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TO:	CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE
FROM:	GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES and CHIEF BUILDING OFFICIAL
SUBJECT:	REQUEST FOR REVISIONS AND EXTENSION OF DRAFT APPROVAL APPLICATION BY: DREWLO HOLDINGS INC. NORTH SIDE OF BRADLEY AVENUE, EAST OF Highbury AVE PUBLIC PARTICIPATION MEETING ON DECEMBER 12, 2016

RECOMMENDATION

That, on the recommendation of the Senior Planner – Development Services, the following actions be taken with respect to the application of Drewlo Holdings Inc. relating to the property located on the north side of Bradley Avenue, east of Highbury Avenue:

- (a) the Approval Authority **BE ADVISED** of the issues, if any, raised at the public meeting with respect to the application for Revisions and Extension of Draft Approval by Drewlo Holdings Inc. relating to lands located on the north side of Bradley Avenue, east of Highbury Avenue;
- (b) the Approval Authority **BE ADVISED** that Municipal Council supports issuing a three (3) year extension to Draft Plan Approval for the residential plan of subdivision, as red-line amended, **SUBJECT TO** the conditions contained in the attached Appendix "A" #39T-92020 / #39T-92020-E; and
- (c) the applicant **BE ADVISED** that the Director of Development Finance has summarized the estimated costs and revenues information as attached in Appendix "B".

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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June 18, 2013 – Report to Planning and Environment Committee – Request for Extension of Draft Approval – Jackson Land Corp. (Agenda Item #7) (File No. 39T-92020-E)

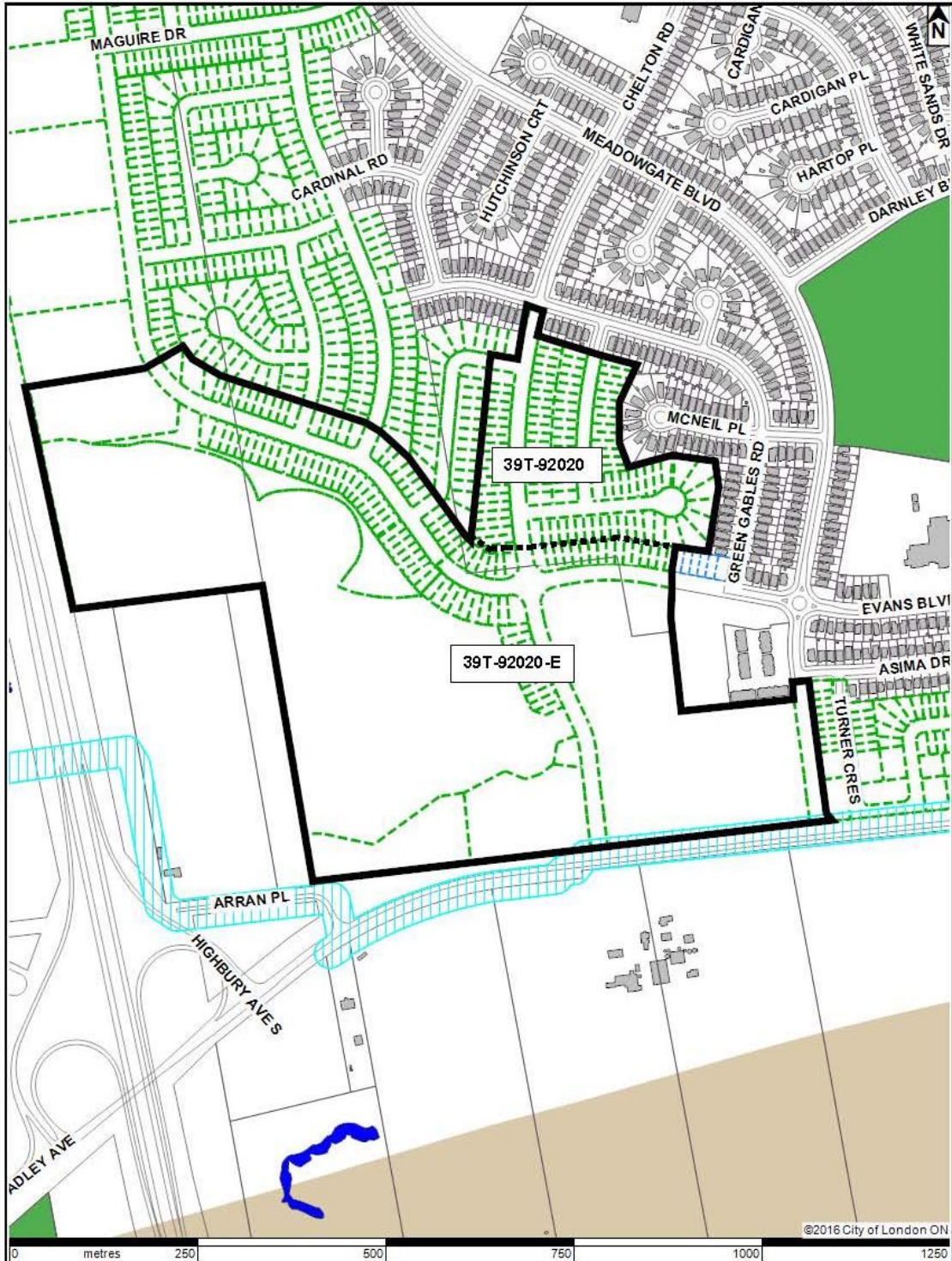
RATIONALE

1. A requested three year extension is reasonable to allow sufficient time for the registration of this plan.
2. The red line revised plan incorporates minor road alignment and lotting adjustments to reflect recent updates to the Provincially Significant Wetland boundary delineation.
3. The revised draft plan results in a portion of the adjacent draft plan 39T-92020 merging with 39T-92020-E as one draft approved plan, with one set rather than two sets of draft plan conditions, and is considered appropriate.

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**Location Map
(Plans as Originally Draft Approved)**

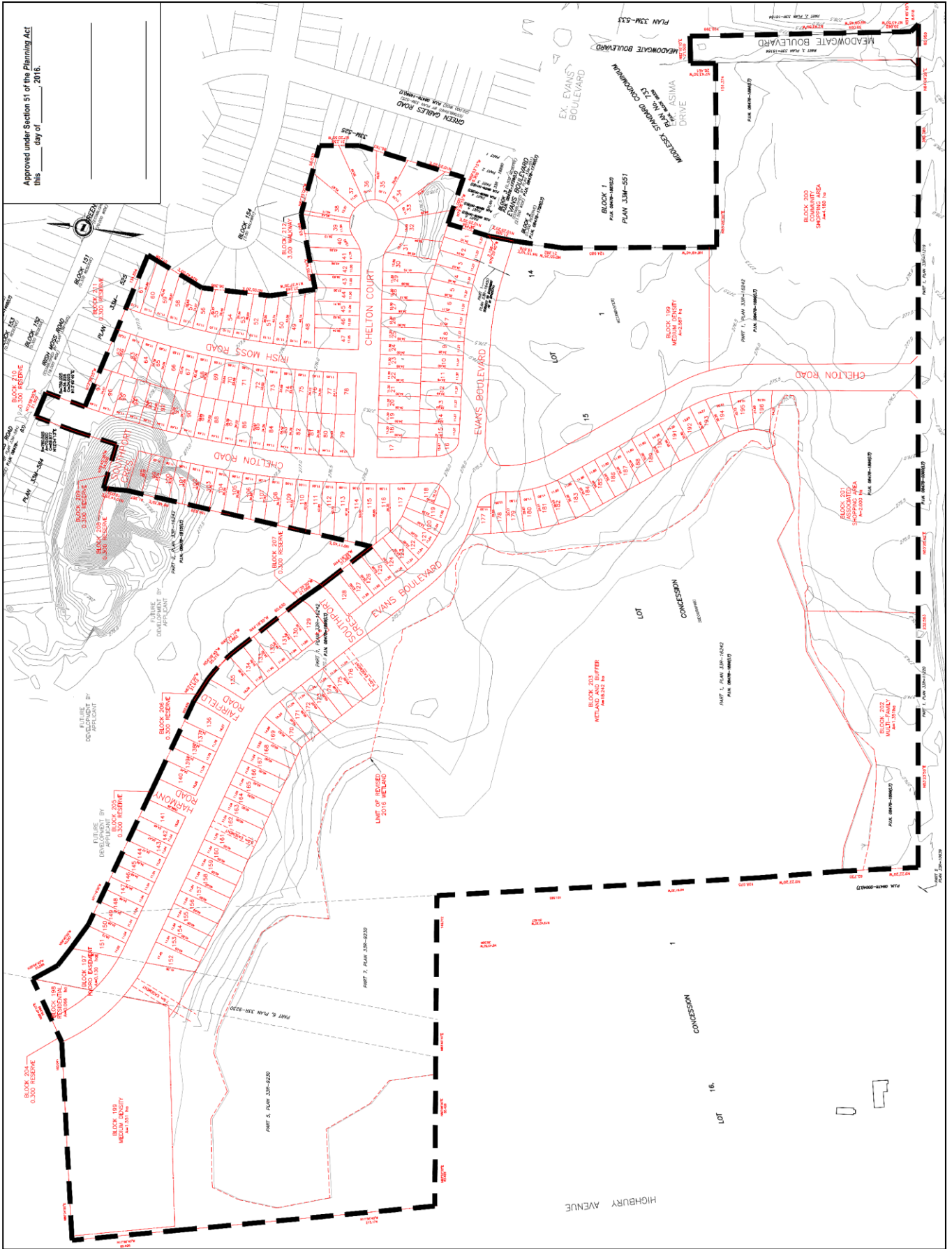


<p align="center">LOCATION MAP</p> <p>Subject Site: Summerside - Drewlo Holdings Inc. File Numbers: 39T-92020 and 39T-92020-E Created By: LM Date: 2016-02-22 Scale: 1:6300</p>	<p align="center">LEGEND</p> <ul style="list-style-type: none"> Subject Site Parks Assessment Parcels Buildings 123 Address Numbers
<p>Corporation of the City of London Prepared By: Development and Compliance Services</p>	

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Requested Red Line Revised Plan



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BACKGROUND

This request is for red line revisions and a three (3) year extension of Draft Approval for Phase “E” of the Summerside subdivision (39T-92020-E) located in the north-east quadrant of Highbury Avenue South and Bradley Avenue. The draft plan, which was draft approved on July 11, 2006, consisted of 111 single detached dwelling lots, 2 medium density residential blocks, 2 commercial blocks, 3 open space blocks, 2 residential reserve blocks, 1 walkway block and several 0.3 m reserve blocks, all served by the extension of Evans Boulevard, and the extensions of Chelton Road and Meadowgate Boulevard to Bradley Avenue.

Draft approval for Phase “E” was originally granted on June 12, 1997. The plan and conditions of draft approval for Phase “E” were revised in 2006 with a lapse date of 2009. A three year extension of draft approval was granted by the Approval Authority on December 16, 2009 which extended the lapse date to January 11, 2013. A six month extension was granted by the Approval Authority in accordance with the Subdivision and Condominium Delegation and Approval By-law (By-law CP-17) extending the lapse date to July 11, 2013. Draft plan approval was granted a three year extension by the Approval Authority again on June 28, 2013 with a lapse date of July 11, 2016. A further six month extension has been granted by the Approval Authority extending the lapse date to January 11, 2017.

As of August 6, 2015, Drewlo Holdings Inc. became the new owner of all the undeveloped lands within the Summerside subdivision previously owned by Jackson Land Corp. and Jackson Summerside Land Corp. operating under Comro Developments, including this phase referred to as Phase “E” (39T-92020-E).

On April 29, 2016, Drewlo Holdings Inc. submitted a request for a three (3) year extension in order to have more time to satisfy the draft plan conditions and finalize their plan. They also requested consideration be given to red-line revisions to this draft plan and the adjacent draft approved plan (39T-92020) in order to reduce the lot frontages on Chelton Court, Irish Moss Road and Chelton Road. This would result in an increase of approximately 22 single detached lots. The proposal would also result in a portion of the adjacent draft plan 39T-92020 merging with 39T-92020-E as one draft approved plan with one set of conditions.

Summerside History

The City of London initiated an area plan for the lands bounded by Commissioners Road East, Jackson Road, Bradley Avenue and Highbury Avenue South in the late 1980’s. The area plan for the area now known as Summerside was adopted as an Appendix to the Official Plan on September 18, 1990. In August 1992, Jackson Land Corp. submitted an application for draft plan of subdivision on 256 hectares (632 acres) of land bounded by Commissioners Road East, Jackson Road, Bradley Avenue and Highbury Avenue South (File No. 39T-92020). The Ministry of Municipal Affairs granted draft approval to the Summerside draft plan on September 28, 1993 and there was no lapse date on this approval. The Draft Approval included conditions to protect the Provincially Significant Wetland located in the northeast quadrant at Highbury Ave South and Bradley Ave, including the preparation of an Environmental Impact Study (EIS), to delineate the wetland boundary and ensure that stormwater flows are adequate to maintain the long-term viability of the wetland. Several phases have been registered and developed since the Summerside plan of subdivision was first draft approved in 1993.

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SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Upper Thames River Conservation Authority (UTRCA)

The Plan of Subdivision includes lands which are regulated by the UTRCA in accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the *Conservation Authorities Act*.

The approval of this plan included a number of conditions that must be cleared by the Conservation Authority including - the owner to obtain all necessary permits and approvals including those from the UTRCA, the preparation of a hydrogeological report if necessary and that SWM facilities in open space blocks shall be completed to satisfaction of City Engineer and General Manager of Planning and Development. Unless it is not practical to do so, SWM facilities are to be located entirely outside the wetland and buffer.

We understand that the intent of this application is to redline the approved draft plan to reduce the lot widths along Chelton Court, Irish Moss Road and Chelton Road in order to increase the overall number of lots. Given that these lots are situated outside of the regulated area, the UTRCA has no objections to this application.

Staff response: *The conditions of draft plan approval have captured the above requirements (Conditions #10, #11, #24).*

PUBLIC LIAISON:	On February 22, 2016, a Notice of Application for Revisions to Draft Plan of Subdivision was sent to 268 surrounding property owners. Notice was published in "The Londoner" on March 10, 2016.	2 replies received
<p>Nature of Liaison: Consideration of a request for red-line revisions to the draft-approved subdivision plans (reference file numbers 39T-92020 and 39T-92020-E) to reduce widths of lots fronting Chelton Court, Irish Moss Road and Chelton Road from approximately 16 metres to approximately 11 metres, resulting in a net increase in the number of single detached dwellings by 22 dwelling units.</p> <p>The proposed red-line revisions will also result in a portion of draft plan 39T-92020 merging with draft plan 39T-92020-E as one draft plan of subdivision consisting of 213 single detached dwelling lots, 3 medium density residential blocks, 2 commercial blocks, 3 open space blocks, 2 residential reserve blocks, 2 walkway blocks and several 0.3 m reserve blocks served by 2 new local streets, and the extension of Evans Boulevard, Chelton Road, and Meadowgate Boulevard.</p>		
<p>Responses: There were two e-mail responses received from the public including one request for more information regarding the proposed revisions. One resident expressed opposition to the proposed reduction in lot widths and to the creation of 22 additional lots as the area already has very small lot widths.</p>		

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Requested Red Line Revisions:

Draft Approved Plan 39T-92020

There are no changes proposed by the applicant to the road pattern in this portion of the plan. The road widths and alignments will remain as currently shown on the draft plan 39T-92020. The effect of the requested red-line revisions is to reduce widths of lots fronting Chelton Court, Irish Moss Road and Chelton Road which are generally in the range of 15-16 metre wide lots down to 11-12 metre lot frontages resulting in an increase of approximately 22 single detached dwelling lots.

The zoning is Residential R1 Special Provision (R1-3(7) & R1-4(10)) which permits single detached dwellings. The R1-3(7) Zone permits lots with a minimum lot frontage of 11 metres and minimum lot area of 300 square metres. The special provision allows for an interior side yard depth of 1.2 metres minimum to the property line. The R1-4(10) Zone permits lots with a minimum lot frontage of 9 metres and minimum lot area of 300 square metres. The special provision allows for a minimum interior side yard setback of 1.2 metres, driveway width of 50% of width of the lot frontage to a maximum of 6 metres, and a maximum garage width of 53% of the width of the lot frontage.

The proposed red line revisions and the reduction in lot widths would continue to meet the minimum lot frontage and lot area requirements of the zoning by-law, and are also in keeping with the established lot pattern in the subdivision immediately adjacent to this draft plan where many residential lots on McNeil Place and Green Gables Road already have frontages of 11-12 metres and some ranging from 9-10 metres.

The proposed red line revised plan maintains the pedestrian walkway connection to be completed between Chelton Court and McNeil Place. Conditions of draft plan approval ensure that the pedestrian walkway is constructed to the “City Standard for Pedestrian Walkways”, including lighting if necessary, in accordance with City standards. Sidewalks will also be required by the conditions of draft plan approval. 1.5 metre wide sidewalks are required on the east side of Irish Moss Road and the north side of Chelton Court extending to the walkway, and on both sides of Chelton Road.

Draft Approved Plan 39T-92020-E

The main concern raised during the circulation of the request for red line revisions relates to the presence of a significant wetland feature located in the southwest corner of the Summerside subdivision. The wetland feature is designated as Open Space in the City’s Official Plan, and is zoned as Open Space OS1 and OS5 within the draft plan of subdivision. During the circulation period, it was brought to the attention of staff that the Ministry of Natural Resources and Forestry recently updated their mapping for Provincially Significant Wetlands which indicated that the limits of this feature had changed. The Ministry were contacted and advised that due to the passage of time since the last field visits to determine wetland boundaries, a certified wetland evaluator should go out on site and confirm that the boundary is still consistent with the original boundary, or if it has changed and is closer to their updated boundary.

A qualified ecological consultant was retained Drewlo Holdings Inc. to confirm the wetland boundary delineation for acceptance by the Ministry of Natural Resources and Forestry, with City staff participating at on-site visits to observe the staked boundary. The staking of the wetland boundary was completed over the Summer months, and the information has now been provided to MNRF so that they can update their mapping. This boundary delineation exercise confirmed that the limit of the wetland and buffer boundary as shown on the current draft approved plan has changed. As a result it was necessary to make further adjustments to the proposed revised draft plan. This involved removing approximately 16 residential lots on the south side of Evans Boulevard, and shifting a short section of Evans Boulevard west of Chelton Road further to the north in order to avoid encroaching into the significant natural heritage feature. Chelton Road was also shifted slightly to the east around a narrow protrusion of the revised wetland limit. This

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also allowed for additional lotting along the west side of Chelton Road to make up for some of the lots that were removed on Evans Boulevard.

These adjustments are generally consistent with the road alignments and collector road pattern previously approved as part of the Summerside area plan, and maintain the ability to connect to existing servicing infrastructure already constructed and operating to service future development phases. As the wetland is a Provincially Significant Wetland, it must be shown that there will be no negative impacts to the feature and its functions. Therefore, the applicant will be required to complete a scoped Environmental Impact Study which they have already undertaken as a condition of draft plan approval, and to amend the draft plan to address any changes resulting from the updated Environmental Impact Study, to the satisfaction of the City.

The proposed merging of this draft plan (39T-92020-E) with a portion of the adjacent draft plan (39T-92020) will enable the orderly registration of the subdivision in phases, with the first phase expected to include the extension of Evans Boulevard, Chelton Road, Chelton Court, and Irish Moss Road. The red line revised plan will consist of a total of 196 single detached dwelling lots with most lots in the range of approximately 11 metres to 14 metres lot frontage. The proposed medium density residential and multi-family blocks, and the commercial blocks are generally consistent with the current draft approved plan. Minor adjustments are recommended for the medium density residential block between Evans Boulevard and Highbury Avenue to reflect the red line revisions that were previously applied to that block. The Multi-family and Associated Shopping Area blocks fronting on Bradley Avenue will also be reviewed to ensure that their rear lot lines correspond accurately with the limits of wetland/buffer block. Other minor red-line adjustments including correct lot and block numbering and identifying 0.3 metres reserves can be recommended and brought forward when the Approval Authority issues draft approval.

Estimated Costs and Revenues:

The estimated costs and revenues information has been broken down in the attached Schedule “B” to this report. These figures include cost estimates associated with water, sanitary and stormsewer oversizing, as well as external roadworks and channelization at Chelton Road and Meadowgate Boulevard.

Conditions of Draft Approval:

The attached draft conditions carry over most of the previous draft conditions; however, the wording of the conditions has been updated to recognize that a significant amount of detailed design has already been completed as part of the engineering plans, reports and studies previously reviewed and approved by the City in earlier phases of the Summerside subdivision. Servicing related conditions have been modified and requirements for updating any previous servicing study would be required prior to the submission engineering drawings. This includes requirements for updates to hydrogeological and geotechnical reports, Storm/Drainage and SWM servicing reports, and water servicing and design information which have been previously prepared and submitted, and which will facilitate advancing the engineering drawing review process. Please note that as indicated by the applicant, supporting documentation will be provided for confirmation of the previously approved reports as applicable. Any updates to reflect current City requirements will need to be reflected in addendum letters which will be attached to the previously approved report. Hard copies of all originally approved reports will be required to address the draft plan conditions prior to submission of engineering drawings.

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CONCLUSION

The proposed red line revised draft plan is considered appropriate and represents good planning, subject to the conditions that have been updated to reflect current municipal standards and requirements. A three year extension is being recommended to allow sufficient time for the registration of this plan. The recommended conditions of draft approval are attached to this report as Schedule "A" 39T-92020 & 39T-92020-E.

PREPARED and RECOMMENDED BY:	REVIEWED BY:
LARRY MOTTRAM, MCIP, RPP SENIOR PLANNER – DEVELOPMENT SERVICES	ALLISTER MACLEAN MANAGER, DEVELOPMENT PLANNING SERVICES
REVIEWED BY:	SUBMITTED BY:
TERRY GRAWAY, MCIP, RPP MANAGER, DEVELOPMENT SERVICES AND PLANNING LIAISON	GEORGE KOTSIFAS, P. ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL

December 5, 2016
GK/TG/AM/LM/lm
"Attach."

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

Telephone

None

Written

Don Campbell
1576 McNeil Place
- Inquiry for further information and a large-scale copy of the proposed plan.

Erin McKinlay
449 Chelton Road
- Against adding more lots.
- Chelton Road already has very small lot widths.
- Do not need to squeeze 22 more lots for the developer at the expense of the people who have to live their whole lives in these smaller lots.

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APPENDIX "A"
(Conditions to be included for draft plan approval)

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBERS 39T-92020 and 39T-92020-E ARE AS FOLLOWS:

NO.	CONDITIONS
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STANDARD:

1. This draft approval applies to the draft plan as submitted by Drewlo Holdings Inc. (File No. 39T-92020–E and 39T-92020) certified by Terry P. Dietz OLS, (Drawing No. DEL15-062-DP.dwg dated November 21, 2016), as red-line revised, which shows 196 single detached dwelling lots, one (1) residential block, one (1) hydro easement block, two (2) medium density residential blocks, one (1) multi-family residential block, two (2) commercial blocks, one (1) open space block, one (1) walkway block, and several 0.3 m reserve blocks all served by Bradley Avenue; the extensions of Evans Boulevard, Chelton Road, and Meadowgate Boulevard; and two (2) new streets shown as Irish Moss Road and Chelton Court.
2. This draft approval and these conditions replace the conditions of draft approval granted on June 28, 2013 for plan 39T-92020-E, and the conditions of draft approval granted on September 28, 1993 for plan 39T-92020, as it applies to the lands on the north side of Bradley Avenue, east of Highbury Avenue South, legally described as Part of Lots 14, 15, and 16, Concession 1 (Geographic Township of Westminster) in the City of London, as described in Condition No. 1.
3. This approval applies for three years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.
4. The road allowances included in this draft plan shall be shown on the face of the plan and dedicated as public highways.
5. The Owner shall request that the streets be named to the satisfaction of the City.
6. The Owner shall request that municipal addresses be assigned to the satisfaction of the City.
7. Prior to final approval, the Owner shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program.
8. The Owner shall enter into the City's standard subdivision agreement (including any added special provisions) which shall be registered against the lands to which it applies. Prior to final approval the Owner shall pay in full all municipal financial obligations/encumbrances on the said lands, including property taxes and local improvement charges.
9. In conjunction with the 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, and at no cost to, the City.

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10. The Owner shall not commence construction or installation of any services (eg. clearing or servicing of land) involved with this plan prior to entering into a site alteration agreement or subdivision agreement and obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing; (eg. Hydro One Networks Inc.; Ministry of Environment Certificates; City/Ministry/Government permits: Approved Works, water connection, water-taking, navigable waterways; approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of the Environment, City; etc.).

11. Prior to the submission of engineering drawings, the Owner shall have an updated hydrogeological report prepared by a qualified consultant, and if necessary a detailed hydro geological investigation carried out by a qualified consultant to determine, including but not limited to, the following items (or provide confirmation that the existing hydrogeological investigation is adequate and includes the following):
 - i) the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area;
 - ii) identify any abandoned wells in this plan;
 - iii) assess the impact on water balance in the plan;
 - iv) any fill required in the plan;
 - v) provide recommendations for foundation design should high groundwater be encountered;
 - vi) identify all required mitigation measures including Low Impact Development (LIDs) solutions;
 - vii) address any contamination impacts that may be anticipated or experienced as a result of the said construction;
 - viii) provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site,

all to the satisfaction of the City.

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 accepted hydro geological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.

12. For the purpose of satisfying any of the conditions of draft approval herein contained, the Owner shall file, with the City, complete submissions consisting of all required studies, reports, data, information or detailed engineering drawings, all to the satisfaction of the City. The Owner acknowledges that, in the event that a submission does not include the complete information required by the City, such submission will be returned to the Owner without detailed review by the City.

13. Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the City a complete submission consisting of all required clearances, fees, and final plans, and to advise the City in writing how each of the conditions of draft approval have been met, or will be satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the City, such submission will be returned to the Owner without detailed review by the City.

14. The Owner shall provide and dedicate to the City at no cost a minimum 3.0 m wide connection between Lots 38 and 39 to align with the existing walkway to McNeil Place, at no cost to the City. The connection is to be designed and constructed in accordance with the City's Walkway standards.

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15. The Owner shall dedicate to the City at no cost all lands identified as Open Space, including wetland and buffers.
16. The Owner shall prepare an updated Environmental Impact Study in accordance with current Provincial and Municipal policies and guidelines to confirm the boundaries of the Provincially Significant Wetland (PSW), the Environmentally Significant Area (ESA), and the ecological buffers; and shall carry out all recommended mitigation, restoration, and rehabilitation measures, to the satisfaction of the City.
17. The Owner shall amend the draft plan to address any changes resulting from the updated Environmental Impact Study (as noted in Condition No. 16 above), to the satisfaction of the City.
18. Prior to the issuance of a Certificate of Conditional Approval, the Owner shall construct a 1.5m high chain-link fence without gates along the outer limits of all park and open space blocks, to the satisfaction of the City.
19. The Owner shall prepare and deliver to the all homeowners adjacent to any parks and open space lands, an education package which explains the stewardship of natural area, the value of existing tree cover, and the protection and utilization of the grading and drainage pattern on these lots. The educational package shall be prepared to the satisfaction of City.
20. There shall be no grading into the parks and open space lands adjacent to any of the wetland communities without the approval of the City.
21. Prior to any disturbance taking place on the site, the Owner shall erect a robust siltation barrier along the entire length of the wetland including the buffer to the satisfaction of the City.
22. The Owner shall implement the City's tree planting policy with respect to the provision of trees for this subdivision, at no cost to the City.

STORMWATER SERVICING

23. The Owner shall discharge these lands to the storm outlet which is the existing Summerside SWM Facility via the proposed Evans Boulevard and Evans Boulevard storm sewers. Furthermore, the Owner shall convey drainage from the rear yards within and exterior to these lands through a "third pipe" system to the wetland area in the southwest portion of this plan, or other recommendations as determined by the accepted Environmental Impact Study, all to the satisfaction of the City, at no cost to the City. The outlet is located within the Dingman Creek Subwatershed and these lands are tributary to both the South Thames and to Dingman Creek via proposed servicing and/or Stormwater Management (SWM) Facilities.
24. The Owner shall have his consulting professional engineer design and construct the proposed storm/drainage systems for the proposed lands, all to the specifications and satisfaction of the City, and according to the requirements of the following:
 - i) The SWM targets and criteria for the Dingman Creek Subwatershed Study.
 - ii) The Summerside District Stormwater and Stormwater Management Master Plan (updated 2004)
 - iii) The Functional Design report for the Summerside SWMF
 - iv) The Biological Evaluation of Summerside Wetland, London, Ontario (February 1991)
 - v) City of London SWM pond requirements (updated 2003)
 - vi) The City's Drainage By-law and lot grading standards, policies, requirements and

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- practices.
- vii) The Ministry of the Environment's SWM Practices Planning and Design Manual.
 - viii) The applicable Acts, Policies, Guidelines, Standards and Requirements of the City of London, Ministry of the Environment and all other relevant agencies.
 - ix) The City's Design Requirements for Permanent Private Stormwater Systems approved by City Council and effective as of January 1, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.
25. The Owner shall construct the storm/drainage servicing works for the relevant portions of the approved third pipe system to maintain the water balance in the existing wetland area located at the southwest corner of the Summerside lands. The Owner shall immediately accommodate upstream flows from portions of the third pipe already constructed and currently using temporary outlets to existing minor flow systems.
26. Prior to the issuance of any Certificates of Conditional Approval for any lot in this plan, the Owner shall complete the following:
- i) For lots and blocks in this plan or as otherwise approved by the City Engineer, all storm/drainage and SWM related works to serve this plan must be constructed and operational in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City;
 - ii) Construct and have operational the major and minor storm flow routes and third pipe storm flow routes for the subject land's entire catchment area, to the satisfaction of the City;
 - iii) Implement all geotechnical/slope stability recommendations made by the geotechnical report accepted by the City.
27. Prior to the submission of engineering drawings, the Owner shall have his consulting engineer submit an updated Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation to address the following:
- i) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be handled, all to the satisfaction of the City;
 - ii) Identifying major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
 - iii) Identifying the maintenance of base stormwater flows to the Dingman Creek via the Hampton-Scott Drain;
 - iv) Confirming stormwater management facilities and/or works are sufficient to meet provincial requirements for stormwater discharge to a warm water stream;
 - v) Identifying how drainage will be conveyed from the rear yards within and exterior to these lands through a "third pipe" system to the wetland area in the southwest portion of this plan.
 - vi) Developing an erosion/sediment control plan that will identify all erosion and sediment control measures for the subject lands in accordance with City of London and Ministry of the Environment standards and requirements, all to the satisfaction of the City. This plan is to include measures to be used during all phases on construction; and
 - vii) Implementing SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the City Engineer.
28. Prior to the acceptance of engineering drawings, the Owner's consulting engineer shall

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certify the development 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 and/or any approvals 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.

29. 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:
 - i) Construct storm sewers to serve this plan, located within the Dingman Creek Subwatershed, and connect them to the existing municipal storm sewer system, namely, the 1650 mm diameter storm sewer located on Evans Boulevard, the existing 600 mm diameter storm sewer on Green Gable Road and the existing 825 mm diameter storm sewer on Meadowgate Boulevard;
 - ii) Make provisions to oversize and deepen the internal storm sewers in this plan to accommodate flows from upstream lands external to this plan;
 - iii) Construct and implement erosion and sediment control measures as accepted in the Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation for these lands and the Owner shall correct any deficiencies of the erosion and sediment control measures forthwith; and
 - vi) Address forthwith any deficiencies of the stormwater works and/or monitoring program.
30. The Owner's professional engineer shall ensure that all existing upstream external flow traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and satisfaction of the City Engineer.
31. The Owner shall ensure the post-development discharge flow from the subject site must not exceed the capacity of the stormwater conveyance system. In an 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.

TRANSPORTATION

32. In the event of a premature failure of the temporary pad and pave upgrades on Bradley Avenue, the repair of the temporary pad and pave section of Bradley Avenue shall be completed by the Owner, satisfactory to the City and at no cost to the City. The determination of premature failure shall be at the discretion of the City acting reasonably.
33. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Chelton Road via Bradley Avenue or other routes as designated by the City.
34. The Owner shall design all streets within this plan to City of London standards.
35. Meadowgate Boulevard and Chelton Road shall have a minimum road allowance of 22.5 m immediately north of Bradley Avenue. These road allowances are to be tapered back to 21.5 m with 30 m long tapes to the satisfaction of the City.
36. The Owner agrees that direct access to Bradley Avenue will be prohibited from any of the Blocks in this Plan. Access to Block 201 shall be from Chelton Road and/or Meadowgate Boulevard. Access to Block 202 shall be from Chelton Road. Access to Block 203 shall be from Arran Place or Chelton Road, to the satisfaction of the City.

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37. At the time of application for site plan, the Owner shall reconstruct Arran Place to local street standards to the extent necessary to accommodate access for Block 203 onto Bradley Avenue, to the satisfaction of the City and at no cost to the City.
38. Prior to the issuance of any Certificate of Conditional Approval, or as otherwise directed by the City, the Owner shall install temporary street lighting at the intersection of Chelton Road and Bradley Avenue and Meadowgate Boulevard and Bradley Avenue, and temporary access if necessary, to the specifications of the City, at no cost to the City.
39. Evans Boulevard, Chelton Road, Meadowgate Boulevard and Fairfield Road shall have a minimum road pavement width (excluding gutters) of 9.5 metres (31.2') with a minimum road allowance of 21.5 metres (70').
40. Harmony Road and Southport Crescent shall have a minimum road pavement width (excluding gutters) of 7.0 metres (23') with a minimum road allowance of 19 metres (62').
41. The Owner shall construct Meadowgate Boulevard with a minimum pavement width (excluding gutters) of 11.0 metres (36.1') a minimum road allowance of 22.5 metres (75') across the frontage of Block 201. The widened road on Meadowgate Boulevard is to be tapered back to the 9.5 metres (31.2') of road pavement width (excluding gutters) and 21.5 metres (70') of road allowance width for this street with 30 metre (100') long tapers on both street lines. This extra width shall be used to accommodate turn lanes associated with Block 201.
42. The Owner shall construct Chelton Road with a minimum pavement width (excluding gutters) of 11.0 metres (36.1') a minimum road allowance of 22.5 metres (75') across the frontage of Block 201. The widened road on Chelton Road is to be tapered back to the 9.5 metres (31.2') of road pavement width (excluding gutters) and 21.5 metres (70') of road allowance width for this street with 30 metre (100') long tapers on both street lines. This extra width shall be used to accommodate turn lanes associated with Blocks 201 and 202.
43. The Owner shall construct a 1.5 metres (5') sidewalk on both sides of the following streets:
 - i) Evans Boulevard
 - ii) Chelton Road
 - iii) Fairfield Road
 - iv) Meadowgate Boulevard
44. The Owner shall construct a 1.5 metre sidewalk on one side of the following streets:
 - i) Harmony Road – west boulevard
 - ii) Irish Moss Road – east boulevard
 - iii) Chelton Court – north boulevard from Chelton Road to red-line walkway block
45. The Owner shall dedicate sufficient land to widen Bradley Avenue to 18.0 metres (59.06') from the centerline of the original road allowance or existing road.
46. The Owner shall dedicate 6.0 m x 6.0 m “daylighting triangles” at the intersection of Chelton Road with Bradley Avenue and at the east limit of the plan at Meadowgate Boulevard with Bradley Avenue in accordance with the Z-1 Zoning By-law, Section 4.24.
47. The Owner shall install the following traffic calming measures along the secondary collector road network:
 - i) curb extensions along the east side of Chelton Road with the parking bay removed for utilities (fire hydrants) and for transit stop locations as defined by the London Transit Commission.

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- ii) curb extensions along the north and east side of Evans Boulevard with the parking bay removed for utilities (fire hydrants) and for transit stop locations as defined by the London Transit Commission.
 - iii) reduced curb radii (5.0 metre) on the inbound approach to all local road intersecting Evans Boulevard.
48. The Owner shall construct a roundabout at the intersection of Evans Boulevard and Chelton Road. The Owner shall ensure the lots abutting the roundabout meets the minimum lot width required to accommodate driveways in accordance with the City of London. Design Specification and Requirements Manual. The Owner shall also install street lighting at the intersection, to the satisfaction of the City.
49. Prior to the submission of engineering drawings, the Owner shall make the necessary arrangements with adjacent property owners, or make modifications to the draft plan of subdivision, to provide emergency access to the subdivision, or any phase(s) within the subdivision, to the satisfaction of the City. The Owner shall ensure that any required emergency access is satisfactory to the City with respect to all technical aspects, including adequacy of site lines, provision of channelization, adequacy of road geometries and structural design etc.
50. The Owner shall establish and maintain a Traffic Management Plan (TMP), when directed by the City, in conformance with City guidelines and to the satisfaction of the City for any construction activity that will occur on existing public roadways needed to provide services for this plan of subdivision. The Owner's contractor(s) shall undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted and become a requirement of the subdivision servicing drawings for this plan of subdivision.
51. The Owner shall dedicate to the City, at no cost, the following Blocks for 0.3 m (1') reserves:
- i) Evans Boulevard – north limit
 - ii) Chelton Road – north limit
 - iii) Harmony Road – north limit
 - iv) Fairfield Road – north limit
 - v) Block # – along entire frontage abutting Highbury Avenue (to be included in updated draft plan)
 - vi) Blocks 201 and 202 – along the frontage abutting Bradley Avenue
 - vii) Southport Crescent – east limit
52. The Owner shall construct a temporary turning facility for vehicles at the northwest limit of Evans Boulevard, to the specifications of the City.
53. The Owner shall have the common property lines of Highbury Avenue and Bradley Avenue 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 centerline line grades on Bradley Avenue are the future centerline of road grades as determined by the Owner's professional engineer and accepted by the City Engineer. From these, the Owner's professional engineer is to determine the elevations along the common property line which will blend with the reconstructed road.
54. Prior to the submission of engineering drawings, the Owner shall have his consulting engineer provide the following:
- i) a proposed layout of the tapers for streets in this plan that change right-of-way widths with minimum 30 metre tapers (eg. from 20.0 metre to 19.0 metre road width), all to the satisfaction of the City Engineer. The roads shall be tapered equally aligned based on the alignment of the road centerlines;

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- ii) submit design criteria for the left turn and right turn lanes on Bradley Avenue at Chelton Road and at Meadowgate Boulevard for review and acceptance by the City;
 - iii) a conceptual design of the proposed traffic calming measures along Chelton Road and Evans Boulevard, including a roundabout, parking bays, curb extensions and other measures, to the satisfaction of the City;
 - iv) provide a conceptual layout of the roads and rights-of-way in the plan to the City 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;
 - v) ensure that all through intersections and connections with existing streets shall align with the opposing streets based on the centrelines of the street aligning through their intersections thereby having these streets centred with each other, unless otherwise approved by the City Engineer;
 - vi) 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", to the satisfaction of the City. Streets that do not meet the City standards may need to be revised.
55. The Owner shall provide a minimum of 5.5 metres (18') along the curb line between the projected property lines of irregular shaped lots around the bends on streets in this plan of subdivision.
56. The Owner shall have it's professional engineer design and construct the roadworks in accordance with the following road widths:
- i) Irish Moss Road and Chelton Court (from Chelton Road to Irish Moss Road) have a minimum road pavement width (excluding gutters) of 7.0 metres (23') with a minimum road allowance of 19 metres (62').
 - ii) Chelton Court (from Irish Moss Road easterly) has a minimum road pavement width (excluding gutters) of 6.0 metres (19.7') with a minimum road allowance of 18 metres (60').
57. Prior to the issuance of a Certificate of Conditional Approval, the Owner shall construct left turn and right turn lanes on Bradley Avenue at Chelton Road and at Meadowgate Boulevard, to the satisfaction of the City.
58. Prior to commencing any construction on this site, the Owner shall notify the City of London Police Services of the start of construction of this plan of subdivision.
59. The Owner shall ensure that the pedestrian walkway(s) is/are to be constructed to the "City Standard for Pedestrian Walkways", including lighting if necessary, in accordance with City requirements and standards.

SANITARY SERVICING

60. Prior to the submission of engineering drawings, the Owner shall have his consulting engineer submit the following sanitary servicing design information:
- i) Provide a sanitary drainage area plan including the preliminary sanitary sewer routing, related easement information and the external areas to be serviced to the satisfaction of the City.
 - ii) Propose a suitable routing for the sanitary servicing to be constructed through this plan and to the outlet.
 - iii) Provide an analysis of the water table level of the lands within the subdivision with respect to the depth of the sanitary sewers and an evaluation of additional

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measures, if any, which need to be undertaken and in order to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407.

61. In accordance with City standards or as otherwise required by the City, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
- i) Construct sanitary sewers to serve this Plan and connect them to the existing municipal sewer system, namely, the 375 mm (15") diameter sanitary sewer located on Evans Boulevard.
 - ii) Construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the City.
 - iii) Make provisions for oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, all to the specifications of the City. This sewer must be extended to the limits of this plan and/or property line to service the upstream external lands.
 - iv) Where trunk sewers are greater than 8 metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the City. The local sanitary sewer will be at the sole cost of the Owner. Any exception will require the approval of the City Engineer.
62. 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.
63. Prior to registration of this Plan, the Owner shall obtain consent from the City to reserve capacity at the Pottersburg Pollution Control Plant for this subdivision. This treatment capacity shall be reserved by the City subject to capacity being available, on the condition that registration of the subdivision agreement and the plan of subdivision occur within one (1) year of the date specified in the subdivision agreement.

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

WATER

64. Prior to the issuance of any Certificate of Conditional Approval and in accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water services for this draft plan of subdivision:

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- i) Construct watermains to serve this Plan and connect them to the existing municipal system, namely, the existing 400 mm diameter watermain on Bradley Avenue, the existing 250 mm diameter watermain on Evans Boulevard, the existing 200 mm diameter watermain on Chelton Road and the existing 200 mm diameter watermain on Irish Moss Road;
 - ii) fire hydrant colour code markers to be installed by the City of London. The available fireflow and appropriate hydrant colour code (in accordance with the City of London Design Criteria) are to be shown on engineering drawings;
 - iii) make necessary arrangements with the affected property owner(s) for construction of any watermains situated on private lands outside tis plan and provide satisfactory easements over the watermains, as necessary, all to the specifications and satisfaction of the City.
65. In accordance with City standards or as otherwise required by the City, the Owner shall deliver confirmation that the watermain system has been looped to the satisfaction of the City when development is proposed to proceed beyond 80 units.
66. Prior to the submission of engineering drawings, the Owner shall have his consulting engineer submit updated water servicing design information to address the following, all to the satisfaction of the City Engineer:
- Identify external water servicing requirements;
 - Identify fireflows available from each hydrant proposed to be constructed and identify appropriate hydrant colour code markers;
 - Confirm capacity requirements are met;
 - Identify need to the construction of external works;
 - Identify the effect of development on existing water infrastructure – identify potential conflicts;
 - Water system area plan(s)
 - Water network analysis/hydraulic calculations for subdivision report;
 - Phasing report and identify how water quality will be maintained until full built-out;
 - Oversizing of watermain, if necessary and any cost sharing agreements.
 - Water quality
 - Identify location of valves and hydrants
 - Identify location of automatic flushing devices as necessary
 - Looping strategy
- 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.
67. The Owner shall obtain all necessary approvals from the City for individual servicing of blocks in this subdivision, prior to the installation of any water services for the blocks.
68. Prior to the issuance of a Certificate of Conditional Approval, the Owner shall install and commission temporary automatic flushing devices and meters at all dead ends and/or other locations as deemed necessary by the hydraulic modelling results to ensure that water quality is maintained during build out of the subdivision. These devices are to remain in place until there is sufficient occupancy use to maintain water quality without their use. The location of the temporary automatic flushing devices as well as their flow setting are to be shown on engineering drawings. The Owner is responsible to meter and pay billed cost of the discharged water from the time of their installation until their removal. Any incidental and/or ongoing maintenance of the automatic flushing devices is/are the responsibility of the Owner.
69. With respect to the proposed blocks, the Owner shall include in all agreements of purchase and sale and/or lease of Blocks in this plan, a warning clause advising the

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purchaser/transferee that should these develop as a Vacant Land Condominium or in a form that may create a regulated drinking water system under O.Reg. 170/03, the Owner shall be responsible for meeting the requirements of the legislation.

If deemed a regulated system, there is potential the City of London could be ordered to operate this system in the future. As such, the system would be required to be constructed to City standards and requirements.

GENERAL CONDITIONS

- 70. The Owner shall not burn any materials on-site.
- 71. The Owner in consultation with the LTC, shall indicate on the approved engineering drawings the possible 'Future Transit Stop Areas". The Owner shall install signage as the streets are constructed, indicating "Possible Future Transit Stop Area" in the approximate stop locations. The exact stop locations shall be field located as the adjacent sites are built, at which time the developer shall install a 1.5 metre wide concrete pad between the curb and the boulevard at the finalized stop locations.
- 72. In conjunction with an application for site plan approval for Blocks 199 and 203, the Owner shall submit a noise report to the City for acceptance. The noise report shall be prepared in accordance with MOE Guidelines and City of London policies. Any recommended noise attenuation measures will be incorporated into approved development agreement and site plan agreement between the Owner and the City of London.
- 73. The Owner shall advise the City in writing at least two weeks prior to connecting, either directly or indirectly, into any unassumed services constructed by a third party, and to save the City harmless from any damages that may be caused as a result of the connection of the services from this subdivision into any unassumed services.

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

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

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

- 74. 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 contributing flows for sewers or on storage volume in the case of a SWM facility. The Owner's payments to third parties, shall:
 - i) commence upon completion of the Owner's service work connections to the existing unassumed services; and
 - ii) continue until the time of assumption of the affected services by the City.
- 75. 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. The connection into and use of the subject services by an outside owner will be conditional upon the outside owner satisfying any requirements set out by the City, and agreement by the outside owner to pay a proportional share of the operational maintenance and/or monitoring

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costs of any affected unassumed services and/or facilities.

76. The Owner shall construct all municipal services for the subject lands at the sole expense of the Owner. The details of the services required will be established by the City after particulars of engineering design are provided by the Owner, in accordance with the policies and standards of the City prevailing at the time the Subdivision Agreement is approved by City Council. The provisions of all general by-laws, policies and guidelines, as amended from time to time, including those pertaining to development charges and other levies, shall continue to apply to the subject lands and shall not be affected by any subdivision requirements respecting services.

77. 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, then the Owner shall report to the City Engineer/Chief Building Official immediately, and if required by the City Engineer/Chief Building Official, the Owner/contractor will, 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/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/Chief Building Official shall be implemented and carried out under the supervision of the professional engineer, to the satisfaction of the City Engineer/Chief Building Official and at the expense of the Owner/contractor, 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.

78. 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.

79. Prior to the submission of engineering drawings, 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.

80. The Owner shall have its 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".

81. 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.

82. 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

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of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City.

83. 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.
84. 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.
85. 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.
86. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
87. 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.
88. Within one year of registration of the plan, the Owner shall install street lighting on all streets and walkways in this plan to the satisfaction of the City, at no cost to the City. Where an Owner is required to install street lights in accordance with this draft plan of subdivision and where a street from an abutting developed or developing area is being extended, the Owner shall install street light poles and luminaires, along the street being extended, which match the style of street light already existing or approved along the developed portion of the street, to the satisfaction of the London Hydro for the City of London.
89. The Owner shall be required to make minor boulevard improvements on Bradley Avenue and Highbury Avenue adjacent to this Plan, consisting of clean-up, grading and sodding as necessary to blend the subdivision into the boulevard in accordance with City Standard "Subdivision Grading along Arterial Roads" all to the specifications of the City and at no cost to the City.
90. Should any temporary turning circle exist on the abutting streets at the time this plan is registered, the Owner shall remove any existing temporary turning circles and restore the road including sidewalks to the satisfaction of the City, at no cost to the City.
91. 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.
92. 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.
93. Prior to the submission of engineering drawings, the Owner shall provide, to the City for review and acceptance, an updated geotechnical report to address all geotechnical issues with respect to the development of this plan, including, but not limited to, the following:
 - i) servicing, grading and drainage of this subdivision
 - ii) road pavement structure
 - iii) dewatering
 - iv) foundation design

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- v) removal of existing fill (including but not limited to organic and deleterious materials)
- vi) the placement of new engineering fill
- vii) any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability for lands within this plan. The owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback.
- viii) identifying all required mitigation measures including Low Impact Development (LIDs) solutions,

and any other requirements as needed by the City, all to the satisfaction of the City. The Owner shall implement all geotechnical recommendations to the satisfaction of the City.

- 94. Once construction of any private services, ie: water storm or sanitary, to service the lots and blocks in this plan is completed and any proposed relotting of the plan is undertaken, the Owner shall reconstruct all previously installed services in standard location, in accordance with the approved final lotting and approved revised servicing drawings all to the specification of the City Engineer and at no cost to the City.
- 95. Prior to the submission of engineering drawings, in the event the Owner wishes to phase this plan of subdivision, the Owner shall submit a phasing plan identifying all required temporary measures, and identify land and/or easements required for the routing of services which are necessary to service upstream lands outside this draft plan to the limit of the plan to be provided at the time of registration of each phase, all to the specifications and satisfaction of the City.
- 96. If any temporary measures are required to support the interim conditions in conjunction with the phasing, the Owner shall construct temporary measures and provide all necessary land and/or easements, to the specifications and satisfaction of the City Engineer, at no cost to the City.
- 97. 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, in accordance with the requirements of latest Ministry of Environment and Climate Change "Guidelines for Use at Contaminated Sites in Ontario" and file appropriate documents to the Ministry in this regard with copies provided to the City. The City may require a copy of the report should there be City property adjacent to the contamination.

Should any contaminants be encountered within this Plan, the Owner shall implement the recommendations of the geotechnical engineer to remediate, removal and/or disposals of any contaminates within the proposed Streets, Lot and Blocks in this Plan forthwith under the supervision of the geotechnical engineer to the satisfaction of the City at no cost to the City.

In the event no evidence of contamination is encountered on the site, the geotechnical engineer shall provide certification to this effect to the City.

- 98. Prior to the engineering drawings submission, the Owner shall submit a Development Charge work plan outlining the costs associated with the design and construction of the DC eligible works. The work plan must be approved by the City Engineer and City Treasurer (as outlined in the most current DC By-law) prior to advancing a report to

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Planning and Environment Committee recommending approval of the special provisions for the subdivision agreement.

99. The Owner shall provide any necessary easements for the servicing of Block 203, all to the satisfaction of the City Engineer.

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APPENDIX "B"
Related Estimated Costs and Revenues

Summerside Phase 13 and 15 - Drewlo Holdings Inc.
Draft Plan Revision
39T-92020E

Related Estimated Costs and Revenues

Estimated DC Funded Servicing Costs ^(Note 1)	Estimated Cost (excludes HST)
Claims for developer led construction from CSRF: - 300 mm watermain (DC14-WD01001) - oversizing subsidy - 1500 mm and 1650 mm storm sewer (DC14-MS01001) - oversizing subsidy - 300 mm and 375 mm sanitary (DC14-WW02001) - oversizing subsidy - External Channelization at Chelton Rd. and Meadowgate Blvd. (DC14-RS00067) ^(Note 6) - Internal widening at Bradley (DC14-RS00063) - Engineering fees for Roadworks (DC14-RS00067/DC14-RS00063)	\$23,940 \$687,862 \$24,645 \$301,275 \$16,390 \$47,650
Claims for developer led construction from UWRF: - None identified.	\$0
Claims for City led construction from CSRF: - None identified.	\$0
Total	\$1,101,762
Estimated Total DC Revenues ^(Note 2) (2016 Rates)	Estimated Revenue
CSRF	\$12,328,584
UWRF	\$1,358,782
TOTAL	\$13,687,366

- 1 Estimated Costs are based on approximations provided by the applicant and include engineering, construction and contingency costs without HST. Final claims will be determined based on actual costs incurred in conjunction with the terms of the final subdivision agreement and the applicable By-law.
- 2 Estimated Revenues are calculated using 2016 DC rates and may take many years to recover. The revenue estimates includes DC cost recovery for "soft services" (fire, police, parks and recreation facilities, library, growth studies). There is no comparative cost allocation in the Estimated Cost section of the report, so the reader should use caution in comparing the Cost with the Revenue section.
- 3 The revenues and costs in the table above are not directly comparable. The City employs a "citywide" approach to recovery of costs of growth – any conclusions based on the summary of Estimated Costs and Revenues (above table) should be used cautiously.
- 4 The developer led construction work above will require a work plan approved by the City. The work plan shall include a summary of work completed and costs incurred as well as estimated costs of all engineering and construction of the eligible subdivision works.
- 5 Oversizing costs identified are based on preliminary estimates through draft plan phase. The extent of roadworks and the various pipe sizes and length of oversized sewers and watermain will be finalized through the detailed design process which may change the values noted.
- 6 Provision for this claim is not accommodated with current approval budgets to end of 2016. At final agreement stage, budget will be revisited. It may be necessary to defer budget approval to subsequent year.

Reviewed by:

December 1 / 16
Date

P. Christiaans
Peter Christiaans
Director, Development Finance