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File: 39T-13501/Z-8139
Planner: Nancy McKee

TO:	CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE
FROM:	GEORGE KOTSIFAS, P.ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL
SUBJECT:	APPLICATION BY: WASTELL DEVELOPMENTS INC. 655 TENNENT AVENUE PUBLIC PARTICIPATION MEETING ON APRIL 23, 2013 NOT BEFORE 4:30 PM

RECOMMENDATION

That, on the recommendation of the Senior Planner, Development Services, the following actions be taken with respect to the application of Wastell Developments Inc. relating to the property located at 655 Tennent Avenue:

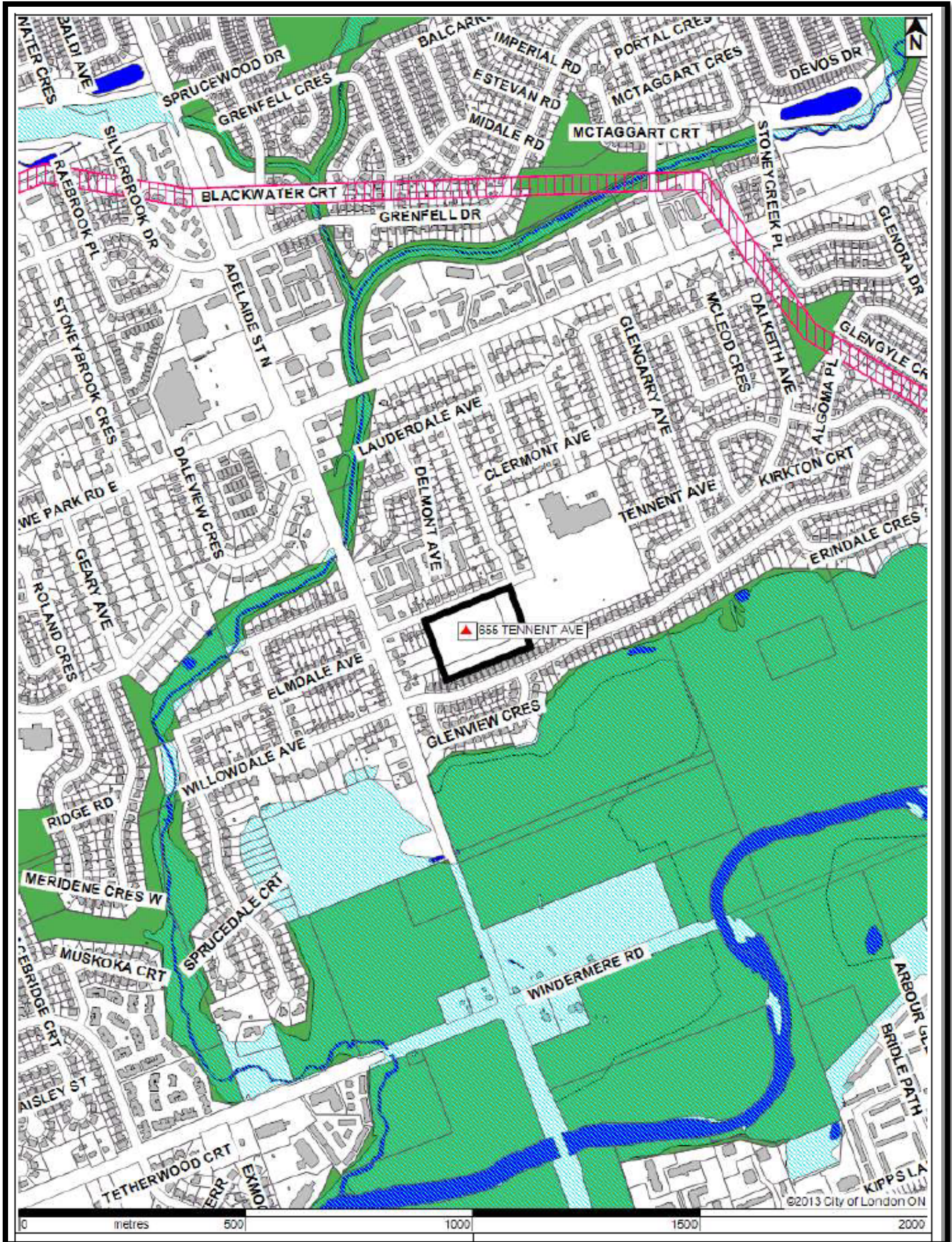
- (a) Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application by Wastell Developments Inc. for draft plan of subdivision relating to the property located at 655 Tennent Avenue;
- (b) The Approval Authority be advised that Council **SUPPORTS** issuing draft approval of the proposed plan of residential subdivision, as submitted by Wastell Developments Inc. (File No. 39T-13501, prepared by Ricor Engineering Limited, certified by Robert Stirling, OLS, FKS Land Surveyors, as redline revised which shows 44 single detached lots and 1 walkway block served by 1 new local street, **SUBJECT TO** the conditions contained in the attached Appendix "C";
- (c) the proposed by-law attached hereto as **Appendix "D" BE INTRODUCED** at the Municipal Council meeting on April 30, 2013 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Neighbourhood Facility (NF) Zone which permits uses such as schools **TO** a Residential R1 (R1-4) Zone to permit single detached dwellings on lots with a minimum frontage of 12.0 metres and a minimum lot area of 360 square metres, a Residential R1 (R1-5) Zone to permit single detached dwellings on lots with a minimum frontage of 12.0 metres and a minimum lot area of 450 square metres, and a Residential R1 Special Provision (R1-5()) Zone to permit single detached dwellings with a special provision for a minimum lot frontage of 11.0 metres and a minimum lot area of 450 square metres; and
- (d) the applicant **BE ADVISED** that the Director of Development Finance has summarized claims and revenues information as attached in **Appendix "A"**.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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None.

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PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of the proposal is to develop a subdivision with 44 single detached lots, served by one new local street.

RATIONALE

1. The proposed draft plan is consistent with the Provincial Policy Statement which encourages appropriate residential intensification.
2. The proposed draft plan of subdivision and zoning by-law amendment provide for a form of residential infill that is consistent with the Low Density Residential policies of the Official Plan and compatible with the surrounding residential development.
3. The recommended zoning by-law amendments permit single detached dwellings that are compatible with existing single detached dwellings in the area.
4. The proposed development has access to existing municipal services.

BACKGROUND

Date Application Accepted: January 9, 2013	Agent: Rick Dykstra, Ricor Engineering Limited
REQUESTED ACTION: application for a draft plan of subdivision & zoning by-law amendment to permit the development of a 44 lot subdivision.	

SITE CHARACTERISTICS:
<ul style="list-style-type: none"> • Current Land Use - Vacant • Frontage – 199.6 m • Depth – 138.3 m • Area – 2.7 hectares

SURROUNDING LAND USES:
<ul style="list-style-type: none"> • North – single detached residential • South – single detached residential • East – secondary school (Lucas Secondary School) • West – single detached residential

OFFICIAL PLAN DESIGNATION: (refer to map on page 4)
<ul style="list-style-type: none"> • Low Density Residential
EXISTING ZONING: (refer to map on page 5)
Neighbourhood Facility (NF) Zone

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PLANNING HISTORY

The site previously contained the Northdale Public School, built in 1950. In 2009, the Thames Valley District School Board determined that Northdale was no longer needed, and it was closed and subsequently demolished in the winter of 2012. A consent application was received (B.046/11) in August 2011 to sever a portion of the lands and consolidate the rest of the lands with A.B. Lucas Secondary School. The consent was finalized and registered in March 2012. As part of the sale of the property, soil remediation was undertaken on site to remove and remediate any soil that was affected by a previous underground storage tank. The restoration involved excavation and removal of contaminated soil, and was completed in March, 2012. A copy of the "Report on Site Restoration" (LVM Engineering) was provided as part of the complete application for the draft plan of subdivision.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Servicing Related Comments

Sanitary

- Connection to the existing 200mm sanitary sewer on Tennent Avenue

Stormwater

- Connection to the existing 675mm storm sewer on Glenora Drive via existing 375 mm storm sewer stub in the municipal walkway (to connect through Street A and new walkway block), and the existing 600 mm storm sewer on Tennent Avenue. Need to oversize and deepen internal storm sewers to accommodate flows from upstream lands external to this plan.

Water

- A water capacity analysis is required to ensure the existing 150mm watermain on Tennent Avenue is of sufficient size and capacity to support the proposed development. If not, the pipe will need to be upsized, at the Owner's cost.

Transportation

- Street "A" has a minimum road allowance of 19 metres.
- Sidewalks are required on the south side of Street "A".
- A walkway will be constructed to connect to the existing walkway out to Glenora Drive. The walkway will be 4.6 m in width to accommodate the municipal easement for storm sewer that is required.
- Street lighting will be installed within the subdivision and along the new walkway block.
- Reconstruction of Tennent Avenue from the edge of the plan at North Vernon Avenue, including sidewalks on the north and south side, curbs and gutters on the north and south side, and repaving.
- Construction traffic shall only access Adelaide Street.

Staff Response: Conditions to support the Engineering comments have been added to the draft plan. The walkway block has been redlined into the draft plan.

Planning Division - Parks Planning

- There are no natural heritage issues with the site.
- The required parkland dedication for the proposed draft plan of subdivision is calculated at 5% of the total site area or approximately 0.11 hectares.
- Parkland dedication will be collected as a cash-in-lieu payment at time of registration consistent with Parkland Dedication By-law CP-9.
- Street trees are required as per the standard Cash-In-Lieu subdivision clause.

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Staff Response: Appropriate conditions have been added to the draft plan.

London Hydro

- Adequate distribution is in place along Tennent Avenue for this development.
- The applicant is responsible for all costs.
- No objection to this proposal.

Union Gas

- Easements required as necessary.

Staff Response: Easements are not shown as blocks on a draft plan but will be shown on plans to be registered.

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.

PUBLIC COMMENTS

PUBLIC LIAISON:	On January 18, 2013, Notice of Application was sent to 172 property owners in the surrounding area. Notice of Application was also published in The Londoner on January 24, 2013.	33 replies received.
Nature of Liaison: The purpose and effect of the proposal is to develop a subdivision with 44 single detached lots, served by one new local street.		
Responses:		
<ul style="list-style-type: none"> • There was some support for this application from the residents along Tennent Avenue, however they would like to see: bungalow homes, deeper lots and greater setbacks for homes facing Tennent Avenue; one road entrance from North Vernon that ends in a cul-de-sac; no affect to trees or lots; no construction impacts (noise, dust, vibration). • Other issues raised by area residents include: retention/extension of walkway from Glenora into this proposed subdivision; would like to have the walkway closed and purchase the excess lands; traffic concerns along Tennent Avenue and the effect 44 additional homes will have; request stoplights at Tennent/Adelaide and Fanshawe/Freemont; density too high/too many lots – lots should be as large as those existing on Tennent Avenue; impact on property values in area; should include neighbourhood parkette or additional green space in proposed subdivision; removal/loss of trees on site; privacy fencing; poor shape of Tennent Avenue; on-street parking. 		

ANALYSIS

Subject Site

The subject site is located on the south side of Tennent Avenue, east of Adelaide Street North. The site is approximately 2.17 hectares in size, with 200 m frontage along Tennent Avenue. The site is relatively flat and vacant. It is surrounded by single detached residential uses to the north, south and west, and a community facility (high school) to the east.



Provincial Policy Statement

This application has been reviewed against the 2005 PPS and overall, it is staff's opinion that the proposed subdivision is consistent with, and generally conforms to, the Provincial Policy Statement.

The proposed use achieves objectives for efficient development and land use patterns, represents a form of intensification of a vacant remnant parcel of land which is located well within the City's urban growth area, utilizes existing public services and infrastructure, supports the use of public transit, and maintains appropriate levels of public health and safety. These lands have not been identified as a component of the Natural Heritage System, nor are they designated Open Space. They are designated and intended over the long term for low density residential use.

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Planning Act - Section 51(24)

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 draft plan is located in a municipality which actively promotes waste recycling/recovery programs, and will be served by the Blue Box collection and other municipal waste recycling facilities. 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. There is adequate provision of employment areas throughout the City and in close proximity to this site. There is no capital works planned within this development and there are no major claims on the City's urban works reserve fund. The proposed draft plan implements the land use policies in accordance with the City's Official Plan, and represents a form of infill development. The proposed draft plan supports public transit and promotes pedestrian movement through the adjacent subdivisions.

The requirements of London Hydro, Union Gas, and the City of London to adequately provide utilities and services are normally addressed in the conditions of draft plan. No lands will be taken for public parks or highway dedication. Cash in lieu-of-parkland will be required.

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 & Residential Intensification

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 30 units per hectare (12 units/acre). The Low Density Residential designation also permits residential infill development on vacant or underutilized sites. The proposal to develop this parcel with 44 residential dwellings will result in an overall density of just under 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. Tennent Avenue is classified as a Local Road on Schedule 'C' of the Official Plan.

The proposed subdivision is subject to the Residential Intensification Policies under Section 3.2.3. Residential Intensification is a means of providing opportunities for the efficient use of land and encouraging compact urban form. It may be permitted in the Low Density Residential designation through an amendment to the Zoning By-law, subject to certain criteria.

As part of a complete application, the applicant submitted a Neighbourhood Character Statement and Compatibility Report, which included an inventory of the urban design characteristics and the natural environment within the neighbourhood. The existing neighbourhood along Tennent Avenue is comprised of modest post war single-storey detached homes with brick finishes, small front porches, carports, and gabled or hipped roofs. Most of the lots have 15-18m frontages. The homes along North Vernon Avenue are larger lots with similar house styles as Tennent Avenue (single-storey detached homes built in the 1950's and 1960's with brick finishes, front porches) but most of these homes have single car attached garages. Both streets have many mature trees in the City boulevard. The north side of Tennent Avenue and both sides of North Vernon Avenue do not have sidewalks or curb and gutter. The homes along Glenora Avenue are comprised of smaller lots with 15 m frontages. These homes were constructed in the 1980's and are predominately single detached brick homes, 1-2 stores in height, with attached two car garages. The streetscape consists of many street trees, and sidewalks with curb and gutter on both sides of the street. All lots have street-facing homes.

The proposed development will consist of two storey, two car garage homes that are similar in

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design as the homes along Glenora Avenue. A sampling of some of the proposed concepts are shown below.



**The Elation = 1602 ft² (149 m²)
(for lots 11 m and above)**

**The Serenity = 1932 ft² (180 m²)
(for lots 12 m and above)**



**The Tranquility II = 2192 ft² (204 m²)
(for lots 12 m and above)**

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The proposed project is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, massing and architectural treatments as outlined.

Zoning By-law Amendment

The requested amendment to the zoning by-law is to change the zoning from a Neighbourhood Facility (NF) which permits community uses such as schools and churches, to: a Residential R1 (R1-4) Zone that permits lots with minimum lot area of 360 m², a minimum lot frontage of 12 m and a height of 9 m; a Residential R1 (R1-5) Zone that permits lots with a minimum lot area of 415 m², a minimum lot frontage of 12 m and a height of 10.5 m; and a Residential R1 Special Provision (R1-5()) Zone with a special provision to permit a reduced lot frontage of 11 m. The special provision is required to resolve conflict with asphalt widths at the corners of Street A.

Planning Impact Analysis under Section 3.7 in the Official Plan is used to evaluate applications for an Official Plan and/or zoning amendment, to determine the appropriateness of a proposed change in land use, and to identify ways of reducing any adverse impacts on surrounding uses.

Compatibility

The requested zoning permits single detached dwellings on freehold lots developed in conjunction with a plan of subdivision. The requested zoning would permit single detached homes with frontage on Tennent Avenue or Street A.

The surrounding land uses consist of single detached homes to the west east and south. The proposed residential use is compatible with existing uses in the surrounding area which is predominantly single family residential. The zoning is the same zoning that exists to the south. The homes north of the proposed subdivision are within the R1-9 Zone regulations, with minimum lot frontages of 18 m and the minimum lot areas of 690 m². The zoning permits one single detached dwelling per lot. The application indicates the development would contain one and two floor homes similar to the surrounding community. Based on the size of the proposed lots and building footprints it is anticipated that the design of these homes will not have a negative impact on the character of this neighbourhood. Based on the above, this proposed development will be compatible with surrounding lands uses.

Ability of Site to Accommodate Development

The subject land is 2.14 hectares in size. The size and the shape of the parcel make it a suitable candidate for residential infill development. The existing topography does not pose a challenge. A new local street has been proposed to service the subdivision.

Vacant Land in the Area

This is the last remnant parcel in this area which is entirely built out. There are no vacant parcels of land within the immediate vicinity of the subject lands which are designated or zoned for residential development.

Building Siting

The applicant has provided elevations for the proposed homes, ranging from 165 m² (1,783 ft²) to 203 m² (2,182 ft²) in area. The footprints are sufficient to accommodate reasonably sized single detached homes, as well as provide sufficient flexibility for building design and placement on the lots. The shape of the site is conducive to single detached dwellings with the orientation of buildings towards Street A or Tennent Avenue. There will not be a need to vary any of the required setbacks in the proposed zoning.

Vegetation and Natural Features

The site does not contain any natural heritage features or mature trees. As part of the conditions of subdivision, street trees will be planted.

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Site Access

A new local street is proposed to service this subdivision, which will have direct access from Tennent Avenue. The proposed local street will have a 19 m road allowance, which is the standard for local streets.

Some concerns were raised about the amount of traffic that would be generated by this subdivision. Residents in the area are concerned about negative impacts on the neighbourhood in terms of increased traffic and safety from 44 additional units. Residents currently have two ways to exit the neighbourhood – Fanshawe Park Road via Fremont Avenue, or Tennent Avenue to Adelaide Street. Neither intersection is signalized, which means turning movements left onto Fanshawe Park Road and south onto Adelaide Street are problematic at peak times. Several residents have suggested a fully functional traffic light installed at the intersection of Adelaide Street and Tennent Avenue and/or at Fanshawe Park Road and Fremont Avenue, which would allow motorists and pedestrians to exit the subdivision at any time of day.

Tennent Avenue has an Average Annual Daily Traffic (AADT) count of approximately 2500 vehicles per day. This figure was last updated in 2010 prior to the closing of Northdale Elementary School. The Transportation Division has calculated that the addition of 44 homes in the area will generate approximately 500 trips per day or 50 trips during the AM or PM peak hour.

There is currently a pedestrian cross walk located at Adelaide and Tennent Avenue. This was installed in 2010 and provides a safer access point for pedestrians/students to cross Adelaide Street. A full signalized traffic light was not installed at Tennent and Adelaide as it is within 160 m of the existing signalized light at the intersection of Glenora and Adelaide Street. Signalized intersections are required to be spaced a minimum 400 m apart. The intersection of Fanshawe and Glengarry Avenue is within 150 m of an existing signalized intersection at Trossacks and Fanshawe Park Road East. Glengarry Avenue has an AADT of 1500 vehicles per day. The traffic generated by this subdivision is not considered substantial enough to warrant a signalized intersection.

Exterior Design

Wastell Developments provided photographic examples of their finished product from other development sites in London as an indication of the quality of materials and the exterior design in terms of bulk, scale and layout of single family home construction. Elevations on their website show two storey single detached dwelling units, with one and two car garages.

Surrounding Natural Features and Heritage Resources

The surrounding area is developed and there are no significant natural features.

Environmental Constraints

Based on our review of the site and its surroundings, and the report on site decommissioning, there are no known environmental constraints, such as soil contamination or noise and vibration sources, which could adversely affect residents.

Compliance with Official Plan, Zoning By-law, and Site Plan Control By-law

The applications being considered as part of this review are evaluated against the policies of the Official Plan, and Zoning By-law to ensure compliance prior to approval by the City.

Subdivision Design and Placemaking

The proposed subdivision design is consistent with the Official Plan policies in the general layout and arrangement of land uses. The subject site will be serviced by the extension of an internal road, accessed via Tennent Avenue and will not be accessed directly from the arterial. Municipal services, such as sanitary, stormwater and water are in place, have capacity for an additional 44 single detached units, and can be connected to via the existing infrastructure on Tennent Avenue and Glenora Avenue. In terms of the underground infrastructure, the sanitary sewers are fine while the water main is a candidate for a future relining project. A review is

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underway to analyze the existing water main to determine whether upsizing is required to serve the growth. This will be determined at Design Studies and if warranted, the upsizing will be required to be paid for the developer at no cost to the City. This is a proposed condition of draft approval.

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 pedestrian movement to other shopping opportunities to the west with appropriate Urban Design. The walkway from Glenora Drive will be extended to connect to Street A, 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 on Adelaide Street. 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.

Additional issues raised

1. Upgrades to Tennent Avenue

Tennent Avenue has no curbs and gutters, and a sidewalk is located on one side (south) of the street. As part of the conditions of draft plan, the applicant will be required to:

- Reconstruct the Tennent Avenue road surface and upgrading this portion of Tennent Avenue to an urban cross section from North Vernon Avenue to the west limit of the plan;
- Reconstruct the sidewalk on the south side of Tennent Avenue to blend in with the newly reconstructed Tennent Avenue including curb and gutters;
- Construct curb and gutter on the north side of Tennent Avenue from North Vernon Avenue westerly to the existing curb and gutter fronting 616 Tennent Avenue; and
- Construct a sidewalk on the north boulevard of Tennent Avenue from North Vernon Avenue westerly to the existing sidewalk fronting 616 Tennent Avenue.

There are issues with flooding along the north side of Tennent Avenue within residents' front yards. The inclusion of curbs and gutters and the redirection of stormwater from the site to stormwater pipes should help to alleviate these issues for existing residents.

2. Lack of Park Space and Schools

Several residents have raised concerns over the loss of park space since the removal of Northdale Elementary and have asked for additional park space within the proposed subdivision. The closest park space for residents is Dalkeith Park, which is located approximately 800 m from the proposed subdivision. While not ideal, it is an acceptable distance. Further along Glenora Drive, within approximately 1 km of the proposed subdivision, is a public and catholic elementary school, with soccer fields, baseball diamonds, play structures, and an outdoor swimming pool. This serves the needs of the area as a district park. Parks Planning has asked for cash in lieu of parkland which will help contribute to the upkeep of parks across the City.

3. Compatibility/value to neighbourhood

Residents of Tennent Avenue have asked that the proposed homes along Tennent Avenue have larger building setbacks and are kept to a maximum of one storey so they match the existing homes located on the north side of Tennent Avenue.

It is important to note that there is a 7 m City boulevard from edge of road to property line on the north side of Tennent Avenue. This has the appearance of creating significant front yard setbacks, when in actuality most of the homes are setback 5-8 m from property line. As for style of homes, there is no mechanism to require bungalows to be built on these lots, other than including restrictions in height in the zoning by-law. The style of homes proposed for the subdivision are attractive homes ranging in sizes and features. The zoning by-law is meant to allow for a range of housing styles. New subdivisions often have several builders to ensure a wide range of home and material styles and encourage a blend of housing types. Compatibility

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is not just about “matching” the existing development in the area. It’s about ensuring that any new development will add value to an existing community. This proposed subdivision will offer a range of housing styles for a range of future residents and families.

4. On street parking

The proposed lots will range from 11-12 m. This allows for on street parking between homes on Street A and on Tennent Avenue.

5. Removal of Trees and Street Trees

Residents were concerned over the loss of trees on the site due to development. As part of the conditions of draft approval, the applicant will be required to provide a tree preservation plan. This will ensure edge trees will be protected and retained during construction of the subdivision. As well, the City will require monies from the Applicant in order for the City to install street trees within the City boulevard for Tennent Avenue.

6. Construction Noise and Traffic

The impact of construction traffic was a concern raised by neighbourhood residents. Traffic from construction vehicles should be directed towards Adelaide Street, and not cut through the existing neighbourhood. This will be added as a condition of draft approval.

Red-line changes to the plan

The only redline change proposed is the addition of the walkway to connect to the existing walkway out to Glenora Drive. The walkway will be 4.6 m in width and will necessitate having a bend in it. From a Crime Prevention through Environmental Design (CPTED) perspective, this is not ideal. However, with the inclusion of lighting and “rounding” of the bend this will improve the sight lines and make this walkway safer and accessible to all residents.

CONCLUSION

Approval and development of these lands is consistent with Provincial Policy, and the recently approved Official Plan policy and zoning by-law. The recommended redline draft plan and conditions of draft approval ensures a compatible form of development with the existing neighbourhood. Overall, the redline draft plan of subdivision with associated conditions represents good land use planning and is an appropriate form of development.

PREPARED AND RECOMMENDED BY:	REVIEWED BY:
NANCY MCKEE, MCIP, RPP SENIOR PLANNER DEVELOPMENT SERVICES	TERRY GRAWAY, MCIP, RPP MANAGER, DEVELOPMENT SERVICES & PLANNING LIAISON
CONCURRED BY:	SUBMITTED BY:
JENNIE A. RAMSAY, P.ENG. MANAGER, DEVELOPMENT SERVICES & ENGINEERING LIAISON	GEORGE KOTSIFAS, P.ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL

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Bibliography of Information and Materials

Request for Approval:

City of London Draft Plan of Subdivision Application Form, completed by Ricor Engineering Limited, December 20th, 2012.

City of London Zoning By-law Amendment Application Form, completed by Ricor Engineering Limited, December 20th, 2012.

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.

Correspondence:

*all located in City of London File No. 39T-13501 unless otherwise stated.

Also see attached public correspondence in previous section.

Internal responses -

B. Page, Parks Planning and Design, E-mail to N. McKee, March 19, 2013.

K. Christensen, Environmental Services, Memo to N. McKee, March 12, 2013.

External responses-

D. Dalrymple, London Hydro, Fax to N. McKee, January 22, 2013.

S. Brundritt, Union Gas, E-mail to N. McKee, January 21, 2013.

D. Derango, Hydro One, E-mail to N. McKee, January 23, 2013.

L. Raffoul, Bell Canada, Letter to N. McKee, January 28, 2013.

B. DeSando, Canada Post, E-mail to N. McKee, February 4, 2013.

C. Creighton, UTRCA, Letter to N. McKee, March 7, 2013.

Ricor Engineering Limited, Various email correspondence, December 2012-April 2013.

Reports submitted with Application:

Final Proposal Report, Ricor Engineering Limited, December 17, 2012.

Neighbourhood Character Statement and Compatibility Report, Ricor Engineering Limited, December 17, 2012.

Report on Site Restoration, LVM, April 18, 2012.

Geotechnical Engineering Report, LVM, September 12, 2012.

Conceptual Stormwater management Report, Ricor Engineering Limited, December 17, 2012.

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Appendix "A"
Related Estimated Costs and Revenues

Estimated Costs – This Agreement	
Claims from Urban Works Reserve Fund – General	Nil
Claims from Urban Works Reserve Fund - Stormwater Management	Nil
Capital Expense - Transportation Budget	
- Curb & gutter beyond frontage of site	\$25,425
- Sidewalk beyond frontage of site – warranted sidewalk program	\$36,160
Other	Nil
Total	\$61,585
Estimated Revenues - This Agreement (2013 rates)	
CSRF	\$748,396
UWRF	\$291,016
Total	\$1,039,412

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1. Estimated Costs are based on approximations provided by the applicant. Final claims will be determined based on actual costs in conjunction with the and the applicable By-law. terms of the subdivision agreement
2. Estimated Revenues are calculated using 2013 DC rates and may take many years to recover. The revenue estimates includes DC cost recovery for "soft services" (fire, police, parks and recreation facilities, library, growth studies). There is no comparative cost allocation in the Estimated Cost section of the report, so the reader should use caution in comparing the Cost with the Revenue section.
3. The revenues and costs in the table above are not directly comparable. This subdivision, like others in the area, also relies on the recently constructed roadwork and SWM facilities, the cost of which is not reported above. Other growth related costs (like wastewater treatment plant and road capacity expansion) incurred to serve this subdivision are not reported above.

Reviewed By:



**Peter Christiaans
Director, Development Finance**

Telephone

Betty Lou Haldane
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Virginia Gale
1502 North Vernon Avenue

Patricia Kirk
123 Delmont Place

Anna Parker
1272 Glenora Drive

Aaron Jacques
1477 Glengarry Avenue

Robert Sellars
1225 Glenora Drive

Walter Lockhart
143 Delmont Place

Robert Austen
1530 Mctavish Crescent

Deb Dennis
1249 Glenora Drive

Jeremy Rayner
624 Tennent Avenue

Debbie Ensing

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147 Delmont

Anne and Peter Wroe
670 Lauderdale Ave (see attached)

Dean Goddard
656 Lauderdale Avenue (see attached)

Steve Kay
1480 North Vernon Avenue (see attached)

Dave and Laura Pinheiro
649 Tennent Avenue (see attached)

Rebecca and Dan Kutz
136 Delmont Avenue (see attached)

Dan and Heather Dignard
1516 North Vernon Avenue (see attached)

Jeff Cordell

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135 Delmont Place

1207 Glenora Drive (see attached)

Jeff Harrison
1526 McTavish Crescent

David Zwart
31 Glenview Crescent (see attached)

Richard Parkinson
1478 Adelaide Street North

Patricia Martin
1510 North Vernon Avenue (see attached)

Deborah Martin
630 Tennent Avenue

Janet Slade
100 Delmont Avenue (see attached)

Lavalle Kiteley (also written)
1119 Glenora Drive

Shayna McKay
151 Delmont Avenue (see attached)

Elizabeth Wilson
626 Tennent Avenue

Jeff and Kim MacDonald
638 Tennent Avenue (see attached)

Alan Roach
1163 Glenora Avenue

Sheila Hunt
636 Lauderdale Avenue (see attached)

David and Beverley Paul
1139 Glenora Drive (see attached –
separate letter and graphics)

Sandy Levin (by e-mail)

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Comments Received by E-mail

Thanks so much for this very useful information. Personally, my husband and I are really encouraged by this news, and would welcome a subdivision of single family dwellings for this area. I realize that this sub-divisional addition would likely mean more traffic in the area, particularly during the time from 8:00-8:45 am, when most parents drop off their children to A.B. Lucas high school, but, other than that, we see the development as a promising improvement to the Stoneybrook/Northdale area.

Your prompt and welcoming response to my inquiry was much appreciated (along with that of the pleasant receptionist), so I felt very positive about approaching City Hall regarding my concern.

Cheryl Curtis
652 Tennent Ave.

We received our letter yesterday on the rezoning application 39T-13501/Z-8139 for 655 Tennent Ave London ON.

After review of the proposal we are happy to see that it will be a residential development going into the area our concern is over the density of the development for this area.

Most of the properties in this area are large lots with spacing and not a packed in like a new subdivision it would be much better for the area if the developer were keep with the area the way it is an decrease the density and increase the lot sizes to blend in with the area. Another concern is the impacted that adding more traffic to the street and intersection at Adelaide and Tennent on a regular bases this is not the best intersection at times with the offset to Mapledale Ave and Elmdale Ave.

We have a suggestion for the name of the new street Nothdale Ave for the old Northdale School that was there before.

Phil Haycock and Angela Van Lanen
1499 North Vernon Ave.

In regards to the Notice of Application for the above listed address, I cannot stress enough how angry I am that this application proposal is even being considered. As a member of this community since 1999 I chose this area because of the green space attached to my back yard. There has already been and continues to be built, a huge number of new homes on both sides of Highbury Avenue North, East, and West and Fanshawe Park Road North and East which has already added to the congestion of traffic and reduced the green space in this area. I have always enjoyed living in this area, why must we cram houses, 44 no less, into this green space? As a parent of 2 children who have played soccer in the city for the last 15 years, I have heard coaches complain of the shortage of outdoor soccer fields in this city, perhaps this would be a better use of this space. I would ask that City council say No! to this proposal, think of it as being constructed in your own back yards and I'm sure you will make the right decision.

Dena Bowering
1229 Glenora Drive

My name is Cathy Steen and my family and I reside on Delmont Place...a cul de sac located north of the area where 44 single family homes are planned to be built. As a resident of this subdivision, I have serious concerns about the increased traffic due to these proposed plans. We currently have two ways to exit our neighbourhood...both are less than ideal. We can turn onto Fanshawe Park Road via Fremont Ave. This can be a dangerous and timely endeavour as there are no traffic lights, and traffic volume going east and west on Fanshawe during peak periods can make it nearly impossible (especially if you wish to go west). The other exit for us is

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Tenant Ave which exits out onto Adelaide St. I personally use this intersection during the week to get to and from work. Up until a short time ago (I apologize as I don't know the exact date), there were no lights at that intersection either, and vehicles needed to wait for long periods in order to turn safely (especially if heading South on Adelaide). Adding to the vehicular traffic are the many young pedestrians using this intersection to get to school (students crossing Adelaide to get to Lucas High School). Not long ago, traffic lights were put into place just North of Tenant. However, these lights are only engaged when a pedestrian needs to cross the street. The pedestrian walkway button needs to be pressed in order to signal the light to change. During rush hour, there is a brief window when vehicular traffic benefits from the number of students engaging that traffic light. However, after 8am, motorists wishing to turn south on Adelaide from Tenant will be waiting for long periods (as most students have arrived at school) and traffic does back up along Tenant Ave.

With the addition of 44 new homes, the traffic congestion on Tenant will only worsen...especially during rush hour. I would personally like to see a fully functional traffic light installed at the intersection of Adelaide and Tenant which would allow motorists to safely exit the subdivision at any time of day. The traffic light would keep traffic moving, reduce congestion, as well as making the area safer for pedestrians. The same could be said for the area where Fremont Ave. meets Fanshawe Park Road. A traffic light there would allow for vehicles to exit safely onto that main artery, while also allowing pedestrians to cross the street safely.

Traffic lights would certainly help the residents in our area. If these single family homes are indeed going to be built, I respectfully ask for your thought and consideration in creating safe roadways which will allow for easy access to and from our neighbourhood.

Cathy Steen
147 Delmont Place

My husband and I are very upset and concerned re the possible 44 new homes being erected on the former Northdale School property..... the traffic will be phenomenal, and we are strongly opposed to such a ludicrous idea there... sure, it beats high-rises being put in there, but we don't want to see either.... what a mistake..... why can't it just be left as a nice park? Buildings DON'T HAVE TO PUT IN EMPTY SPACES !!!!!!!!! Revenue be damned!!!!

Anne and Peter Wroe
670 Lauderdale Ave

We have recently heard that a developer has been granted planning permission to build 44 single family homes on the previous sight of Northdale Public School. I have several concerns regarding this, not the least of which is the destruction of yet more trees and the lack of a playground in the vicinity. Right now we have to walk several blocks to a playground, which is always very busy since it is the only one within walking distance. That aside, the biggest issue I have is the addition of, potentially, 88 more cars (assuming 2/household) in a neighbourhood that already has traffic issues thanks to the high school and basically 2 routes onto the main arteries, neither of which have stop lights. A left turn onto Fanshawe Park Road and the left turn onto Adelaide Street are both dangerous (and nearly impossible) at rush hour. I am hoping that someone down there has had the sense to look into a traffic light at either, or better yet, both of these intersections. The crossing light put up a couple of years ago does nothing to help those making a left unless someone pushes the button. I am aware that Fanshawe Park Road is awaiting widening (2016, last I heard) but we can't wait that long. I hope it doesn't take death or a serious injury for these concerns to be met.

Dean Goddard
656 Lauderdale Avenue

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I just heard through a neighbor about a proposed development on the old Northdale public school property on Tennent Ave here in London. First of all I have never received any documentation of any proposed development with this property. I am a lifelong resident of this area and purchased my parents home here on North Vernon Ave and have lived here for 52 years. What's so nice about this area is the huge lots and mature trees as well as the tranquility of the area. I am opposed to any development of the property other than for sports use which is what it was used for previous to this. The proposed development will bring much more traffic into the area which is already complete chaos when Lucas school gets out and the roads cannot handle the traffic volume now. It would be crazy putting more homes here and I fear it will ruin my property value and devalue the whole area. Tennent Ave is way too narrow now without any development. I have spoken to a few neighbors and everyone I have spoken to is opposed to any development of this property. If it does go through I will be moving out of this city.

Steve Kay
1480 North Vernon Ave

We have been neighbours to 655 Tennent Ave. (formally Northdale Public School) for the past ten years. We are a young family and are seriously considering moving to a larger home. We love the area and would definitely be open to considering purchasing one of the homes that may be built next door. Whether we live in or are a neighbour of the proposed subdivision, we have some concerns/questions in regards to the possible development of a subdivision.

1. Common space- on the plan, there is not a common play area or green space where children can play and neighbours can become friends that existed before when the school was there.
2. Traffic control- we feel traffic is quite busy already with Lucas Secondary School. If there are 44 more houses, that could mean 44 to 88 more cars each day.
3. Walk way- what will become of the existing path to Glenora? It should still be accessible for the existing neighbourhood to use.
4. Noise and dust- we are concerned with noise and dust while construction is happening. The demolition of Northdale was very disruptive. The house constantly shook from the vibration of the large construction vehicles in operation. The wind would blow across the field blowing at our home preventing us from opening windows and covering vehicles, patio furniture and filling the children's pool with dust and debris. How can this be prevented/reduced?
5. Privacy – we are very concerned with the amount of houses at such a close distance backing onto our property. What will be used for privacy as well as preventing a great deal of noise?
6. Existing trees- Will the builder include or relocate the current trees on the lot into the lot plans and not remove them. Doing so would be in line with the "forest city" philosophy.

We have not yet received a letter in the mail regarding this notice of application and only heard about it recently from another neighbour who contacted the city and Joni Baechler. I have spoken to a few other neighbours and none have received a notice either. I would like to request that the deadline be postponed and all notices be re-mailed so that everyone is aware of the proposed changes.

Thank you for your consideration and please notify us of any more information and the decision of the City of London in respect of this proposed plan of subdivision.

Dave and Laura Pinheiro
649 Tennent Avenue

We just recently found out that 44 homes are being built on the land where Northdale School was. Our family lives in the neighbourhood on Delmont Avenue and we wanted to voice our concerns. This area is already so busy and it's difficult to exit the subdivision as it is. You can spend a long time at either exit (Fanshawe Pk. Rd or Adelaide) waiting for traffic to clear, and

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it's even worse on days when it's inclement weather. We're also concerned for the safety of all the students coming and going from Lucas High School.

If these homes are going to be built, then proper traffic lights need to be put at the Tennant and Adelaide, and Fremont and Fanshawe exits. This is a nice neighbourhood and we cannot imagine how they are planning on fitting 44 homes on that plot of land. If they are going to build homes there they should be at least in keeping with the neighbourhood and not be skinny little cookie cutter houses, with no yards, squashed on to a piece of land.

Please consider the safety and convenience of all the people in this subdivision and the students at Lucas and at least put up proper traffic lights at the exits.

Rebecca and Dan Kutz
136 Delmont Avenue

As residents of North Vernon Avenue, we have a few concerns regarding the proposed subdivision plan from Wastell Developments Inc. for 655 Tennent Avenue.

Our neighbourhood consists of mostly bungalow and ranch style homes on larger lots. Traffic congestion is not too much of an issue at the present, excluding events or entry and dismissal times of A.B. Lucas Secondary School. The proposed 44 lot subdivision raises questions concerning capacity of our current infrastructure, traffic flow and the safety of residents using our streets.

The two main areas of access for our subdivision are Tennant Ave. at Adelaide St. N. and Fremont Ave. at Fanshawe Park Rd. E. Traffic lights do not currently exist at these access points, other than a crosswalk light at Tennent and Adelaide. With the proposed subdivision, there will be 2 exits onto Tennent before North Vernon with at least 44 cars trying to exit onto Adelaide. During peak times with the added density, without lights at Adelaide, it will be extremely difficult for residents to exit the subdivision. Exiting to Fanshawe Park Road, is already a nightmare (not surprisingly the city has delayed widening this artery while continuing to build new housing).

Currently there are sidewalks on the south side of Tennent, which in the winter, are only cleared to where Northdale School stood, not all the way to A.B. Lucas. The high school students rarely use this sidewalk and generally walk 3-4 abreast on the north side of Tennent. With the new subdivision, sidewalks would need to be installed on both sides of Tennent.

Not only would sidewalks need to be installed on Tennent, but also on North Vernon as well. Cars regularly cut the corner when turning onto North Vernon from Tennent, roll through the two stop signs, and cut through to Fanshawe using Tennent. At night, lighting is also an issue, as one does not see pedestrians until they are almost beside them. Installing sidewalks would alleviate the safety concerns.

Sewer infrastructure is also a concern. Northdale school did not use much of the service with the small amount of children that attended the school in its final years. Does the old infrastructure have the capacity to support 44 new homes with all of today's conveniences?

Construction traffic. While the services for the new subdivision are being installed flat bed trailers and transport trucks will be lined up on Tennent Ave. waiting to be off loaded and will push the traffic going past to move into the middle of the road and into the students walking there. This traffic will also block up/congest Tennent Ave. leaving the only access Fanshawe Park Rd. which, is at the best of times, extremely hard to turn left onto. Even if you were to use Glengarry as an exit, which is further east, the issue still exists as there is no traffic light.

Once the services for the subdivision are complete the traffic on the new street will be increased tenfold as the new houses are built, resulting in a higher volume of vehicles travelling up and down Tennent Ave and North Vernon Ave.

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The conditions of both streets are poor and the added volume of heavy equipment will deteriorate them further, are they going to be repaved?

Exiting our subdivision can be tricky due to heavy traffic on Adelaide and Fanshawe - are traffic lights going to be installed?

We understand that homes will be built on the site and that builders like to make as much money as possible on their purchase, but does this give them the right to build whatever they want, not what is best for the community in which they are building? More consultation is needed for the new subdivision plan.

One final question, why were the homes on Tennent Ave. and North Vernon Ave. the only ones that received letters in the mail? As concerned residents, once the sign went up, we did go to the city's website to look at the plan. Why did it take the city almost 2 months after the sign went up, for the letters to be mailed out? The delay in the letters makes it appear that the city does not welcome input on the proposed plan.

Dan and Heather Dignard
1516 North Vernon Avenue

I am writing to you with a few concerns about the proposed development on Tennant Ave. I have seen the final proposal plan that Wastell Development has put forth. I am concerned about two ideas. Firstly, I believe the existing walkway through to Glenora should remain open and usable. This will allow the new residents of Tennant Ave to feel part of the whole Northridge community. I know that many people (dog walkers, runners, walkers) that live in the older part of Northridge use the walkway to gain access to Glenora Dr where there are established sidewalks. Secondly, the lack of green space is also one of my concerns. I realize the fact that every foot of land is worth a lot of money. However, I think we need to ask the question, is Wastell building houses or a community? If Wastell wants to build houses, you can teach them how to build a community with green space included. I can only imagine that the houses that will be built will be filled with young families in the future. It is important for these families to have a local park to play at. This is important for meeting neighbours and again building community. The closest existing park from the Tennant Ave location is Dalkeith Park which is very far for these future families. I realize that the Lucas S.S. fields are adjacent to the properties, which is a great feature for older kids, but a park with play equipment is something that is being overlooked far too often these days in new developments. I think I can safely assume that you have seen the plans that my neighbours David and Beverly Paul have had drawn up to incorporate a green space into this new development. It may be one less house for a development company to build, but it will allow the community to stick together and get to know each other. Please consider these two features when moving forward in your development of Tennant Ave.

Jeff Cordell
1207 Glenora Drive

Currently there is a foot path that runs from Glenora to the SW corner of the old Norhdale lot. The concept plan shows that path blocked off at the back of lot 19. I would like to see that path extended through to the proposed street. This would allow easier flow of pedestrian traffic for Lucas SS, bus stops, the Adelaide/Tennent plaza, etc.

David Zwart
31 Glenview Crescent

I am writing about the flyer put in my mail box last week regarding 44 single family homes. Could you please give me the details as to when this is supposed to be taking place. Will there be an information meeting. Please keep me posted. I wanted to know what kind of housing is

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planned for there. Is it gov't housing, and when is it going to start. Do you have any idea of the time frame. I will be going to the meeting as soon as I'm notified but in the meantime anything you could pass along would be appreciated.

Patricia Martin
1510 North Vernon Avenue

I have received your letter of March 14th and am writing to you with regard to the Northdale School area development. I have lived on Delmont Avenue for 17 years and exiting this subdivision has always been an issue. I have waited up to 10 minutes to make a left turn onto Adelaide Street or Fanshawe Park Road. When there is snow on the road, even with snow tires I may have to take several runs at the intersection to get out.

My Concerns

- 1 Student, pedestrian and driver safety.
- 2 This development plan is not in keeping with the neighbourhood.
- 3 Traffic on Tenant Avenue - especially when students are entering and leaving Lucas High School
- 4 Pedestrian safety -there is only one side walk on Tenant Avenue, and it's already dangerous in this area .
- 5 Will vehicles be reversing onto Tenant from the new housing facing the street?
- 6 Where will people visiting the new homes park?
- 7 Will the city be installing stop lights at the intersections of Tenant and Adelaide, and Fremont and Fanshawe Park Road? It will be a nightmare living here otherwise.

I am a community nurse and frequently have parking issues when visiting homes in new subdivisions due to lack of parking space. This is especially bad during the winter when existing space is covered with snow. There needs to be a lot more thought about appropriate use of land: green space, parking space for residents and visitors, safe space for children to play and pedestrians to walk, space to plant trees, and keep the existing ones. Everything these days seems to be about how much money the developers can make out of a piece of land, and that is wrong.

Janet Slade
100 Delmont Avenue

I am writing to you regarding the development planned for the Northdale School site. I have no issue with the building of single family homes on the site, however as a resident of the neighbourhood I do have concerns about the existing infrastructure of the surrounding area being sufficient to handle the increased traffic. If there are going to be many more cars moving through the neighbourhood, the safety of the students must be considered - the sidewalk along Tennant is not always maintained very well in winter, and there are a few fairly busy streets in the area that have no sidewalks. Also, when there are events at the school parking along Tennent can become problematic. It is important that the roads in the new development can handle the parking needs for the new houses, so that visitors to the new neighbourhood do not spill out onto Tennant. Finally, exiting the neighbourhood during peak times will become increasingly difficult with the increased traffic. Is there a plan in place for ensuring that traffic flow onto Adelaide (via Tennant) and/or Fanshawe (via Fremont) will not become problematic?

Shayna McKay
151 Delmont Avenue

After review of the documents sent to us concerning development of the former Northdale Public School property and meeting with neighbours, we have a few concerns about the proposed plans.

- 1) The homes facing Tennent Avenue should be bungalows or low level backsplits (not two storey homes if planned) and match the street/neighbourhood.
- 2) The homes should certainly be set back from the road the same distance as the existing homes on Tennent Avenue, again to match the street/neighbourhood. To allow for

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parking too so that new residents aren't parking all along our street because they have short, small driveways.

- 3) The road that is planned - can't it be made a court within the new homes and just have one entrance near Lucas high school/at the east end of Tennent Avenue?
- 4) Tennent Avenue is a busy street with Lucas highschool down the road - both vehicular and pedestrian (children attending the school). It also hosts soccer in the summer at the soccer field that will be just east of the new homes and this too creates a lot of cars parked on our road and lots of small children.
- 5) Parking on our street is a major concern but can be helped if these homes facing Tennent Ave have larger frontages / longer driveways.
- 6) We don't want our properties, trees, lawns disturbed by new road construction.

All in all, we want this new development to match our neighbourhood and cause little disruption to our quaint little neighbourhood.

Jeff and Kim MacDonald
638 Tennent Avenue

I might be late in voicing my opinion on the addition of 44 single family homes on Tenant Ave, but I thought I would do it anyway.

Please consider traffic lights at Tenant and Adelaide. It is difficult to turn south on Adelaide from Tenant now and I can see that the addition of new homes would complicate that further.

I have noticed that the sidewalk on Tenant is often not cleared in the winter. Pedestrians, particularly the Lucas students, walk on the road and not usually in single file!! Added vehicular traffic from new homes would further complicate pedestrian safety.

Is a sidewalk on the north side of Tenant possible?

A nice park would be appreciated within the new subdivision. Northdale PS provided a community gathering spot and it is missed.

Sheila Hunt
636 Lauderdale Avenue

This letter is written in regard to the Draft plan of Subdivision Notice of application. We wish to present our concerns and those of the neighbourhood of Glenora and Glenview Crescent of continuing the use of the walkway between the residences of 1119 and 1123 Glenora Drive. The walk way was primarily used for people to access the green space to walk their dogs and play soccer. This green space is now to be a residential crescent. Since the present green space is to become a residential area the use of the walkway to connect the two residential areas of Glenora Drive and "Street A" appears un- purposeful. One may argue that students who need to access A.B. Lucas Secondary School need to use this walkway however there is a newly established crossing light on Adelaide Street and Tennent Avenue for this purpose. There is no significant time savings between using the walk way versus Adelaide Street. Further cutting through neighbourhoods has it draw backs. Since we have resided at 1119 Glenora Drive since 1997 we have witnessed the misuse of the walkway. We have cleaned up glass (beer bottles), had to call the police due youth drinking and had graffiti painted on our fence. These incidents occurred when the school was behind us and there is fear as a new residence develops misuse of the walkway will ensue. It is believed that the new development will not want these issues to contend with which also may impact property value. To use Adelaide Street to access Tennent Avenue is the best alternative in regard to safer and quieter neighbourhoods. It is deemed that not having access through the walkway between the established neighbourhood and new development is a benefit for both parties. We are prepared to purchase this walkway to prevent pedestrian access and deem that this will ultimately benefit both residential areas.

LaValle and Kelly Kiteley
1119 Glenora Drive

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Appendix “C”
Conditions of Draft Approval

THE CORPORATION OF THE CITY OF LONDON’S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-13501 ARE AS FOLLOWS:

- | NO. | CONDITIONS |
|------------|---|
| 1. | This draft approval applies to the draft plan as submitted by Wastell Developments Inc. (File No. 39T-13501), prepared by Ricor Engineering Limited and certified by Robert D. Sterling, FKS Land Surveyors (Drawing DP1, dated December 11, 2012), <u>as red-lined</u> , which shows 44 single detached residential lots, and one walkway block, all served by one new local street. |
| 2. | 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. |
| 3. | The road allowances included in this draft plan shall be shown on the face of the plan and dedicated as public highways. |
| 4. | The Owner shall request that street(s) shall be named to the satisfaction of the City. |
| 5. | The Owner shall request that the municipal address shall be assigned to the satisfaction of the City. |
| 6. | Prior to final approval, the Owner shall submit to the City 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. | The subdivision agreement between the Owner and the City 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. |
| 8. | In conjunction with registration of the plan, the Owner shall provide to the appropriate authorities such easements as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of the City, at no cost to the City. |
| 9. | The plan of subdivision shall be registered in one phase. |
| 10. | Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with 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 has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the City, such submission will be returned to the Owner without detailed review by the City. |
| 11. | Prior to final approval 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. |

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12. The Owner shall pay cash-in-lieu for parkland consistent with the City of London's parkland dedication by-law CP-9 and Council Policy manual.
13. The Owner shall make a cash-in-lieu payment for the required number of street trees.
14. In conjunction with Design Studies, the Owner shall prepare a tree preservation report and plan for lands within the proposed draft plan of subdivision. The tree preservation report and plan shall be focused on the preservation of quality specimen trees within lots. The tree preservation report and plan shall be completed in accordance with the current City of London Guidelines for the preparation of Tree Preservation Reports and Tree Preservation Plans to the satisfaction of the City.
15. Prior to final approval, the Owner shall take all necessary steps to ensure that appropriate zoning is in effect for this proposed subdivision.

SEWERS & WATERMAINS

Sanitary:

16. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit the following sanitary servicing design information:
 - i) Provide a sanitary drainage area plan, including the preliminary sanitary sewer routing, to the satisfaction of the City; and
 - ii) To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, provide an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken.
17. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
 - i) Construct sanitary sewers to serve this Plan and connect them to the existing municipal sewer system, namely, the 200 mm (8") diameter sanitary sewer located on Tennent Avenue;
 - ii) Construct a sanitary sewer extension on Tennent Avenue to service Lots 10, 11 and 12 and connect to the existing municipal sewer system, namely the 200 mm (8") diameter sanitary sewer located on Tennent Avenue; and
 - iii) Construct sanitary private drain connections to serve the lots in this plan fronting Tennent Avenue, Lots 1 to 12, and connect them to the existing 200 mm (8") diameter sanitary sewer on Tennent Avenue, to the satisfaction of the City and at no cost to the City.
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 of subdivision, undertake measures within this draft plan to control and prevent any inflow and infiltration and silt from being introduced to the sanitary sewer system during and after construction, satisfactory to the City, at no cost to the City, 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 the 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 Adelaide Pollution Control Plant for this subdivision. This

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treatment capacity shall be reserved by the City Engineer subject to capacity being available, on the condition that registration of the subdivision agreement and the plan of subdivision occur within one (1) year of the date specified in the subdivision agreement.

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

Storm and Stormwater Management (SWM)

20. In conjunction with the Design Studies submission, the Owner shall have their consulting engineer prepare and submit a Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation to address the following:
 - i) Providing a storm sewer capacity analysis study to confirm that there is enough capacity in the existing storm sewer system(s) for the proposed development, all to the satisfaction of the City, at no cost to the City;
 - ii) Identifying the storm/drainage and SWM servicing works for the subject and external lands, if necessary, all to the satisfaction of the City;
 - iii) Identifying major and minor storm flow routes and outlets for the subject lands and external lands and provide detailed documentation/calculations in support of the proposed major and minor storm flow routes;
 - iv) Providing a geotechnical report with respect to construction, grading and drainage of this subdivision;
 - v) Updating the storm sewer design sheet(s) for these sewers, all to the satisfaction of the City, at no cost to the City;
 - 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.

21. The above-noted Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation, prepared by the Owner's consulting professional engineer, shall be in accordance with the recommendations and requirements of the following:
 - i) The SWM criteria and environmental targets for the Stoney Creek Subwatershed Study and any addendums/amendments;
 - ii) The approved Storm/Drainage and SWM Servicing Functional Report for the subject lands;
 - iii) The City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;
 - iv) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
 - v) The Ministry of the Environment SWM Practices Planning and Design Manual, as revised; and
 - vi) 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:
 - i) Constructing storm sewers and connecting them to the existing municipal storm sewer system, namely, the existing 675 mm (27") diameter storm sewer on Glenora Drive via the existing 375 mm (15") diameter storm sewer stub in the

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- municipal sewer/walkway easement within Block 94 in Northridge Phase 5 Subdivision (Plan 33M-86), and the existing 600 mm (24") diameter storm sewer on Tennent Avenue;
- ii) Constructing storm private drain connections to serve the lots in this plan fronting Tennent Avenue, Lots 1 to 12, and connecting them to the existing 600 mm (24") diameter storm sewer on Tennent Avenue, to the satisfaction of the City and at no cost to the City;
 - iv) Constructing and implementing 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
 - v) Addressing forthwith any deficiencies of the stormwater works and/or monitoring program.
23. Prior to the issuance of any Certificates of Conditional Approval for any lots 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) Provide all adequate easements, if required, at no cost to the City, in relation to stormwater/drainage and SWM servicing works of the subject lands, all to the satisfaction of the City;
 - iii) Construct and have operational the major and minor storm flow routes for the subject lands, to the satisfaction of the City; and
 - iv) Implement all geotechnical recommendations made by the geotechnical report accepted by the City;
24. Prior to the acceptance of engineering drawings, the Owner's consulting engineer shall 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 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. In conjunction with the engineering drawing submission, the Owner shall have a report prepared by a qualified consultant, and if necessary, a detailed hydro geological investigation carried out by a qualified consultant, to determine the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area and identify any abandoned wells in this plan, assess the impact on water balance and any fill required in the plan, to the satisfaction of the City. If necessary, the report is to also address any contamination impacts that may be anticipated or experienced as a result of the said construction as well as provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.
- Prior to the issuance of any Certificate of Conditional Approval, the Owner's professional engineer shall certify that any remedial or other works as recommended in the above accepted hydro geological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.
26. 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.

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Watermains

27. In conjunction with the Design Studies submission, the Owner shall have their consulting engineer prepare and submit the following water servicing design information, all to the satisfaction of the City Engineer:
- i) Determining if the existing 150 mm (6") CI watermain on Tennent Avenue is of sufficient size and capacity to support the proposed development. It is noted that any upsizing to the watermain on Tennent Avenue to accommodate the proposed development will be at the Owner's cost, all to the satisfaction of the City Engineer;
 - ii) A water servicing report which addresses the following:
 - a) Identifying external water servicing requirements;
 - b) Confirming capacity requirements are met;
 - c) Identifying need to the construction of external works;
 - d) Identifying the effect of development on existing water infrastructure and identifying 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; and
 - j) Identifying location of valves and hydrants.
 - iii) 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 in 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.

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.

28. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water services for this draft plan of subdivision:
- i) Construct watermains to serve this Plan and connect them to the existing municipal system, namely, the existing 150 mm (6") diameter watermain on Tennent Avenue;
 - iii) Construct private water services to serve the lots fronting Tennent Avenue, Lots 1 to 12, and connect them to the existing 150 mm (6") diameter watermain on Tennent Avenue.

All to the satisfaction of the City and at no cost to the City.

STREETS, TRANSPORTATION & SURVEYS

Roadworks

29. 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 Street 'A'.
30. The Owner shall have its professional engineer design the roadworks in accordance with the following road widths:

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- i) Street 'A' has a minimum road pavement width (excluding gutters) of 7.0 metres (23') with a minimum road allowance of 19 metres (62').

Sidewalks/Walkways/Bikeways

- 31. The Owner shall construct a 1.5 metre (5') sidewalk on one side of the following streets:
 - i) Street 'A' – outside boulevard
- 32. The Owner shall provide a 4.6 metre wide walkway, to connect to the existing walkway south west of this plan. This walkway shall be designed to the maintenance access standard to direct storm servicing, to the specifications of the City at the southwest limit of this plan.
- 33. The Owner shall construct a 1.5 metre high chain link fence without gates along the property limit interface of all private lots adjacent to the future walkway block. Fencing shall be completed to the satisfaction of the City within 1 year of the registration of the plan.

Street Lights

- 34. 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.

Boundary Road Works

- 35. The Owner shall reconstruct Tennent Avenue road surface and any associated drainage works from North Vernon Avenue to the west limit of the plan, to the satisfaction of the City, at no cost to the City, unless otherwise specified herein.
- 36. The Owner shall construct curb and gutter on the south side of Tennent Avenue from the east limit of the plan of subdivision to the west limit of the plan of subdivision, to the satisfaction of the City, at no cost to the City.
- 37. The Owner shall construct/extend curb and gutter from the westerly limit of this plan to the westerly limit of 645 Tennent Avenue, to the satisfaction of the City.
- 38. The Owner shall reconstruct the sidewalk on the south side of Tennent Avenue to blend in with the newly reconstructed Tennent Avenue including curbs and gutters, to the satisfaction of the City, at no cost to the City.
- 39. The Owner shall construct curb and gutter on the north side of Tennent Avenue from North Vernon Avenue westerly to the existing curb and gutter fronting 616 Tennent Avenue, to the satisfaction of the City.
- 40. The Owner shall construct a sidewalk on the north boulevard of Tennent Avenue from North Vernon Avenue westerly to the existing sidewalk fronting 616 Tennent Avenue, to the satisfaction of the City.

Traffic Calming

- 41. The Owner shall install curb extensions on Tennent Avenue at both intersections of Street 'A', to the satisfaction of the City, at no cost to the City.
- 42. In conjunction with the Design Studies submission, the Owner shall have its professional engineer provide a conceptual design of the proposed traffic calming measures on Tennent Avenue at both intersections of Street 'A', which may include curb extensions and other measures, to the satisfaction of the City.

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Construction Access/Temporary/Second Access Roads

- 43. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Tennent Avenue via Adelaide Street North or other routes as designated by the City.
- 44. 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.
- 45. In the event any work is undertaken on an existing street, the Owner shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City for any construction activity that will occur on existing public roadways. The Owner shall have it's contractor(s) undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted in conjunction with the subdivision servicing drawings for this plan of subdivision.

GENERAL CONDITIONS

- 46. 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.
- 47. 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.
- 48. 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.
- 49. 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.
- 50. 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.
- 51. 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.

- 52. 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.

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53. 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.

54. 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.

55. The Owner's professional engineer shall provide inspection services for during construction for all work to be assumed by the City, and shall have its professional engineer supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the City Engineer.

56. 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.

57. 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".

58. 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.)

59. 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.

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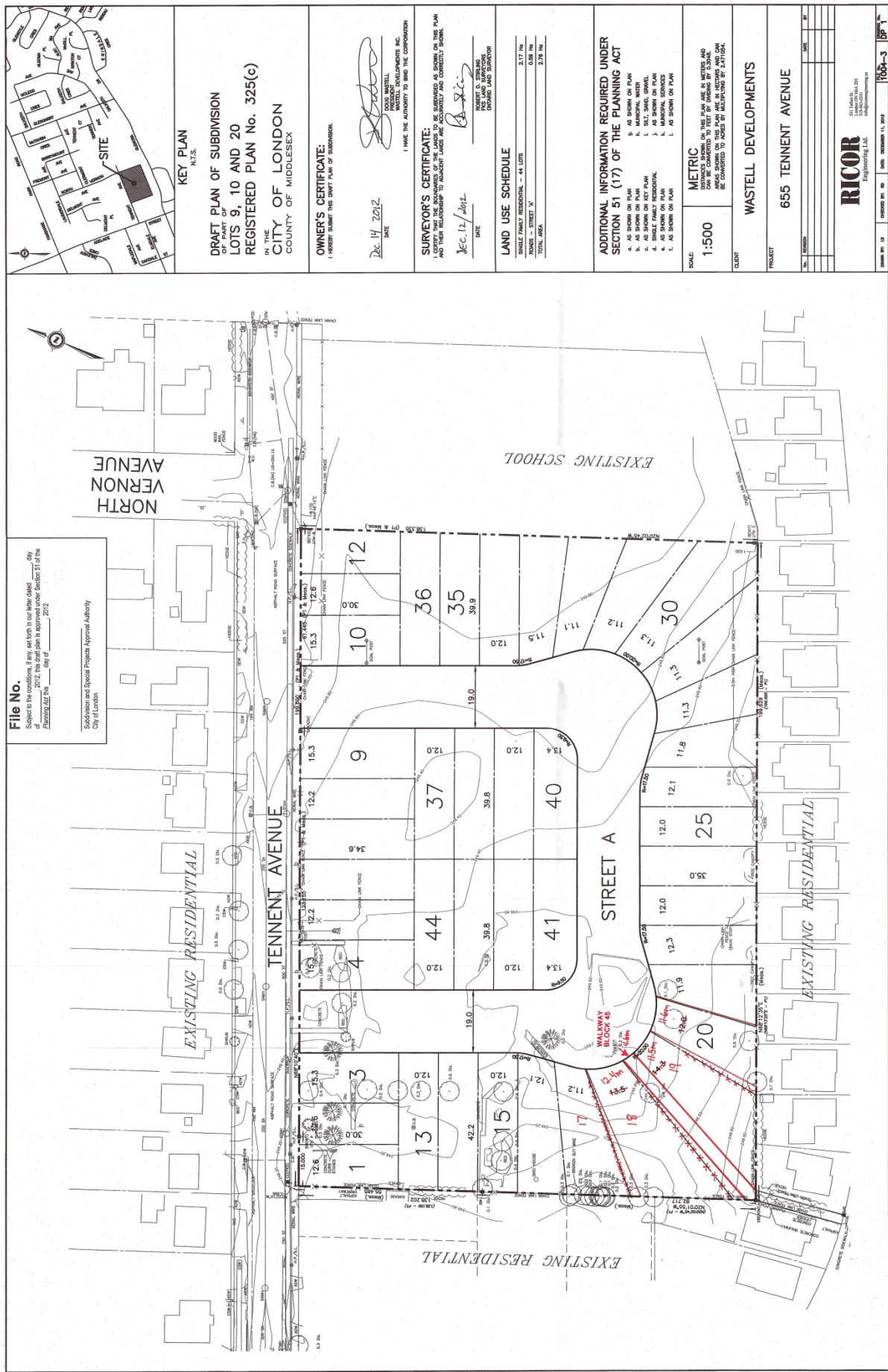
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60. The Owner shall remove any temporary works when no longer required and restore the land, at no cost to the City, to the specifications and satisfaction of the City.
61. The Owner shall decommission any abandoned infrastructure, at no cost to the City, including cutting the water service and capping it at the watermain, all to the specifications and satisfaction of the City.
62. 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.
63. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
64. The Owner shall make all necessary arrangements with the abutting property owners and properties fronting Tennent Avenue to regrade on any affected properties, where necessary, to accommodate the grading and servicing of this plan to City standards, to the satisfaction of the City.
65. The Owner shall make all adjustments to existing services eg. sidewalks, catchbasins, hydro poles, street lights, fire hydrants, trees, traffic calming, etc. to accommodate the proposed lotting pattern on Tennent Avenue, to the satisfaction of the City, at no cost to the City.
66. The Owner shall dedicate Block 45 of this plan for the purposes of a walkway & maintenance access.
67. The Owner shall comply with Canada Post in regards to Community Mailbox requirements, to the satisfaction of the City.

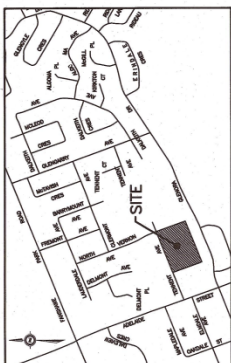
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File No.
 Subject to this plan, if any, as filed, is not to be taken as a guarantee of any kind. This plan is approved under Section 51 of the Planning Act, R.S.O. 1990, Chapter 217, as amended, on this 11th day of December, 2012.
 Subdivision and Special Projects Approval Authority
 City of London



KEY PLAN
N.T.S.

DRAFT PLAN OF SUBDIVISION
OF PART OF
LOTS 9, 10 AND 20
REGISTERED PLAN No. 325(c)
IN THE
CITY OF LONDON
COUNTY OF MIDDLESEX

OWNER'S CERTIFICATE:
I HEREBY SUBMIT THE DRAFT PLAN OF SUBDIVISION.
DATE: Dec. 14, 2012

I HAVE THE AUTHORITY TO SIGN THE CORPORATION
REGISTERED PLANNERS AND
REGISTERED SURVEYORS AS
INDICATED ON THIS PLAN.

SURVEYOR'S CERTIFICATE:
I HEREBY CERTIFY THAT I AM A REGISTERED SURVEYOR IN THE PROVINCE OF ONTARIO AND THAT I AM A MEMBER OF THE SURVEYORS ASSOCIATION OF ONTARIO. I HAVE EXAMINED THE PLAN AND THE INFORMATION PROVIDED TO ME AND I AM SATISFIED THAT THE PLAN IS ACCURATE AND CORRECTLY SHOWS THE BOUNDARIES AND DIMENSIONS OF THE LOTS AND AREAS SHOWN THEREON.
DATE: Dec. 12, 2012

LAND USE SCHEDULE
SINGLE FAMILY RESIDENTIAL - 44 LOTS
ROADS - STREET 'X'
TOTAL AREA
2.17 Ha
0.29 Ha
2.78 Ha

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT
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 4. SINGLE FAMILY RESIDENTIAL
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SCALE
1:500
DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES AND DIMENSIONS SHOWN ON THIS PLAN ARE IN FEET AND INCHES CAN BE CONVERTED TO METRES BY MULTIPLYING BY 2.54/100.

CLIENT
WASTELL DEVELOPMENTS

PROJECT
655 TENNENT AVENUE

RICOR
Engineering Ltd.
100 Plaza
Unit 100
London, Ontario N6C 2K5
519-875-1111
www.ricor.ca

DATE: 11/11/2012
DRAWN BY: LB
CHECKED BY: RD
SCALE: 1:500
PROJECT: 655 TENNENT AVENUE
SHEET: 1 OF 1

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**Appendix "D"
Zoning By-law Amendment**

Bill No. (number to be inserted by Clerk's Office)
2013

By-law No. Z.-1-_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 655 Tennent Avenue.

WHEREAS Wastell Developments Inc. has applied to rezone an area of land located 655 Tennent Avenue, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 655 Tennent Avenue, as shown on the attached map, from a Neighbourhood Facility (NF) Zone to a Residential R1 (R1-4) Zone, a Residential R1 (R1-5) Zone, and a Residential R1 Special Provision (R1-5()) Zone.

- 1) Section 5.4 of the R1 Zone to By-law No. Z.-1 is amended by adding the following Special Provisions:

Section 5.4 d) —)	R1-5 Zone Variation		
a)	Regulation(s)		
	i) Lot Area (minimum)	450.0 square metres (4,843.8 square feet)	
	ii) Lot Frontage (minimum)	11.0 metres (36.1 feet)	

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 of the *Planning Act, R.S.O. 1990, c. P.13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on April 30, 2013.

Joe Fontana
Mayor

Catharine Saunders
City Clerk

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Second Reading – April 30, 2013
Third Reading - April 30, 2013

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