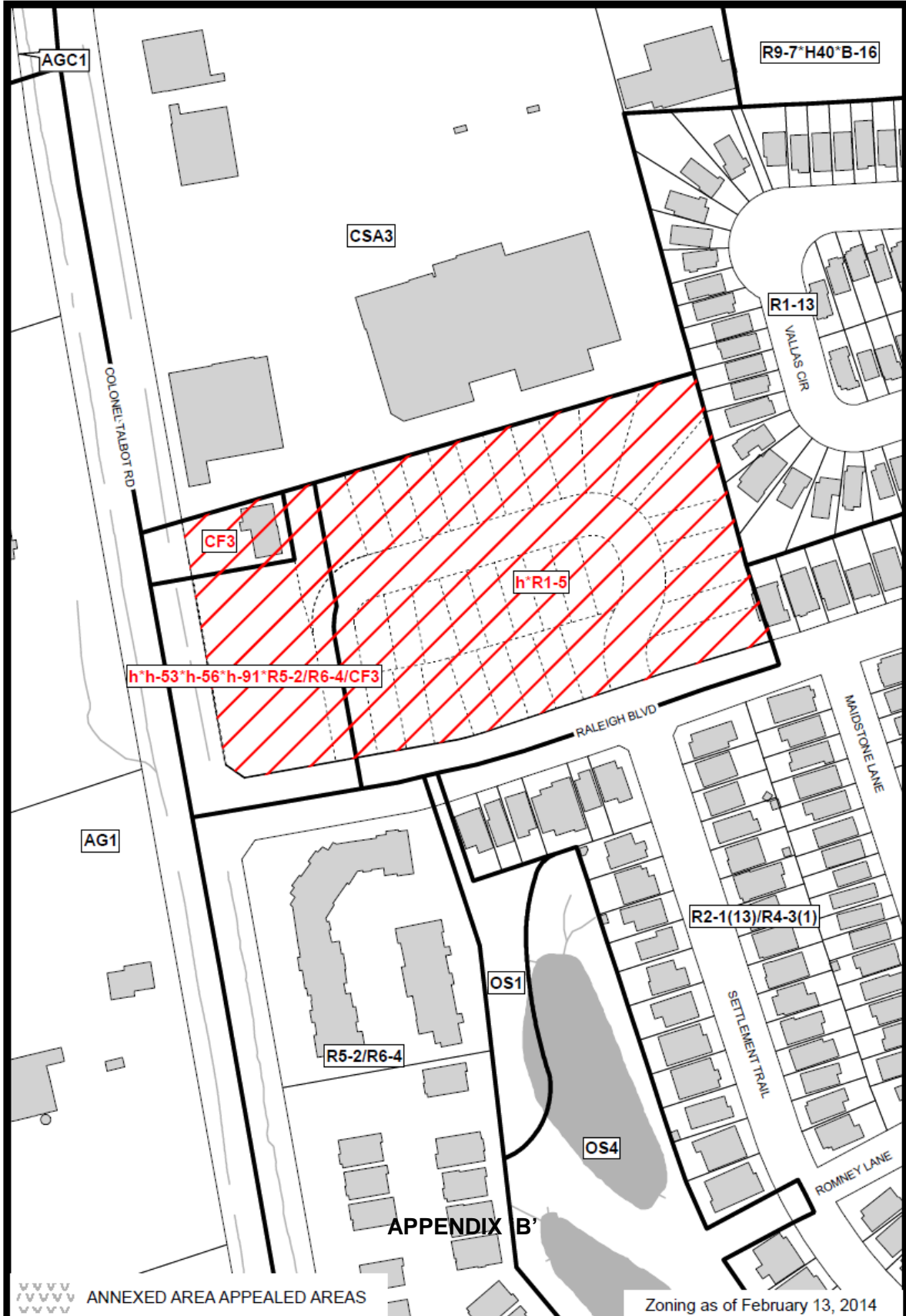
Catharine Saunders  
City Clerk

First Reading - April 1, 2014.  
Second Reading - April 1, 2014  
Third Reading - April 1, 2014

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



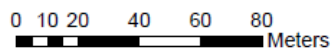
ANNEXED AREA APPEALED AREAS

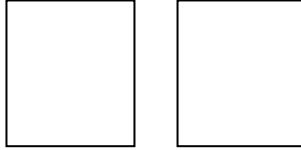
Zoning as of February 13, 2014

File Number: 39T-13504 / Z-8243  
 Planner: AR  
 Date Prepared: February 25, 2014  
 Technician: JTS  
 By-Law No: Z.-1-

SUBJECT SITE 

1:2,000





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**APPENDIX 39T- 13504  
(Conditions to be included for draft plan approval)**

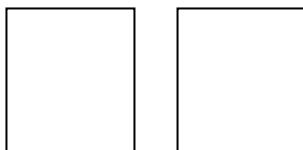
**NO. CONDITIONS**

1. This approval applies to the draft plan, submitted by Speyside East Corporation, prepared by Whitney Engineering Inc., File No. 39T-12504, as red-line amended, which shows 34 single detached dwelling lots, one (1) low density residential block, and existing block with an EMS Station, and one (1) new internal road that will align with Settlement Trail, at its east leg.
2. This approval of the draft plan applies for a period of three (3) years, and if final approval is not given within that time, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.
3. The road allowance included in this draft plan shall be shown and dedicated as public highways.
4. The Owner shall within 90 days of draft approval submit proposed street names for this subdivision to the City.
5. The Owner shall request that addresses be assigned to the satisfaction of the City in conjunction with the request for the preparation of the subdivision agreement.
6. The Owner, prior to final approval, shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program.
7. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
8. The Owner shall enter into a subdivision agreement and shall satisfy all the requirements, financial and otherwise, of the City of London in order to implement the conditions of this draft approval.
9. The subdivision agreement between the Owner and the City of London be registered against the lands to which it applies once the plan of subdivision has been registered.
10. In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of the City, at no cost to the City.
11. 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.).

Planning

12. In conjunction with the Design Studies submission, the Owner shall submit a Noise Impact Study to determine impacts from the adjacent commercial use on the proposed single detached dwellings in accordance with the Ministry of the Environment Guidelines





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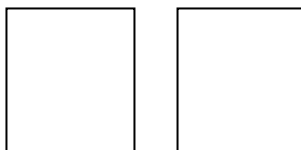
and the City of London, all to the satisfaction of the Director of Development Planning.

13. Prior to final approval, the Approval Authority shall be advised that the accepted noise attenuation measures have been incorporated into the subdivision agreement between the Owner and the City of London.
14. Prior to issuance of all building permits, the Owner's approved design consultant shall review and endorse all applications for buildings permits and shall agree to submit a certificate of compliance in accordance with the approved Talbot Community Urban Design Guidelines at no cost to the City of London, and to the satisfaction of the City of London. The approved design consultant shall be responsible for reviewing all permits with respect to the exterior design criteria for all buildings, landscape areas and other development within the plan in the context of the approved Talbot Community Urban Design Guidelines, and tertiary plan. The purpose is to ensure a high quality of urban design architecture and landscape standards and construction. This requirement shall be to the satisfaction of the City of London.

## **SERVICING**

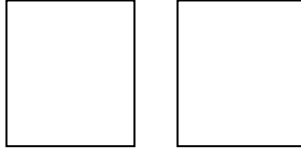
### Sanitary:

15. In conjunction with the Design Studies submission, the Owner shall have his professional engineer prepare and submit the following sanitary servicing design information:
  - i) A sanitary drainage area plan, including the sanitary sewer routing and the external areas to be serviced, to the satisfaction of the City;
  - ii) A hydrogeological report which includes an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, and recommend additional measures, if any, which need to be undertaken;
  - iii) A conceptual plan of the proposed sanitary servicing for the Lots in this plan fronting Raleigh Boulevard (Lots 19 to 24 and, if required, Lots 18 and 25) within the existing street; and
  - iv) A conceptual plan showing the removal of the existing private sanitary sewer in this site and the proposed installation of the municipal sewers and modified private services servicing this Plan of Subdivision and external lands to the north of this plan as well as a maintenance accesses for the municipal and private sewers.
16. 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 consistent with the approved design criteria and accepted drawings, all to the satisfaction of the City:
  - i) Construct sanitary sewers to service this Plan and external lands and connect them into the municipal sanitary sewer system, namely, the 200mm diameter sanitary sewer on Raleigh Boulevard;
  - ii) Extend the existing 200mm diameter sanitary sewer on Raleigh Boulevard adjacent to Lot 25 in this plan westerly to provide a connection for the proposed sanitary sewer system at Raleigh Crescent (west leg) or provide an alternative sanitary connection (e.g. at Settlement Trail), to the satisfaction and at no cost to the City;
  - iii) Remove the existing private sanitary sewer in this site and construct and make operational the municipal sanitary sewer and modify the existing private services including appurtenance and maintenance accesses, to service this site and external lands to the north;



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- iv) Construct sanitary private drain connections to the existing sanitary sewer on Raleigh Boulevard to service the Lots in this plan fronting that street (Lots 19 to 24 and, if required, Lots 18 and 25);
  - v) The Owner shall provide a standard municipal easement for any section of the municipal and private sewers not located within the road allowance, to the satisfaction of the City;
  - vi) Install individual sanitary sampling maintenance holes on each of the properties in conjunction with the replacement of the existing private sanitary sewer on this site that services Block 36 in this Plan and external lands to the north;
  - vii) 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
  - viii) Construct a local sanitary sewer to provide servicing outlets for private drain connections where trunk sewers are greater than 8 metres in depth and are located within the municipal roadway, the Owner shall to the satisfaction of the City. The local sanitary sewer will be at the sole cost of the Owner. Any exception will require the approval of the City Engineer.
17. Prior to the issuance of any Certificates of Conditional Approval for any lot in this plan, the Owner shall complete the following in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City:
- i) Extend the existing 200mm diameter sanitary sewer on Raleigh Boulevard adjacent to Lot 25 in this plan westerly to provide a connection for the proposed sanitary sewer system at Raleigh Crescent (west leg) or provide an alternative sanitary connection (e.g. at Settlement Trail), to the satisfaction and at no cost to the City;
  - ii) For lots and blocks in this plan or as otherwise approved by the City Engineer, all sanitary and related works to serve this plan must be constructed and operational;
  - iii) Remove the existing private sanitary sewer on this site and construct and make operational the municipal sanitary sewer and modify the existing private services including appurtenance and maintenance accesses, to service this site and external lands to the north; and
  - iv) Construct sanitary private drain connections to the sanitary sewer on Raleigh Boulevard to service the lots in this plan fronting that street (Lots 19 to 24 and, if required, Lots 18 and 25).
18. In order to prevent any inflow and infiltration from being introduced to the sanitary sewer system, the Owner shall, throughout the duration of construction within this plan, undertake measures within this draft plan to control and prevent any inflow and infiltration and silt from being introduced to the sanitary sewer system during and after construction, satisfactory to the City, at no cost to the City, including but not limited to the following:
- i) Not allowing any weeping tile connections into the sanitary sewers within this Plan;
  - ii) Permitting the City to undertake smoke testing or other testing of connections to the sanitary sewer to ensure that there are no connections which would permit inflow and infiltration into the sanitary sewer;
  - iii) Having his consulting engineer confirm that the sanitary sewers meet allowable inflow and infiltration levels as per OPSS 410 and OPSS 407; and
  - iv) Implementing any additional measures recommended through the Design Studies stage.
19. Prior to registration of this Plan, the Owner shall obtain consent from the City Engineer to reserve capacity at the Oxford 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.

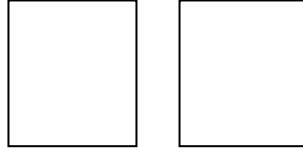


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Failure to register the Plan within the specified time may result in the Owner forfeiting the allotted treatment capacity and, also, the loss of his right to connect into the outlet sanitary sewer, as determined by the City Engineer. In the event of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

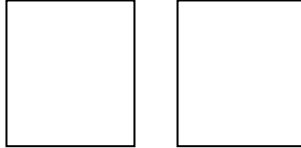
Storm and Stormwater Management (SWM)

20. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit a Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation to address the following, all to the satisfaction of the City:
- i) Identify the storm/drainage and SWM servicing works for the subject and external lands and how the interim and ultimate 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 and external lands, including any modifications needed to the existing overland flow route from Block 35, and 36 in this plan and the external lands to the north, to the satisfaction of the City;
  - iii) Provide preliminary plans demonstrating how the existing external and proposed grading, drainage, storm overland flows, servicing and road designs in this plan of subdivision will be compatible with the existing grading, drainage, overland flow routes servicing and road design of Raleigh Boulevard in the Talbot Village Subdivision, Plan 33M-458 and the adjacent external lands;
  - iv) Demonstrate that the existing 450mm diameter storm sewer on Raleigh Boulevard has adequate capacity and depth to service the Lots in this plan fronting Raleigh Boulevard (Lots 19 to 24 and, if required, Lots 18 and 25) or provide an alternative to service these Lots as approved by the City Engineer;
  - v) Provide a conceptual plan of the proposed storm private drain connections servicing the Lots in this plan fronting Raleigh Boulevard (Lots 19 to 24 and, if required, Lots 18 and 25) within that existing street;
  - vi) Provide preliminary plans of the proposed removal of the existing 750mm diameter private storm sewer in Raleigh Boulevard connected to the private sewer on this site and of the proposed replacement of a section of the existing 375mm storm sewer on Raleigh Boulevard from the existing 750mm diameter outlet storm sewer westerly to connect to Raleigh Crescent (west leg) with a storm sewer of sufficient capacity and depth, to service this plan and the external lands to the north;
  - vii) Provide a conceptual plan showing the removal of the existing private storm sewer in this site and the proposed installation of the municipal sewers and modified private services servicing this Plan of Subdivision and external lands to the north as well as a maintenance accesses for municipal and private sewers;
  - viii) Provide a geotechnical report to address all geotechnical issues, including any existing fill material on this site, with respect to construction, grading and drainage of this subdivision;
  - ix) 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 stages of construction; and
  - x) 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 Engineer.



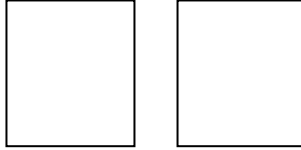
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**39T-13504/Z-8243**

21. The Owner shall have his consulting professional engineer prepare the above-noted Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation in accordance with the recommendations and requirements of the following:
  - i) The SWM criteria and environmental targets for the Dingman Creek Subwatershed Study and any addendums/amendments;
  - ii) The approved Functional Stormwater Management Plan/Report for the Talbot Village SWM Facility E2/E3 (July 2002) or any updated Functional Stormwater Management Plan and any addendums/amendments;
  - iii) The City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;
  - iv) The Stormwater Letter/Report of Confirmation for the subject development prepared and accepted in accordance with the file manager process;
  - v) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
  - vi) The Ministry of the Environment SWM Practices Planning and Design Manual, as revised; and
  - vii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.
  
22. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of stormwater management (SWM) and stormwater services for this draft plan of subdivision consistent with the approved design criteria and accepted drawings, all to the satisfaction of the City Engineer, at no cost to the City:
  - i) Construct storm services to service this plan and external lands to be serviced by the existing 750mm diameter storm outlet on Raleigh Boulevard and the downstream Talbot Village SWM Facility E2/E3;
  - ii) Remove the existing 750mm diameter private storm sewer in Raleigh Boulevard connected to the private sewer on this site and replace a section of the existing 375mm storm sewer on Raleigh Boulevard from the existing 750mm diameter outlet storm sewer westerly to connect to Raleigh Crescent (west leg) with a storm sewer of sufficient capacity and depth, to service this plan and the external lands to the north;
  - iii) Make provisions to oversize and deepen the internal and external storm sewers required in conjunction with this plan, if necessary, to accommodate flows from lands external to this plan;
  - iv) Grade and drain the Lots and Blocks in this plan to blend in with the abutting lands;
  - v) Construct storm private drain connections to the storm sewer on Raleigh Boulevard to service the lots in this plan fronting that street (Lots 19 to 24 and, if required, Lots 18 and 25);
  - vi) Install an individual storm sampling maintenance hole on the property or in the north portion of Block 35 in this plan, as needed in conjunction with the replacement of the existing private storm sewer on this site that services the external lands to the north;
  - vii) Remove the existing private storm sewer on this site and construct and make operational municipal storm sewers and modify the existing private services including appurtenance and maintenance accesses and private easements to service this site and external lands;
  - viii) Provide a standard municipal easement and private easement for any section of the municipal and private sewers not located within the road allowance; and
  - ix) Address forthwith any deficiencies of the stormwater works, erosion and sediment control measures and/or monitoring program.
  
23. Prior to the issuance of any Certificates of Conditional Approval for any lot in this plan, the Owner shall complete the following in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City:



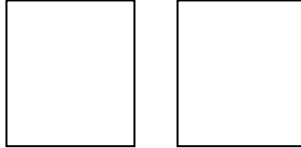
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- i) For lots and blocks in this plan or as otherwise approved by the City Engineer, all storm/drainage and SWM related works to serve this plan must be constructed and made operational;
  - ii) Remove the existing 750mm diameter private storm sewer in Raleigh Boulevard connected to the private sewer on this site and replace a section of the existing 375mm storm sewer on Raleigh Boulevard from the existing 750mm diameter outlet storm sewer westerly to connect to Raleigh Crescent (west leg) with a storm sewer of sufficient capacity and depth, to service this plan and the external lands to the north;
  - iii) Construct and make operational the major and minor storm flow routes for the subject lands;
  - iv) Implement all geotechnical recommendations made by the geotechnical report accepted by the City;
  - v) Construct storm private drain connections to the storm sewer on Raleigh Boulevard to service the lots in this plan fronting that street (Lots 19 to 24 and, if required, Lots 18 and 25); and
  - vi) Remove the existing private storm sewer on this site and construct and make operational municipal storm sewers and modify the existing private services including appurtenance and maintenance accesses to services this site and external lands.
24. Prior to the acceptance of engineering drawings, the Owner's professional engineer shall certify the subdivision has been designed such that increased and accelerated stormwater runoff from this subdivision will not cause damage to downstream lands, properties or structures beyond the limits of this subdivision. Notwithstanding any requirements of, or any approval given by the City, the Owner shall indemnify the City against any damage or claim for damages arising out of or alleged to have arisen out of such increased or accelerated stormwater runoff from this subdivision.
25. The Owner shall ensure the post-development discharge flow from the subject site must not exceed the capacity of the stormwater conveyance system. In any event, where the above condition cannot be met, the Owner shall provide SWM on-site controls that comply to the accepted Design Requirement for Permanent Private Stormwater Systems.
26. 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, assess the impact on water balance and any fill required in the plan, to the satisfaction of the City. If necessary, the report is to also address any contamination impacts that may be anticipated or experienced as a result of the said construction as well as provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.
- Prior to the issuance of any Certificate of Conditional Approval, the Owner's professional engineer shall certify that any remedial or other works as recommended in the above accepted hydro geological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.
27. The Owner shall provide a security in the amount of \$60,000 for this Plan to ensure that the Erosion and Sediment Control Plan (ESCP) be executed in accordance with the City approval procedure and criteria. In the event of failure to properly implement and maintain the require ESCP, the ESCP security will be used by the City to undertake all necessary clean-up work, all to the satisfaction of the City.



Watermains

28. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit the following water servicing design information, all to the satisfaction of the City Engineer:
- i) A water servicing report which addresses the following:
    - a) Identify external water servicing requirements;
    - b) Confirm capacity requirements are met;
    - c) Identify need to the construction of external works;
    - d) Identify the effect of development on existing water infrastructure – identify potential conflicts;
    - e) Water system area plan(s)
    - f) Water network analysis/hydraulic calculations for subdivision report;
    - g) Phasing report;
    - h) Oversizing of watermain, if necessary and any cost sharing agreements;
    - i) Water quality;
    - j) Identify location of valves and hydrants;
    - k) Identify the servicing of the existing commercial lands to the north of this plan;
    - l) The decommissioning of the existing private water services in this plan that services the commercial lands to the north; and
    - m) The proposed private water services to services the external lands to the north connecting to the proposed municipal, to replace the private, water system in the plan.
  - ii) Design calculations which demonstrate there is adequate water turnover to address water quality requirements for the watermain system or recommend the use of the following:
    - a) valving to shut off future connections which will not be used I the near term; and/or
    - b) 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
    - c) make suitable arrangements with Water Operations for the maintenance of the system in the interim.
  - iii) A concept plan of the proposed routing of the existing private watermain in relation to the other services and utilities in this site, and indicated the timing of abandoning of the existing private watermain and installation of the new proposed watermain to service this plan and external lands to the north including appropriate easements;
  - iv) A concept plan identifying how the proposed residential properties fronting Raleigh Boulevard within this plan are to be serviced by the existing water system (Lots 18 to 25) on that street; and
  - v) A concept plan identifying the removal of the existing 150mm diameter water service and its replacement with a municipal watermain on Raleigh Boulevard at the east leg of Raleigh Crescent opposite Settlement Trail.
29. Prior to the issuance of any Certificates of Conditional Approval for any lot in this plan, the Owner shall complete the following in accordance with the approved design criteria and accepted drawings and in compliance with City standards or as otherwise required by the City Engineer, all to the satisfaction of the City:
- i) Construct watermains to serve this Plan, and connect them to the existing municipal water system, namely, the existing 250 mm diameter watermain on Raleigh Boulevard;



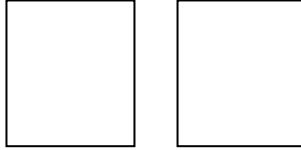
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- ii) Construct private water services and connect them to the existing watermain on Raleigh Boulevard to service the Lots in this plan fronting that street (Lots 18 to 25); and
  - iii) Remove the existing 150mm diameter water service and replace it with a municipal watermain on Raleigh Boulevard at the east leg of Raleigh Crescent opposite Settlement Trail.
  - iv) Remove the existing private water system on this site and construct and make operational a municipal watermain with appurtenances, including modifying the existing private water service, to service this site and external lands to the north; and
30. 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.
31. At the time this plan is registered, the Owner shall register all appropriate easements to the owner of Block 36 in this Plan and to the City for all existing and proposed private and municipal works required in portions of Block 375 to service Block 36 in this Plan and the external lands to the north, all to the satisfaction of the City Engineer and at no cost to the City.
32. At the time this plan is registered, the Owner shall make all necessary arrangements with the owner of the external lands abutting the north boundary (the "external lands") to have the section of the existing private easement (Plan 33R-17768, Part 7) located over Raleigh Crescent in this plan quit claimed to the satisfaction of the City and at no cost to the City. The Owner shall protect the existing private services in the said easement until such time as they are removed and replaced with appropriate municipal and private services at no cost to the City.

Following the removal of the existing private services from the said easement and the appropriate municipal services and private services are installed and operational to service Block 36 in this plan and the external lands to the north, the Owner shall make all necessary arrangements to have the sections of the private easement over Lots 24 and 25 in this plan and, if needed, the north portion of Block 375 in this plan, quit claimed to the satisfaction of the City, at no cost to the City.

The Owner shall include in all agreements of purchase and sale and register on the title of Lots 24 and 25, and Block 35 in this plan a warning clause advising the purchaser/transferee that these Lots are not to be developed until the existing private services are removed, alternate services are installed to replace the existing private services and the existing easement is quit claimed to the satisfaction of the City.

33. Prior to final approval, should the north portion of Block 35 abutting the external land to the north of this Plan not be of sufficient in width to accommodate the existing and proposed sanitary, storm and water servicing, to service Block 36 in this Plan and external lands to the north of this Plan, then the Owner shall revise the final plan to adjust this portion of Block 35 in this Plan accordingly and also adjust Lot 1 and/or Block 36 in this Plan accordingly to accommodate the widening of the north portion of Block 35 in the final Plan, all as required by the City Engineer and at no cost to the City.
34. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall make all necessary arrangements with the owner of the external lands abutting the north boundary of this plan (the "external lands") to remove the existing private watermain, storm sewer, sanitary sewers and appurtenances located within the existing private easement in this plan (33R-17768, Part 7) and the Owner shall construct appropriate municipal services and private service, including maintenance accesses, within this plan to service this plan and the external lands all to the satisfaction of the City Engineer at no cost to the City.



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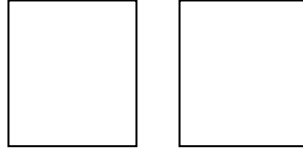
35. In conjunction with Design Studies submission, the Owner shall have his professional engineer submit a concept plan which shows how all servicing (water, sanitary, storm, gas, hydro, street lighting, water meter pits, Bell, Rogers, etc.) shall be provided to the proposed dwelling units in Block 35 in this Plan should these dwelling units be serviced directly from Raleigh Crescent. The Owner shall provide adequate separation distances for all services which are to be located on the municipal right-of-way to provide for required separation distance (Ministry of Environment Design Standards) and to allow for adequate space for repair, replacement and maintenance of these services in a manner acceptable to the City.
36. Prior to the issuance of a Certificate of Conditional Approval for Block 35 within this Plan, the Owner shall install the approved servicing for any dwelling units in Block 35 in this Plan to be serviced directly from Raleigh Crescent, in accordance with the approved design criteria and accepted drawings all to the satisfaction of the City Engineer .
37. In conjunction with the Design Studies, the Owner shall have its professional engineer provide a conceptual plan of all the proposed works adjacent to this plan on Raleigh Boulevard in Plan 33M-458 to identify the storm sewer, sanitary sewer, watermains, private drain connections, water services, road connections, median adjustments, adjustments to the existing services and utilities to accommodate the proposed fronting Lots (e.g. street light poles, utilities, trees, etc...), limits of construction, restoration and associated works.
38. Prior to the issuance of the Certificate of Conditional Approval, the Owner shall make all necessary adjustments to the existing works and services on Raleigh Boulevard in Plan 33M-458 adjacent to this plan to accommodate the proposed works and services on this street and to accommodate the Lots in this plan fronting this street (e.g. street light poles, etc...) in accordance with the approved design criteria and accepted drawings all to the satisfaction of the City Engineer and at no cost to the City.

## **STREETS, TRANSPORTATION & SURVEYS**

### Roadworks

39. The Owner shall construct Raleigh Crescent to local road standards, to the satisfaction of the City, at no cost to the City.
40. In conjunction with the Design Studies submission, the Owner shall have his professional engineer prepare and submit a plan to demonstrate that proposed alignment of the proposed east leg of Raleigh Crescent in this plan will be aligned opposite Settlement Trail at Raleigh Boulevard in Plan 33M-458 based on the centrelines of these streets aligning through the intersection with these streets centred with each other, unless otherwise approved by and to the satisfaction of the City Engineer.
41. In accordance with the approved design criteria and accepted drawings, the Owner shall remove a portion of the centre median island on Raleigh Boulevard, opposite the west leg of Raleigh Crescent, to accommodate the proposed access to the west leg of Raleigh Crescent and reconstruct Raleigh Boulevard all to the satisfaction of the City Engineer and at no cost to the City.
42. The Owner shall have its professional engineer design the roadworks in accordance with Raleigh Crescent having a minimum road pavement width (excluding gutters) of 7.0 metres (23') with a minimum road allowance of 19 metres (62').
43. The Owner shall advise potential purchaser that access to Lots adjacent to the existing gateway treatment on Raleigh Boulevard will be restricted to rights-in and rights-out only, where applicable, and to the satisfaction of the City Engineer.





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44. In conjunction with the Design Studies submission, the Owner shall provide a conceptual layout of the roads and rights-of-way within this plan to the City Engineer for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots and Blocks in this Plan.
45. In conjunction with the Design Studies submission, the Owner shall provide a minimum of 5.5 metres along the curb line between the projected property lines of irregular shaped lots around the bends in this plan of subdivision and include any associated adjustments to the abutting lots to accommodate minimum curb line frontages around the bend in Raleigh Crescent.
46. In conjunction with the Design Studies submission, the Owner shall have its professional consulting engineer confirm that all streets in the subdivision have centreline radii which conforms to the City of London Standard "Minimum Centreline Radii of Curvature of Roads in Subdivisions:".
47. Prior to final approval, the Owner shall adjust Raleigh Crescent and abutting lots/blocks on the final plan to be consistent with the approved design criteria and accepted drawings according to City standards (e.g. minimum curblines frontage, bend, road width and rights-of-way), to the satisfaction of the City Engineer, at no cost to the City.
48. The Owner shall ensure the bend of approximately 90 degrees on Raleigh Crescent shall be in compliance with City Standard Figure 2.2 with a consistent road width of 7.0 metres and have a minimum road allowance of 19.0 metres with a minimum inside street line radius of 9.5 metres, to the satisfaction of the City Engineer.

Sidewalks

49. The Owner shall construct a 1.5 metre (5') sidewalk on the outer boulevard of Raleigh Crescent in this plan to the satisfaction of the City.

Street Lighting

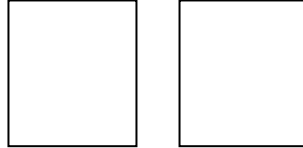
50. The Owner shall install street lighting on the outer boulevard of Raleigh Crescent in this plan with the style of street light poles and luminaires that match the style of street light poles and luminaires already existing or approved along the developed portion of the streets adjacent to this Plan, to the satisfaction of the City and at no cost to the City.
51. Within one year of registration of the plan, the Owner shall install the street lighting on Raleigh Crescent in this plan to the satisfaction of the City.

Boundary Road Works

52. At the time Block 35 in this Plan is developed or prior to the assumption of this Plan, whichever occurs first, the Owner shall to make minor boulevard improvements on Colonel Talbot Road adjacent to this Plan, to the specifications of the City and at no cost to the City, consisting of clean-up, grading and sodding as necessary.

Vehicular Access

53. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Colonel Talbot Road via Raleigh Boulevard or other routes as designated by the City.
54. In the event any work is undertaken on an existing street, the Owner shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City for any construction activity that will occur on existing public roadways. The Owner shall have it's contractor(s) undertake the work within the



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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**

- 55. The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City’s standards, guidelines or requirements shall be satisfactory to the City.
- 56. Prior to the issuance of a Certificate of Conditional Approval for each construction stage of this subdivision, all servicing works for the stage and downstream works must be completed and operational, in accordance with the approved design criteria and accepted drawings, all to the specification and satisfaction of the City.
- 57. Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services or grading situated on private lands outside this plan, and shall provide satisfactory easements over these works, as necessary, all to the specifications and satisfaction of the City, at no cost to the City.
- 58. 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.
- 59. 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.
- 60. At the time Block 35 in this Plan is developed or prior to the assumption of this Plan, whichever occurs first, the Owner shall have the common property line of Colonel Talbot 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 Colonel Talbot Road are the future ultimate centreline of road grades as determined by the Owner’s professional engineer, satisfactory to the City. From these, the Owner’s professional engineer is to determine the ultimate elevations along the common property line which will blend with the ultimate reconstructed road, all to the satisfaction of the City.

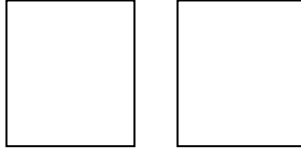
- 61. The Owner shall advise the City in writing at least two weeks prior to connecting, either directly or indirectly, into any unassumed services constructed by a third party, and to save the City harmless from any damages that may be caused as a result of the connection of the services from this subdivision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

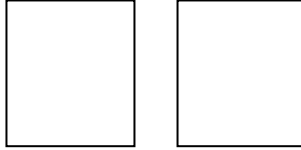
- 62. The Owner shall pay a proportional share of the operational, maintenance and/or monitoring costs of any affected unassumed sewers or SWM facilities (if applicable) to third parties that have constructed the services and/or facilities to which the Owner is connecting. The above-noted proportional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



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- ii) continue until the time of assumption of the affected services by the City.
- 63. 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.
- 64. 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.
- 65. The Owner hereby agrees that, should any contamination or anything suspected as such, be encountered during construction, the Owner shall report the matter to the City Engineer and the Owner shall hire a geotechnical engineer to provide, in accordance with the Ministry of the Environment "Guidelines for Use at Contaminated Sites in Ontario", "Schedule A – Record of Site Condition", as amended, including "Affidavit of Consultant" which summarizes the site assessment and restoration activities carried out at a contaminated site. The City may require a copy of the report should there be City property adjacent to the contamination. Should the site be free of contamination, the geotechnical engineer shall provide certification to this effect to the City.
- 66. The Owner's professional engineer shall provide inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the City Engineer.
- 67. In conjunction with the Design Studies submission, the Owner shall have its professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.
- 68. 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".
- 69. 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



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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.).

70. Prior to any work on the site, the Owner shall decommission and permanently cap any abandoned wells located in this Plan, in accordance with current provincial legislation, regulations and standards. In the event that an existing well in this Plan is to be kept in service, the Owner shall protect the well and the underlying aquifer from any development activity.
71. 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.
72. 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.

With the exception of the existing access to Block 36 in this Plan, the Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.

73. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
74. Prior to construction of any works on Raleigh Boulevard, the Owner shall make all necessary arrangements with the owners of Plan 33M-458 to construct the proposed works on that street should Raleigh Boulevard not be assumed by the City at that time.
75. The Owner shall make all necessary arrangements with the abutting property owners to regrade on the abutting properties, where necessary, to accommodate the grading, drainage and servicing of this plan to City standards, to the satisfaction of the City.
76. Prior to this Plan being registered, the Owner shall make all necessary arrangements to have the current site plan and site servicing plan for Block 36 in this Plan revised, including amendments to the development agreement, to address all revisions to the site and site servicing needed as a result of the proposed registration and development of this Plan, including but not limited to, impact to servicing on Block 35 in this Plan the storm and sanitary servicing to the existing private sewers in this plan that also services the external lands to the north of this plan, grading, drainage, overland flow routes, maintenance accesses noise walls and fencing, all to the satisfaction of and at no cost to the City.
77. Prior to this Plan being registered, the Owner shall make all necessary arrangement with the owner of the external lands abutting the north boundary of the plan (the "external lands") to have the abutting site plan and site servicing plan for the external lands revised, including amendments to the development agreement, to address all revisions to the site and site servicing needed as a result of the proposed registration and development of this Plan, including but not limited, impact to servicing on Block 35 and 36 in this Plan, the removal and replacement of the existing private water, storm and sanitary services located within this plan that also services Block 36 in this plan, modification to the stormwater system, grading, drainage, overland flow routes, maintenance access, pedestrian access, noise walls and fencing and relocation of the existing hydro poles and wires on this plan, all to the satisfaction and at no cost to the City.
78. The Owner shall register on title and include in the Agreements of Purchase and Sale or Lease and in the transfer or deed of Block 35 in this Plan, a covenant by the purchase or transferee stating that the purchaser or transferee of the said block to observe and comply with the municipal and private easements, sewer services, water services,

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overland flow route, maintenance accesses and other works and services needed for the servicing of Block 36 in this Plan and the external lands to the north of Block 35. No landscaping, vehicular accesses, parking access, works, services or other features in Block 35 shall interfere with the above noted municipal or private maintenance accesses, services, grading or drainage that services other lands.

- 79. This plan shall be registered and developed in one phase.

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**Bibliography of Information and Materials**

Request for Approval:

City of London Subdivision Application Form, completed by Speyside East Corporation

Revised Draft Plan of Subdivision prepared by Whitney Engineering, September 2013

Revised Final Proposal Review prepared by Whitney Engineering, September 2013

Reference Documents:

City of London. Official Plan, June 19, 1989, as amended.

City of London. Zoning By-law No. Z.-1, May 21, 1991, as amended.

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

Provincial Policy Statement, 2005.

City of London Planning File: 39T-13504 3100 Colonel Talbot Road, Application.

Final Proposal Review, Whitney Engineering

City of London, Notice of Application for Approval of Draft Plan of Subdivision and Zoning By-Law Amendment – August 22, 2013

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

Correspondence: (all located in City of London File No. 39T-13504 unless otherwise stated)

City of London –

Proposal Review Meeting Meeting Summary and Record of Consultation,

City of London Planning Division. Various written correspondence between City staff Michael Frijia and Kyle McIntosh, August 2013 to present.

External Responses

Any correspondence not listed above located in the file