



Planning Rationale

MIXED-USE DEVELOPMENT PROJECT
1273-1289 London Road, City of Sarnia
County of Lambton

May, 2020:



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GENERAL NOTE:

All projections and forecast results presented should be regarded as indicative and not necessarily precise measurements. They are based on information known up to this point in time and are subject to changes in project timelines, refinements, market conditions, methodology and approvals.



INTRODUCTION

OVERVIEW

Sol-Arch Inc. Planning + Architecture ("Sol-Arch") has been retained by Cantam Group Ltd. ("the applicant") to provide planning support and advisory services regarding a redevelopment proposal at 1273-1289 London Road, in the City of Sarnia. ("the subject site")

This Planning Rationale and Urban Design Brief has been prepared in support of an Official Plan Amendment, Zoning By-law and Site Plan Approval applications in accordance with requirements and parameters of the City of Sarnia.

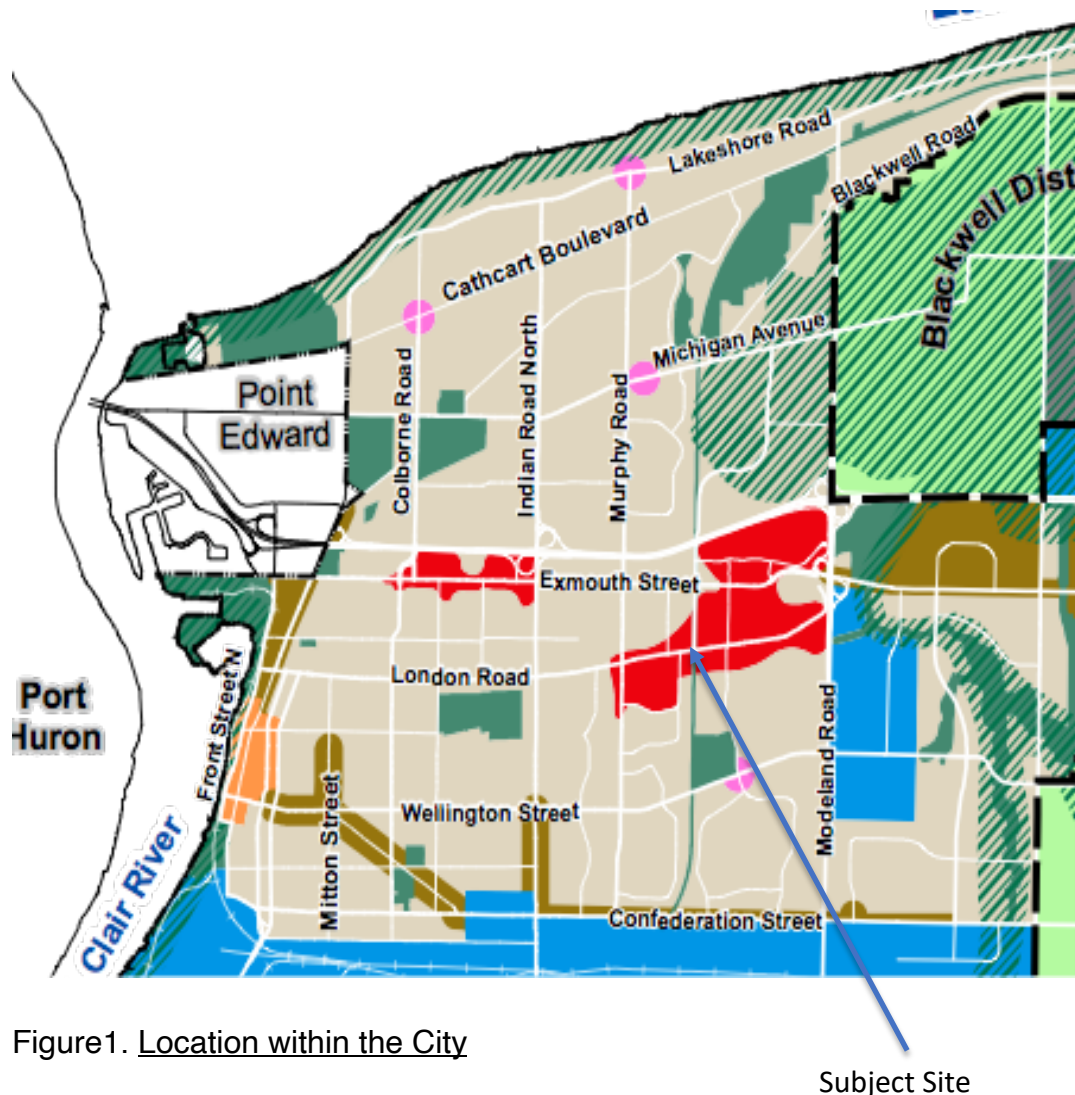


Figure1. Location within the City

Subject Site



THE PROJECT AREA

SURROUNDING AREA

The subject site is located slightly east of the geographic middle of the City of Sarnia along an east / west arterial roadway. (London Road)

The subject site is contained within Census Canada tract geographic code #0102.02.

Nearby to the site area are the following land uses and prominent structures:

- To the EAST,
large scale single storey commercial/wholesale, retail facilities and various other business services.
- To the WEST,
Afton Drive ROW and large scale single storey commercial/wholesale retail facilities and low and medium density residential southerly along Afton Drive.
- To the NORTH,
large scale single storey commercial/wholesale retail facilities, various other business services the Watson Nature Trail and residential beyond.
- To the SOUTH
A drainage channel / open space with connecting trail, Hydro electric facility and road access and existing planned low-rise residential subdivision

The subject site is in close proximity to a public trail, community centre and arena facility. Several other public parks and facilities are nearby including other nearby opportunities for active and passive recreation.

The subject site is reasonably well serviced by community services and facilities that support the health, safety and well being of local and future residents. Additionally, once completed the project is capable of offering leasable space suitable for use by community service providers.

The site is in the immediate proximity to a unique mix of commercial, institutional, residential and recreational uses

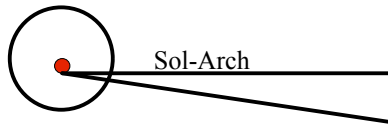


Figure 2. Neighbourhood Aerial

EXISTING DEVELOPMENT

The site contains 4 existing structures.

Three of these buildings are auto oriented pad format restaurant buildings fronting onto London Road as well as a larger restaurant/warehouse building further inset behind 1273 London road. There are three road access locations two from Afton Drive and one from London Road. Other than the parking and landscape areas associated to the buildings the remainder being a significant portion of the site is undeveloped. A roadway partially built to municipal standards extends south from London Road approximately 80M into the site.



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Existing Site Statistics

MUNICIPAL ADDRESS	BUILDING USE	BUILDING AREA (sq.m)	# OF STOREYS
1273 London Road	Restaurant	447.66	1
1283 London Road	Restaurant	707.76	1
1289 London Road	Restaurant	252.89	1
1273 Rear London Road	<u>Warehouse/Restaurant</u>	<u>2,381.53</u>	<u>2</u>
	<u>Total</u>	<u>3 789.84</u>	

The site currently contains a small number of trees primarily in the east and south sections of the unbuilt sections of the site. Additionally, some trees are existing within the Afton Dr. ROW

The site is not contained within a Heritage Conservation District.



PAST PLANNING APPROVAL

The development of the site has occurred in phases over the past 20 odd years.

The initial development of the site involved municipal addresses 1273 & 1289 London Road, as well as the structure to the rear of 1273 London Road. Both properties were developed as Restaurant uses.

In 2008, a Site Plan Approval Application was submitted as per Phase II (Plans are amended to this report). Phase II developed 1283 London Road as a Restaurant Use. The development of 1283 London Road involved a series of easement for services that are still in place today.

The 2008 application added the new building at 1283 London Road as well as creating additional shared parking available to both 1273 & 1283 London Road.



SITE DESCRIPTION

The subject site is an irregular shaped parcel of land located having street frontage on the south side of London Road and flankage onto Afton Avenue. The municipal address is 1273 to 1289 and is comprised of one property being 38,559.74 square metres (S.M.) or 3.8559 hectares (Ha.). Alternatively, this equates to 415,052.7 square feet (S.F) or 9.5283 acres. The site and is generally flat in topography.

The site currently contains a small number of trees primarily in the east and south sections of the unbuilt sections of the site. Additionally, some trees are existing within the Afton Dr. ROW

The site is not contained within a Heritage Conservation District.

The site has the following approximate measurements:

- Northern boundary along London Rd. of 162.5 m. (533.1 ft.) and approx. 80 m. (262.5 ft.) further along the southern boundaries of 1295 & 1307 London Rd.
- southerly along Part 10, 25R-5658 on Afton Dr. 28.792 m. (590.77 ft.) and further along the Bissel MacArthur Drain of approx. 228.929 m. (751.08 ft.)
- western boundary south along Afton Dr. of 180.068 m. (590.77 feet) and 31.368 m. (102.9 ft.) Along the east boundary of 1245 Afton Dr.
- an easterly boundary along adjoining 1295 London Rd. of 85.56 m (280.71ft.) and further southerly 44.934 m. (147.42 ft.)

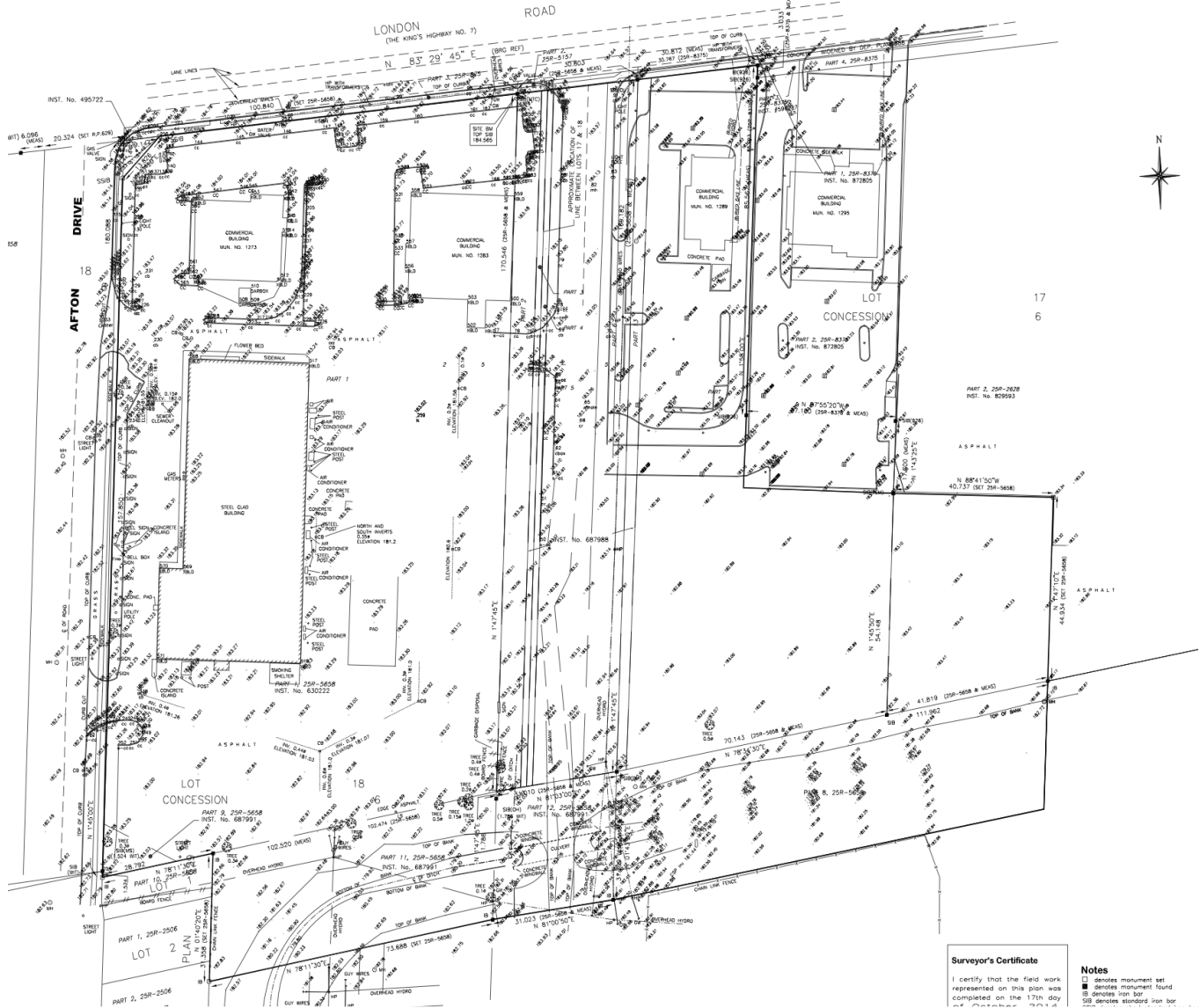


Figure 3. Topographic Survey of Existing Property (credit to Nisbet, Robertson OLS)



THE DEVELOPMENT PROJECT

PROPOSED SITE DESIGN

The applicant is proposing to redevelop the currently under-utilized site into a mixed-use development. In addition to the existing commercial uses previously described above along London Road, 3 new are proposed at the rear.

The proposal requires the removal of the previously mentions Commercial/Warehouse.

The proposal is for the following:

Proposed Site Stats		
Coverage	10.29%	
<u>Municipal Address</u>	<u>Building Footprint (sq.m)</u>	-
1273 London Road	447.66	sq.m
1283 London Road	707.76	sq.m
1289 London Road	252.89	sq.m
Building A	853.01	sq.m
Building B	853.01	sq.m
Building C	853.01	sq.m
TOTAL	3967.34	sq.m
Proposed Setbacks (m)		
	<u>Building A</u>	
	Front Setback	55.12
	South Setback	118.55
	East Setback	100.42
	West Setback	22.02
	<u>Building B</u>	
	Front Setback	100.71
	South Setback	65.14
	East Setback	103.92
	West Setback	22.02
	<u>Building C</u>	
	Front Setback	117.94
	South Setback	52.84
	East Setback	49.52
	West Setback	81.02



PROPOSED BUILDING DESIGN

The residential component (buildings A through C) will offer the following.

<u>BUILDING</u>	<u>PROPOSED BUILDING FOOTPRINT</u>	<u># OF STOREYS</u>	<u>BUILDING HEIGHT</u>	<u>USE</u>
Building 'A'	853.01 sq.m	9	30.5m	Commercial/Retail 853.01 sq.m – Ground floor
				280 Beds – Floors 2-9
Building 'B'	853.01 sq.m	9	30.5m	315 Beds – Floors 1-9
Building 'C'	853.01 sq.m	9	30.5m	315 Beds – Floors 1-9
			TOTALS	910 Beds

<u>BUILDING NAME</u>	<u>TOTAL BEDS</u>	<u>TOTAL # OF UNITS</u>	<u>UNIT BREAKDOWN</u>
Building 'A'	280	72	8 – 3 Bedroom Units
			64 – 4 Bedroom Units
Building 'B'	315	81	9 – 3 Bedroom Units
			72 – 4 Bedroom Units
Building 'C'	315	81	9 – 3 Bedroom Units
			72 – 4 Bedroom Units
TOTALS	910	234	26 – 3 Bedroom Units
			208 – 4 Bedroom Units

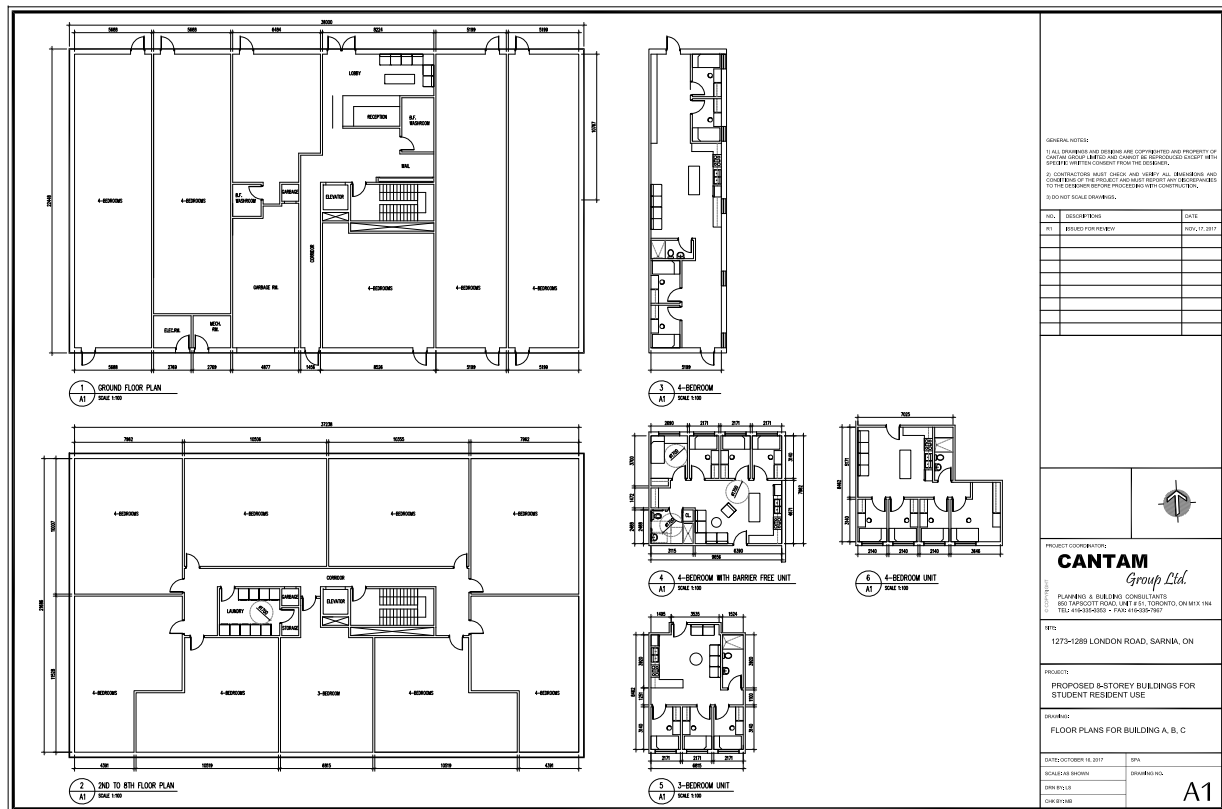


Figure 5. Proposed Typical Floor Plan (Credit to Cantam Group Ltd.)

Impacts upon the existing commercial uses fronting the property are minimized and the majority of the work is at the rear section of the property. Loading and access to the existing commercial restaurant buildings will not be substantially altered.

Elevations will have a high quality consistent look and vocabulary yielding an attractive and prominent finished project.

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PROPOSED LANDSCAPE AND AMENITY AREAS

The project will investment in the public realm and private realm utilizing a continuous ground plane of streetscape treatments including:

- Sidewalks
- Tree plantings
- Street furnishings.
- Hard landscaping
- Soft landscaping

The proposal provides for an indoor amenity space on each floor level of Building (s) A, B and C. Existing exterior landscaped open space exists along the rear of building B.

The proximity of the property to the Watson Trail and open space to the south will aid to address the provision of exterior amenity spaces.

Direct access from the proposed project will be provided to the Watson Trail located on the south portion of the property. A realignment of the existing drainage feature on the property is proposed.



PROPOSED PARKING

The proposal shall propose 435 vehicle spaces to meet the requirements of the proposed development. The zoning By-law requires 1 space/4 beds in a Student Housing Building. The breakdown is as follows.

MUNICIPAL ADDRESS	BUILDING USE	PARKING PROVIDED
1273 London Road	Commercial	157
1283 London Road	Commercial	
1289 London Road	Commercial	34
Building 'A'	Student Housing	244
Building 'B'	Student Housing	
Building 'C'	<u>Student Housing</u>	
	TOTAL	435

The residential student housing proposes 12 Handicapped Accessible Spaces.

The restaurant uses will maintain the 8 Handicapped Accessible Spaces available today.



PROPOSED BICYCLE ACCESS AND PARKING

Bicycle access to the site is proposed at the several double driveways along the municipal roadways in addition to the continuation and linkage of the Watson Nature Trail. Bicycle parking will be provided in the basement of each building.



PROPOSED LOADING ACCESS

The three restaurant properties that front onto London Road will maintain their loading spaces as well as garbage collection pads.

For the proposed Buildings A, B and C each will have an interior garbage collection and recycling room. A site manager will collect the garbage for pickup at a proposed loading space at the south-west corner of Building 'B'



PLANNING POLICY ANALYSIS AND CONTEXT

PROVINCIAL POLICY STATEMENT (2014)

The in-force Provincial Policy Statement (PPS) came into effect April 30, 2014. Under the 2014 PPS, municipal decisions affecting planning matters “shall be consistent with” the policy statement under the Act.

The policies of the PPS guide upper and lower tier municipalities to achieve strong communities that use land efficiently, protect the environment and public safety, are healthy and livable and facilitate growth.

The following outlines how the proposal responds to the key planning objectives and policies with respect to economic development, residential intensification, growth management and urban design principles.

Section 1.1 highlights the need to sustain healthy, livable and safe communities by promoting efficient development and land use patterns, providing a range of residential, employment (including commercial) and open space uses, avoiding development which may cause public health, environmental or safety concerns, promoting development standards that are cost-effective and minimize land consumption, and ensuring necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Section 1.1.2 directs municipalities to make sufficient land available through intensification and redevelopment to accommodate a range and mix of housing for up to 20 years.

Section 1.1.3 addresses growth and regeneration in settlement areas and directs land use patterns to achieve a density and mix of uses that appropriately uses land, resources, infrastructure and public services facilities (planned or available) and avoid the need for unjustified and uneconomical expansion. As well, a range of uses and opportunities for intensification and redevelopment shall be identified and promoted, taking into account existing building stock and areas and the availability of existing or planned infrastructure and public service facilities. Planning authorities shall establish and implement minimum targets for such intensification and redevelopment.

Section 1.4 of the PPS considers housing provision and directs that a range of housing types and densities be provided to meet the requirements of current and future residents of the regional market area, including maintaining the ability to accommodate residential growth for a minimum of 10 years through residential intensification and



redevelopment. The PPS encourages an appropriate range of housing types and densities by ensuring housing forms meets the social, health and well-being requirements of current and future residents, facilitating all forms of residential intensification and redevelopment and directing new housing to locations where an appropriate level of infrastructure and public standards that minimize the cost of housing and facilitate compact form and encourages densities that efficiently use land, resources, infrastructure, public service facilities and support alternative transportation modes and public transit.

Healthy and active communities are promoted through safe public streets and spaces that facilitate pedestrian movement and provide for a full range and equitable distribution of recreation infrastructure, including transportation systems, be efficiently and that land use patterns, uses and density support viable choices for public transit and other alternative transportation modes. Achieving compact development form (nodes and corridors), a mix of uses and promoting the use of public transit is recognized in Section 1.8 as supporting energy-efficiently and air-quality initiatives.

Section 1.7 of the PPS promotes economic prosperity by encouraging the long-term availability of land, resources, infrastructure and public service facilities.

The proposal is consistent with the above policies of Section 1 of the PPS by proposing efficient and compact development in a form that responds to the regeneration and intensification policy objectives and better utilizes existing land, infrastructure and public transit. The proposal provides for an effective form of infilling at a density that is complementary to the surrounding land uses, provides improved student housing options that further contribute to the long-term growth and economic initiatives of the Province of Ontario.



COUNTY OF LAMBTON OFFICIAL PLAN

The Lambton County Official Plan was adopted by the council of the County of Lambton on September 6, 2017 and subsequently approved by the Province on March 21, 2018, as amended.

The Official Plan provides a framework for managing anticipated growth in the region to 2031 in order to build strong, prosperous communities. It is intended to guide decisions on various issues including transportation, land use planning and housing in order to promote and protect economic prosperity in the region. The Official Plan reflects and builds upon other government initiatives such as the 2014 Provincial Policy Statement (P.P.S.) and The Planning Act.

The County Official Plan notes the importance of a diverse economy and directs growth to built-up areas where infrastructure exists, in order to avoid urban sprawl and its adverse impacts on the natural environment. The vision for the Plan is founded on the principles of building compact, vibrant and complete communities, planning and managing growth to support a strong a competitive economy, protecting and enhancing valuable natural resources of land, air and water, optimizing the use of existing and new infrastructure, supporting compact, efficient form, recognizing the diversity of communities in the County; and promoting collaboration among all sectors, government, private, non-profit and residents to achieve the vision.

The following outlines how the proposal specifically responds to the key planning objectives and policies with respect to economic development, residential intensification, growth management and urban design principles.

Section 2.1 - Improving Quality of Life

The subject proposal will positively contribute to the planning and development objectives outlined in sub-sections 2.1.4 through 2.1.9 and 2.1.24 by creating new public spaces, growth opportunities and accessibility to under-utilized public link ages ensuring a safe and attractive streetscape where none had previously existed.

Section 2.3 - Housing

The subject proposal will help to contribute to meet the County growth and population projections/forecasts delineated in policies 2.3.1 to 2.3.3.

The proposal will satisfy policies 2.3.4 through 2.3.12 by adding housing in a form, tenure, typology and size which considers the local demographics and leverages intensification opportunities to create new affordable student rental apartments in close proximity to hubs, cultural nodes, education facilities and existing transit.



Section 2.4 - Affordable Housing

The development proposal will create new affordable housing specifically supporting almost all policies of this section especially 2.4.8, 2.4.9, 2.4.10 and 2.4.11.

Section 2.7 - Climate Change

The affordable housing created by the development proposal is compact in built form, within a node and promotes active transportation with shortened commutes and transit usage specifically supporting policy 2.7.1.

An updated stormwater management system for the entire site will aid satisfaction of policy 2.73.

Section 2.8 - Sustainability

The development proposal will incorporate building and landscape elements that are sympathetic to the sustainability goals of policy section 2.8.

Section 3.1 to 3.3 - Growth

The subject proposal will positively contribute to the growth and development objectives of these sections.

Section 5.5 - Locations for Economic Development

The subject proposal will in general terms will contribute to create, protect and improve the viability, economic activity and employment within the local area and the County.

Section 7.2 - Transit Network

The development adds residential population growth and likely transit users in a location of existing transit services enabling better transit cost effectiveness and modal split.

Section 7.3 - Cycling and Walking Trails

The site planning within the development connects the Howard Watson Nature Trail through the site linking the north side of the trail across the proposed new signalized intersection of relocated Afton Drive and London Drive to the natural heritage system and open space/parkland further southward. This fulfills numerous policy objectives of this section to the benefit of new and existing residents to facilitate active and alternative transportation for safe, comfortable travel for pedestrians and cyclists.



Section 7.10 - Water and Sanitary, Storm Sewers

The development adds residential population growth in a location of existing services enabling cost effective service delivery and improvement of existing treatment systems.

Section 7.11 - Waste Management

The development will comply to waste generation and disposal policies.

The proposed development positively implements the policies of the County of Lambton Official Plan as outlined above.



CITY OF Sarnia: OFFICIAL PLAN

This proposal is subject to the policies of the City of Sarnia Official Plan (“Official Plan”). The 2014 Official Plan is in effect as of June 2014 with an Office Consolidation in July 2016.

LAND USE DESIGNATION

The Land Use Plan (Map 8) designates the subject site as “Commercial Centre”. The following outlines how the proposal responds to the key planning objectives and policies with respect to economic development, residential intensification, growth management and urban design principles.

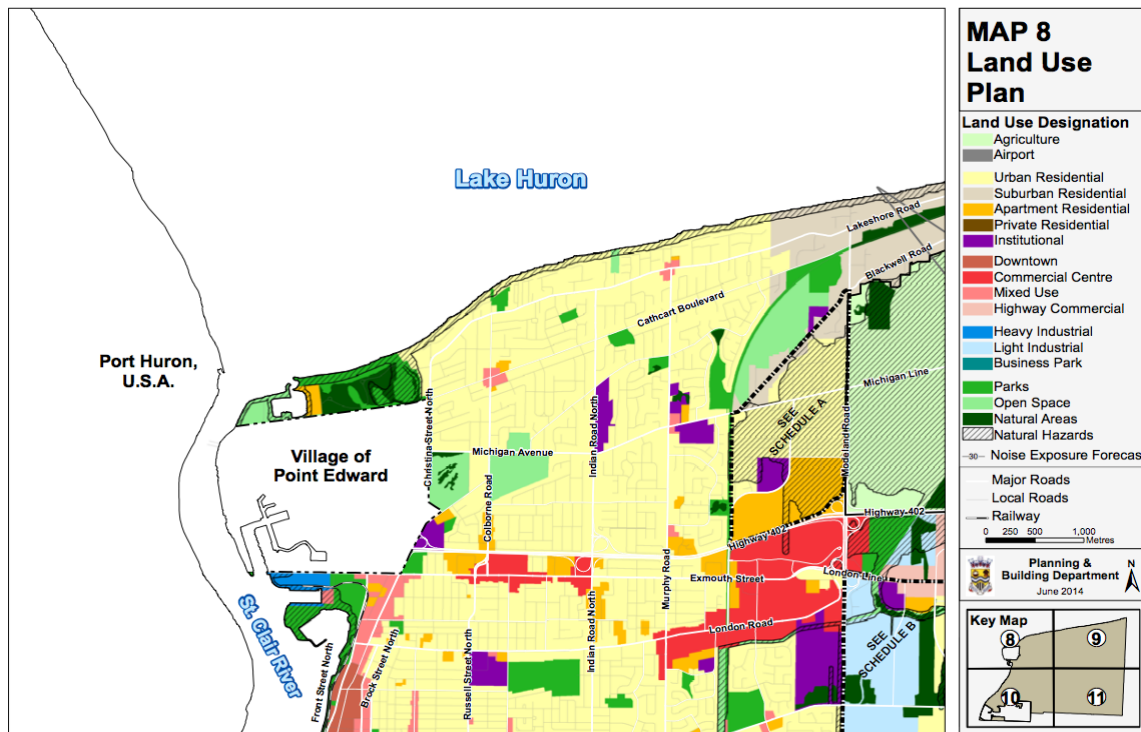


Figure 8. City of Sarnia Official Plan Land Use Designations - Map 8

Section 4.5 - Parks and Open Space

The City Parkland MAP of the Official Plan depicts parklands in the area surrounding the subject site. Depicts a good availability of green spaces and parks within close proximity to the development site,

This development proposal does not add publicly dedicated parklands but will add publicly dedicated open space. It can and will provide significant enhancements to the public and local residents.

These include:

- **Watson Nature Trail extension.**
- **active and passive recreational opportunities.**
- **extensive tree plantings and greening.**
- **new and enhanced publicly accessible privately-owned open spaces,**
- **Cash in lieu of dedicated parkland**
- **the project will add green infrastructure and tree canopy to a site and a portion of the City that has a lack of vegetated cover due to the undeveloped commercial nature of the land uses.**

The applicant through the course of approvals will work with the City to review its' options to address parkland dedication through a combination of cash-in-lieu, and the potential for the provision of publicly accessible privately owned open space.

Through site connectivity will be maximized and enhanced while cognizant of the existing site constraints in adjoining land uses. These investments will create a new public realm in this area, which did not previously exist, and aid in connecting the existing North/South sections of this City of

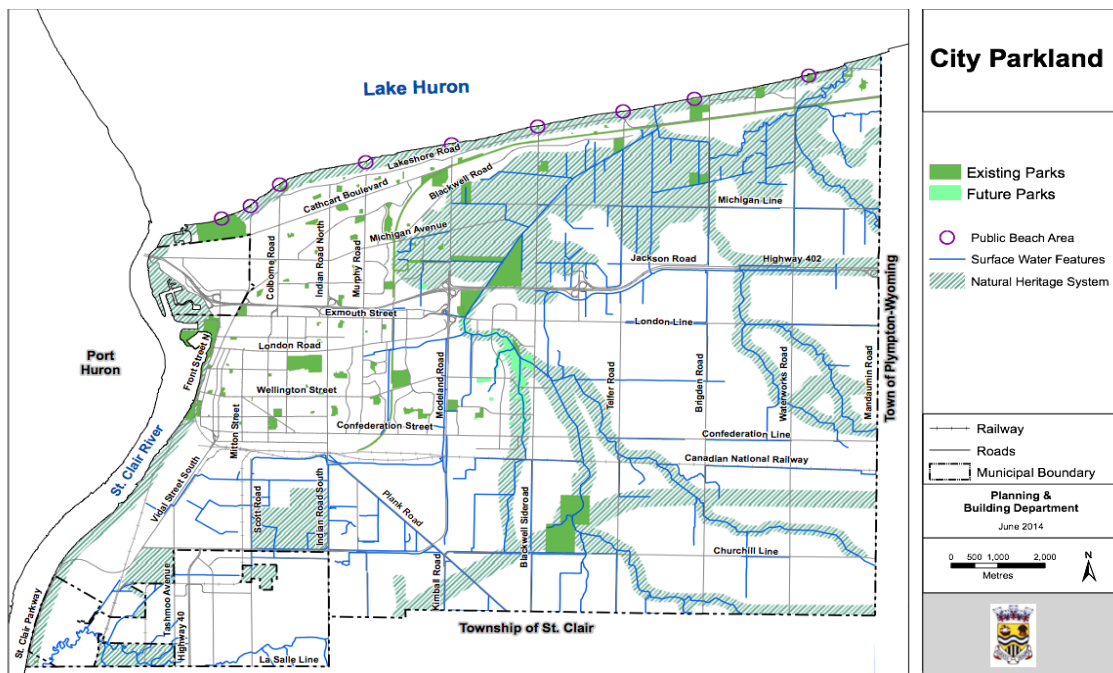


Figure 9. Sarnia Official Plan City Parkland Map



Section 4.6 - Mainstreets and Commercial Areas

A definition of a “Mainstreams and Commercial Area” is as follows:

The City maintains existing and planned mixed-use and commercial areas of varying forms and functions. Each of these mainstreets and commercial areas is different in character, and potential to grow, and scale. Some reflect historic main streets, while others redevelopment. While these areas are expected to retain a commercial character, this Plan supports housing in locations that do not undermine large scale retail opportunities. Renewal and regeneration of mainstreets and commercial areas is encouraged in a manner that introduces strategic mixed-use flexibility and improves integration with surrounding neighbourhoods. Context-sensitive development is a key aspect of ensuring appropriate growth. Respecting adjacent stable areas, improving the public realm providing adequate parking and maintaining commercial functions at street level are essential aspects of ensuring that mainstreets and commercial areas are renewed, vibrant and accessible. It is anticipated that automobile traffic will remain important; however, it is the intent of this plan to develop mainstreets and commercial areas in a manner that will support transit and active transportation over the long term.

The proposed development will introduce new student housing dwellings to an area that has been undergoing some changes as a result of economic, cultural forces, shifting jobs and services to other sectors and locations.

The proposed development embraces the move away from single-use districts and fosters the mixing of urban activities to meet the changing economic conditions of the future and create an increasingly vibrant City.

The proposal positively contributes to the creation of strong, well-defined complete neighbourhoods that makes better use of existing infrastructure, reduces automobile dependency, is of high quality, provides for a full range of housing opportunities, increases housing in mixed use environments, improves the competitive position of Sarnia's economy, respects and enhances the existing character of neighbourhoods, streetscapes and open space patterns.

The project will contribute a significant amount of both temporary construction jobs and permanent full-time employment.

Section 4.6.1 - General Policies

The proposal complies to policy objectives in 4.6.1.1 in the following manner :

- 4.6.1.1 d) by creating a concentration / mix of uses at the site location,
- 4.6.1.1 e) by establishing linkages to adjacent land uses with supporting



infrastructure and open space connections; **i.e. extension of Watson Trail.**

4.6.1.1 f), by limiting impacts on adjacent uses; **i.e. appropriate setbacks/buffers,**

4.6.1.1 g) creates a function as a location for social interaction; **i.e addition of student rentals create new potential for social and cultural opportunities.**

The development site is partially contained within an area affected by regulations related to Ont. Reg. 177/06 for the existing watercourse to the south and as such the St. Clair Region Conservation Authority will be consulted.

Section 4.6.3 - Commercial Centre designation

The proposal complies to policy objectives in 4.6.3 in the following manner;

4.6.3 b) and 4.6.3 3) encourages mixed-use development, in appropriate locations, that support a range of housing types in medium and high-density buildings;

The proposal complies to the criteria in 4.6.3.4 a), b), and c) by ensuring a primarily commercial function of the overall site without adversely impacting the function and amenity of city-wide and nearby shopping districts, The proposal is in an area of sufficient transportation capacity and connectivity and will be able to accommodate traffic and volumes generated and by proposing appropriate intensification that better utilizes existing infrastructure in close proximity to a transit thereby reducing auto mobile dependency, increasing ridership and modal split along the transit corridor while providing improved housing choices along this street corridor.

Section 5.2.1 - Guidelines for New Development

The proposal adheres to Location and Organization criteria in 5.2.1.1 by:

- a) locating buildings at consistent setbacks along street / open space edges,**
- b) locating new building entrances to be visible and accessible to public sidewalks (where possible),**
- c) locating new building ground floor uses to have views and access to public streets, parks and open space (where possible),**
- d) retaining existing on-site mature trees (where possible)**
- e) virtue of its' design the project will be CPTED enhanced.**

The proposal adheres to Massing, Scale and Design criteria in 5.2.1.2 by:

- a) massing new buildings to frame streets and open space edges,**



-
- b) locating new buildings at an appropriate scale in height and density to transition from existing neighbourhoods,**
 - c) locating new buildings to provide adequate light and privacy for users, as well as adjacent users,**
 - d) minimizing negative shadow and wind effects on streets, open spaces and existing users,**

The proposal adheres to Parking and Servicing criteria in 5.2.1.3 by:

- a) creating shared service areas (where possible) to minimize conflicts,**
- b) minimizing access locations and numbers across public sidewalks, thereby reducing potential pedestrian/vehicle conflicts;**
- c) providing appropriate screen to parking areas from adjacent streets,**
- d) providing interior garbage and utility services where possible,**
- e) not applicable,**
- f) limiting the amount of surface parking directly between the front face of the building and the street, i.e. Bldg. A and C.**
- g) not applicable,**

The proposal will adhere to Amenity Space criteria in 5.2.1.4 by creating indoor amenity areas such as student lounges and workrooms and by creating outdoor amenity areas for BBQing and patios.

The proposal adheres to Buffering and Screening criteria in 5.2.1.5 by:

- a) providing adequate setbacks and building separation,**
- b) providing locations for storage, materials or equipment,**
- c) providing appropriate parking areas,**
- d) carefully locating interior garbage, loading and utility facilities,**
- e) carefully locating exterior illumination,**
- f) carefully locating fences and berms (where appropriate),**
- g) carefully locating landscaped berms (where appropriate),**

The proposal will adhere to Light Pollution criteria in 5.2.1.6 by directing exterior, artificial lighting downward and shielded and the use of motion sensors (where appropriate)

The proposal adheres to Urban Design Brief criteria in 5.2.1.7 by demonstrating the adherence to the above criteria and policies.



Section 5.2.2 - Public Realm

The proposal will adhere to Public Realm Improvement criteria in 5.2.2.1 by:

- a) providing appropriate design elements to boulevards and sidewalks,**
- b) designing coordinated landscape improvements to affects proper transitions from public to private realms,**
- c) providing canopies/awnings for weather protection (where possible),**
- d) providing landscaped open spaces within the development project,**
- e) providing landscaping along parking areas and open spaces within the development project to define street edges and screen parking (where appropriate),**
- f) carefully locating pedestrian routes and trees for safety with parking lots,**
- g) not applicable,**

Section 5.10 - Housing

The development will contain a significant amount of residential rental supply targeted to a student population. The format for the project contains a range of housing forms, types and densities. New, single family, low density format residential is not proposed.

Such accommodation is in short supply and meets the needs of present and future residents including those with disabilities. The provision of such facilities will aid in reaching the 25% targets set out in the Official Plan for affordable housing as per criteria within section 5.10.1.

The proposal provides for residential uses at street level in Building B and C which does comply with Official Plan policies however the 4 other buildings do not and will require approval of a site-specific Official Plan policy to allow the residential stand-alone designation.

Section 5.11 - Land Use Compatibility

The development is not predicted to cause adverse effects to existing nearby commercial and residential neighbouring properties however the



use of appropriate setbacks, buffers and fencing will prevent and minimize any potential impacts.

Section 7.7 - Implementation

Although, the proposal is already providing significant public benefits such as a publicly dedicated roadway and trail extension it will not require height or density beyond those specified in the zoning By-law and will be consistent with the objectives and development policies of the Official Plan therefore provisions for additional community benefits as per criteria in Section 7.2.8 of the Official plan and Section 37 of the Planning Act are not required or anticipated.

The Official Plan designates the entire City of Sarnia as a Site Plan Control Area. The proponent will submit an application for Site Plan Approval. Through this process the proposal can achieve a desirable built form, site details, fulfill conditions and appropriate performance standards without creating adverse impacts and meeting various regulatory policy objectives thereby comping to the requirements within section 7.2.9.

The project will be subject to the Development Charges By-law in accordance to the Planning Act and comply with section 7.2.10 of the Official Plan.

As per section 7.3 the project will require an amendment to be initiated by the proponent for the consideration of Council. The amendment will specific request the approval of residential uses in a stand alone building format. (Residential uses are allowed above commercial).

It is asserted that such an amendment is:

- a) consistent to the general intent of the Sarnia Official Plan;**
- b) conforming to the County's Official Plan and the Provincial Policy Statement;**
- c) needed and justified in light of accepted planning principles;**
- d) appropriate since the public will have an opportunity for adequate participation**



CITY OF Sarnia ZONING BY-LAW

The city-wide Zoning By-law for the City of Sarnia, being By-law 85 of 2002, as amended, and enacted by City Council is the By-law in force and effect for the subject site ("the By-law"). The current zoning allows for Commercial Centre 1 Zone (CC1) denoted in Part II: Section 15. The property is depicted on Schedule "A" Zoning Map Parts 47.

The proposed Zoning By-law Amendment provides for appropriate development standards that are consistent with Municipal, County and Provincial policies and recognize site-specific opportunities of the site and surrounding area.

A rezoning of the lands will be required to implement the proposal, performance standards and various policies consistent with the Official Plan to facilitate add the residential segment of the proposal into a Site specific Zoning By-law.

A DRAFT Zoning By-law amendment is appended to this report.



GUIDELINES AND STANDARDS

The development site is not subject to any area-specific or building typology specific design guidelines; however, the Official Plan and Zoning By-law provides for specific performance related criteria and direction for various feature based standards to which the project complies to.



SUPPORTING STUDIES

The following studies and reports are identified to be submitted as part of the planning application submitted to the City of Sarnia, accordingly, these will summarize an outline of how the proposal responds to relevant planning objectives, technical criteria, bylaws and policies. Refer to each individual study for specific detailed information and recommendations.

TRANSPORTATION IMPACT STUDY

This study investigates the demands generated by the proposal in context to the existing and future transportation network conditions within the surrounding area. A TIS is appended to this report.

SERVICING FEASIBILITY STUDY

This study will provide review, assessment and modelling evidence which demonstrates that the existing sanitary sewer system has sufficient capacity that the existing water-main system has sufficient flow and pressure and that the existing storm sewer system has sufficient capacity to accommodate the proposal. As well as outlining any new works required to adequately support the project.

STORM WATER MANAGEMENT REPORT

This study provides a review and analysis to confirm that storm drainage from the subject site will be designed to meet or exceed the City's current requirement.



PLANNING SUMMARY STATEMENT

The proposal will provide for grade related commercial uses and residential uses (student rental) in this under-utilized site but well serviced section of the City. An existing area that will see growth and transition over the next 3 to 10 years significant changes will occur to the area and neighbourhood of which the subject site will be only a minor contributor in the long term. The site design and building design responds to the site conditions and opportunities, including framing the street edge, addressing the corner condition and street vista. The proposal constitutes an appropriate redevelopment of the subject site that will achieve important residential intensification and regeneration objectives of the City and Province, including the following:

PROVINCIAL POLICY STATEMENT:

The proposal:

- ***provides for efficient use of existing under-utilized land, infrastructure and resources;***
- ***achieves intensification of housing, with a desirable mix of dwelling options;***
- ***will contribute to a pedestrian friendly streetscape environment;***
- ***will contribute to the population growth targets and intensification objectives.***

COUNTY of LAMBTON OFFICIAL PLAN

The proposal:

- ***generally, conforms to the policies with respect to growth and built form, economic development and housing intensification;***
- ***provides a range and mix of residential units and retail uses within a mixed-use environment;***
- ***supports alternative modes of transportation, including walking, cycling and transit;***

CITY of SARNIA OFFICIAL PLAN

The proposal:

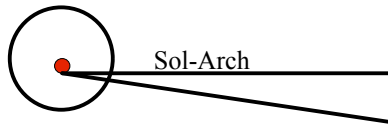
- ***generally conforms to the policies with respect to growth and built form, economic development and housing intensification;***
- ***provides a range and mix of residential units and retail uses within a mixed-use environment;***
- ***supports alternative modes of transportation, including walking, cycling and transit;***



-
- introduces ground floor residential and retail uses and entrances along the street that will animate and strengthen the pedestrian-level experience and enhance streetscape character at this location;***
 - provides a high quality of architecture and urban design that will enhance the streetscape and create visual interest in this neighbourhood.***
 - the proposal will create/support many temporary construction jobs and a host of full/part time permanent jobs.***

Having regard for the prevailing planning policies of the Province, County and the City the proposal at 1273-1289 London Road in City of Sarnia, County of Lambton represents good planning.

Jonathan Benczkowski, RRP, MCIP



Sol-Arch

Appendices

FAMZ REDEVELOPMENT - 1273 London Rd.

SARNIA, ONTARIO

BKL Engineering Project No. 108008

Owner:

Famz Developments Ltd.

1273 London Road
Sarnia, Ontario
N7S 1P5
Tel: (519)383-7900

Project Team:

BKL Engineering Consulting Engineers
Civil Engineering/Site Plan

265 NORTH FRONT STREET, SUITE 508
Sarnia, Ontario
N7T 7X1
Tel: (519)336-4292
Fax: (519)336-4294

List of Drawings:

Sheet No.	Drawing No.	Description
1	-	COVER SHEET
2	C100	EXISTING CONDITIONS AND DEMO PLAN
3	C101	SITE PLAN
4	C102	SITE SERVICING PLAN
5	C103	GRADING PLAN
6	C105	DETAILS
7	C107	PAD PREPARATION
8	C108	LANDSCAPE PLAN

City of Sarnia
Engineering Department
Drawing Review
Date: SEP 23 2008

☒

Adrian Brown
Development Technologist

☒

John Z...
Traffic Technologist

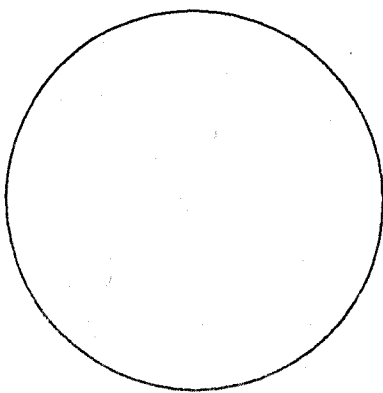
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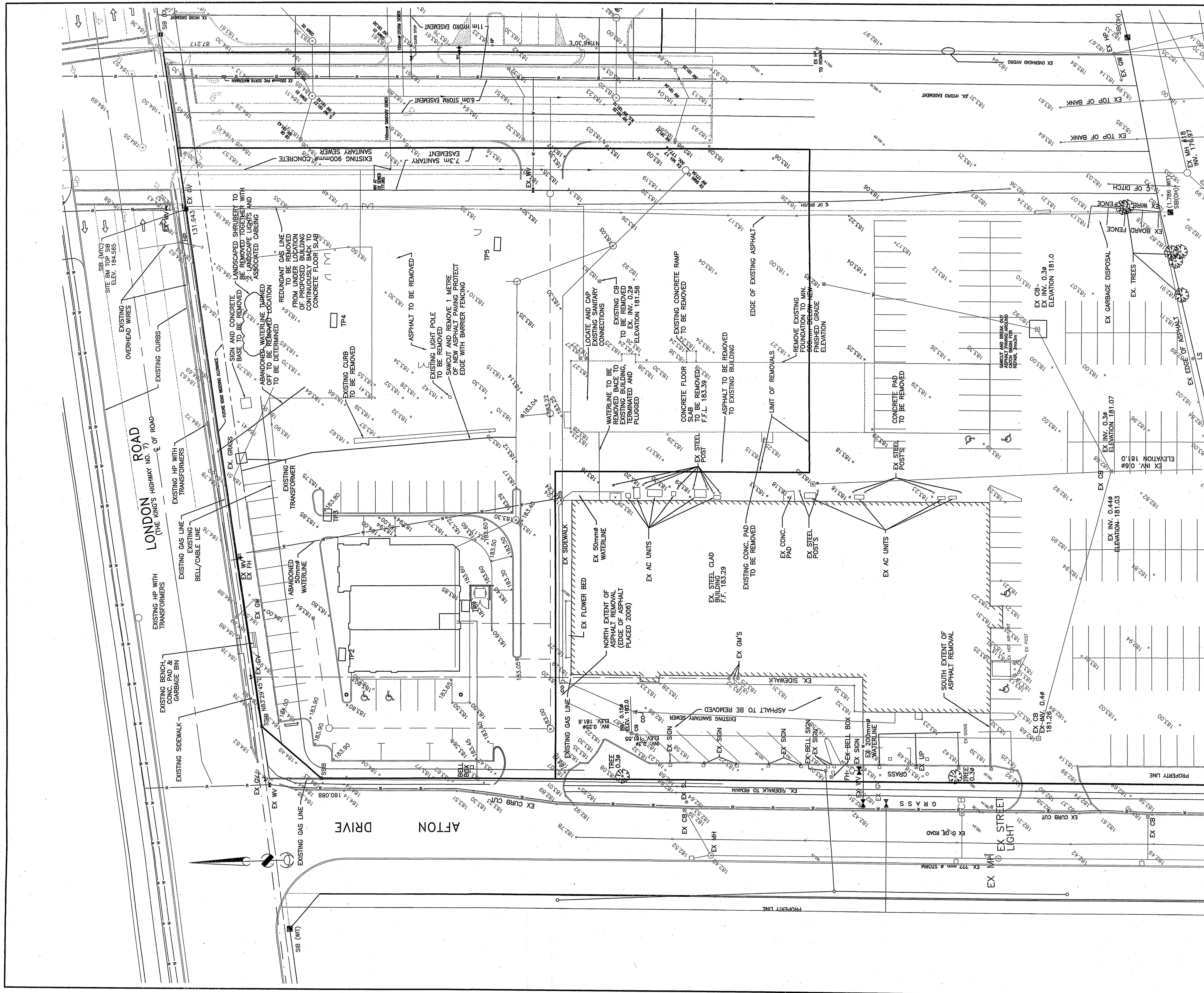
N/A
Storm Water Management

☐

Other

RE-ISSUED FOR
CONSTRUCTION
SEPTEMBER
2008

SET NO.: 



LEGEND

- denotes monument set
- denotes monument found
- IB denotes standard iron bar
- SSIB denotes standard iron bar
- denotes standard iron bar
- denotes garden light
- denotes catch basin
- denotes gas meter
- denotes fire hydrant
- denotes manhole
- denotes guy wire
- denotes manhole
- phase limit

NOTE:

ALL WORK TO BE EXECUTED IN ACCORDANCE WITH THE PLANNING ACT, STATUTORY REGULATIONS AND CODES:

- DEMOLITION TO BE IN ACCORDANCE WITH CITY OF SARNIA STANDARD SPECIFICATIONS.
- ONTARIO BUILDING CODE 2006 WITH 2007 AMENDMENTS
- OHSA FOR CONSTRUCTION PROJECTS R.R.D. 1990 REG 834
- CSA S350-M1980 (R2003), CODE A PRACTICE FOR SAFETY IN DEMOLITION

SURVEY DONE BY NISBET ROBERTSON

City of Sarnia
Engineering Department
Drawing Review

Date: **SEP 23 2008**

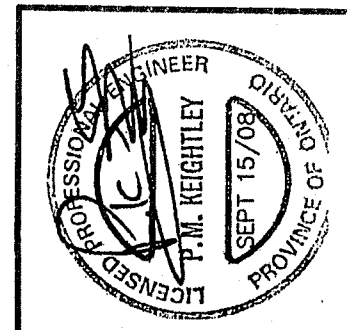
☒ Development Technologist

☒ Traffic Technologist

☒ Storm Water Management

☐ Other

REV	NOTES	DATE
1	ISSUED FOR SITE PLAN RESUBMISSION	AUG/06
2	ISSUED FOR FINAL SITE PLAN APPROVAL & CONSTRUCTION	SEPT/06
3	ISSUED FOR PHASE 2 & 3 DEMOLITION CONTRACT	OCT/07
4	ADDED ADDITIONAL REMOVALS ON THE WEST SIDE OF THE EXISTING BUILDING	NOV/07
5	SOUTH PARKING LOT REVISED	AUG/08
6	RE-ISSUED FOR SITE PLAN APPROVAL	AUG/08
7	RE-ISSUED FOR CONSTRUCTION	AUG/08
8	RE-ISSUED FOR CONSTRUCTION	SEPT/08



B K L
engineering
consulting engineers

265 N. Front Street, Suite 508, Sarnia ON N7T 7X1
TEL: (519) 336-4292

FAMZ REDEVELOPMENT - 1273 London Rd.

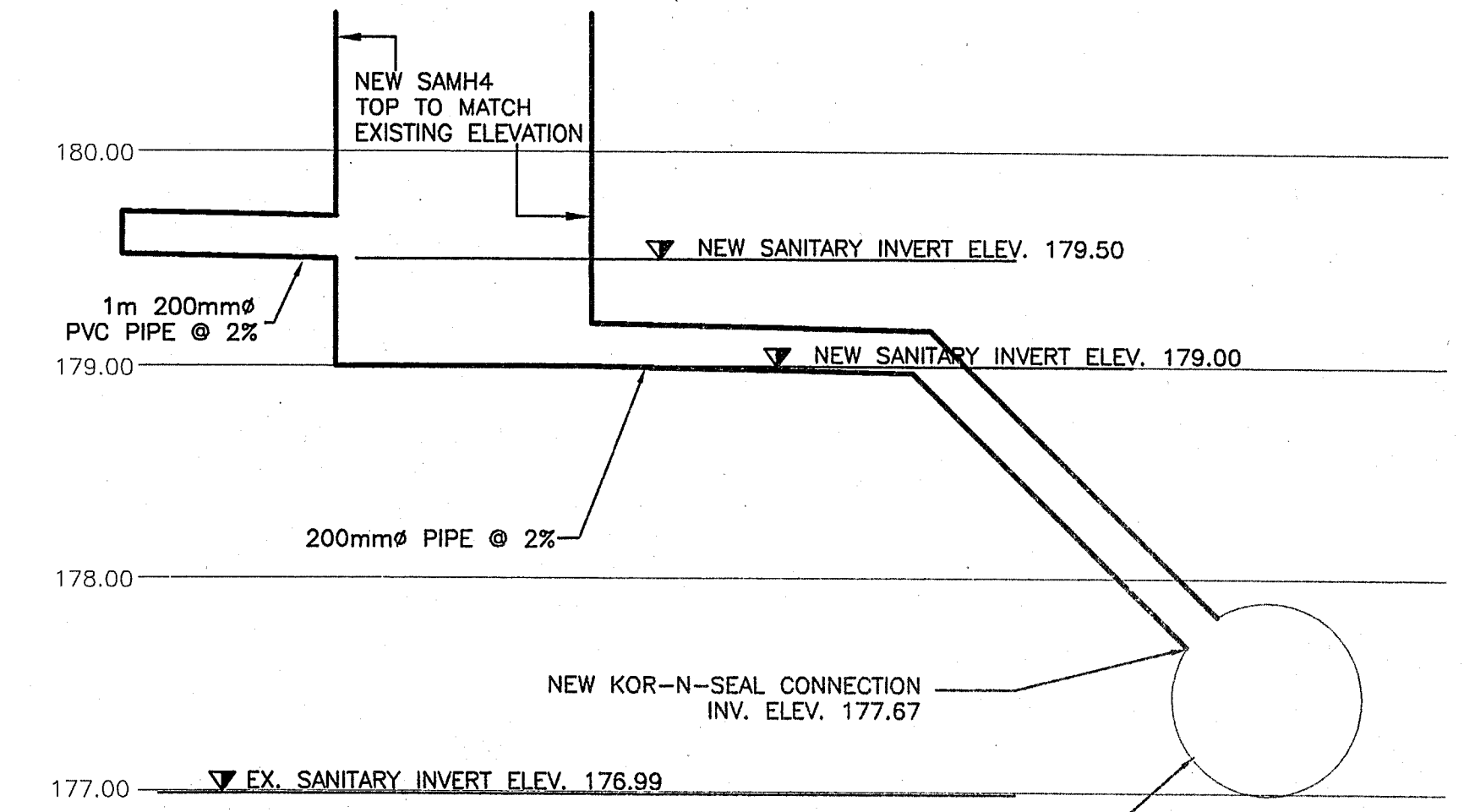
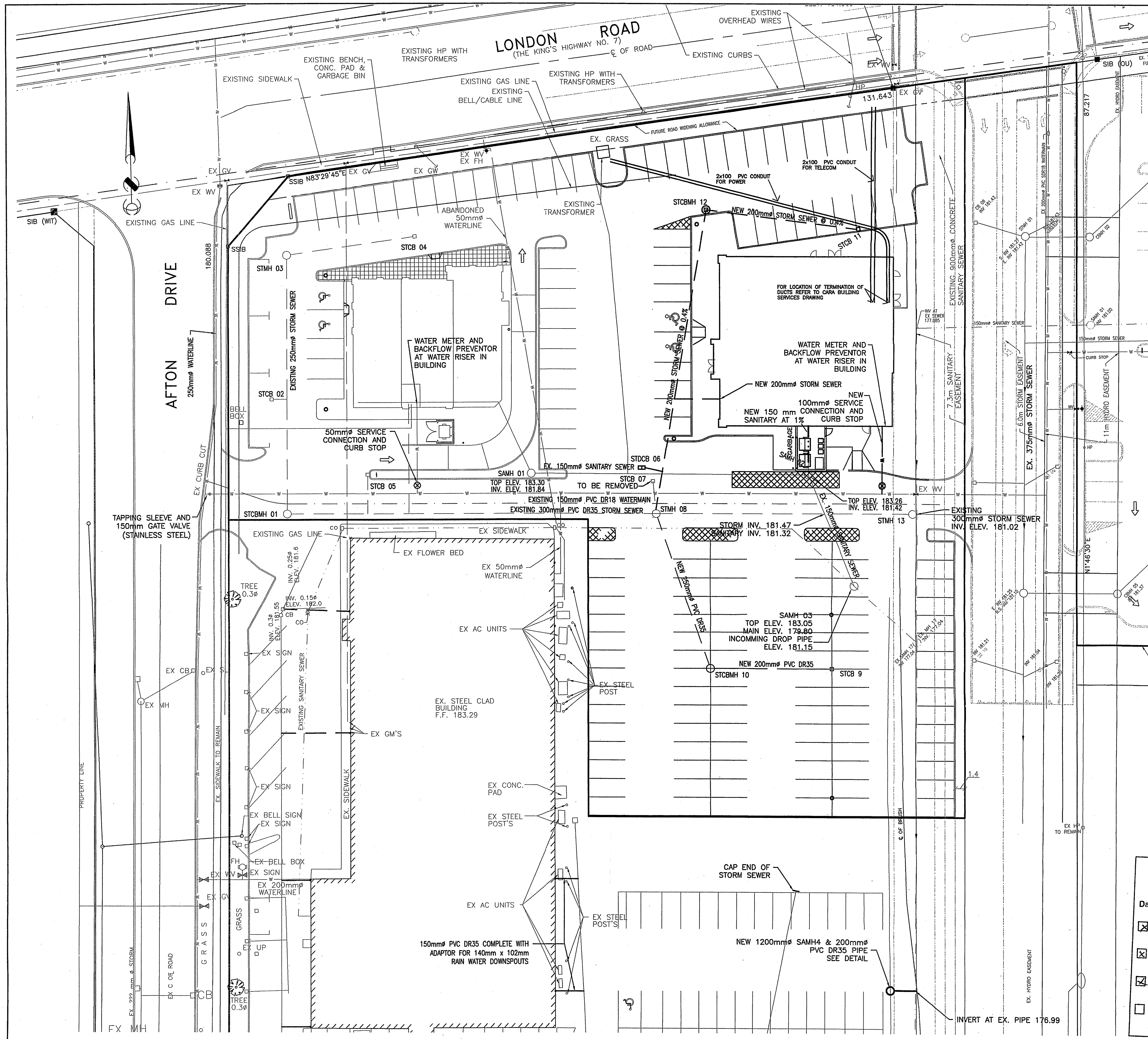
Scale: **1:300**

DATE: **JUNE/06**

PK: **10808**

C: **C100**

6



NEW SANITARY MH & CONNECTION
SCALE: 1:30

SANITARY PIPING SCHEDULE				
FROM	TO	DIAMETER	LENGTH	SLOPE
EX SAMH01	SAMH02	150mm	40.43m	0.90%
EX SAMH02	SAMH03	150mm	18.00m	1.8%

STORMWATER PIPING SCHEDULE				
FROM	TO	DIAMETER	LENGTH	SLOPE
EX STCBMH01	STMH08	300mm	54.81m	0.16%
EX STCB02	SUBMAIN	200mm	2.04m	1.00%
EX STMH03	STCBMH01	250mm	37.58m	0.67%
EX STCB04	STMH03	200mm	19.66m	4.8%
EX STCB05	MAIN	200mm	5.61m	0.44%
NEW STDCB06	SUBMAIN	200mm	3m	0.44%
EX STCB07	SUBMAIN	200mm	3m	16.59%
EX STMH08	STMH15	300mm	38.89m	1.31%
NEW STCB09	STCBMH10	200mm	18m	1.00%
NEW STCBMH10	STMH08	250mm	24m	0.44%
NEW STCB11	STCBMH12	200mm	28.90m	0.44%
NEW STCBMH12	STMH08	200mm	45.60m	0.44%

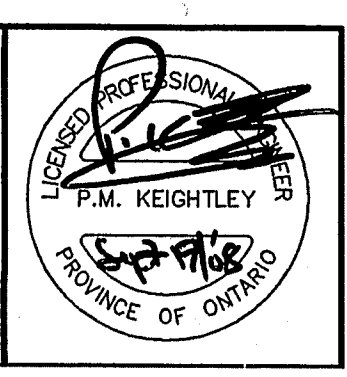
ALL SEWERS TO BE PVC DR35 UNLESS OTHERWISE NOTED

STORMWATER PIPING SCHEDULE						
STRUCTURE ID	MH DIAMETER	TOP OF COVER EL.	INVERT ELEVATIONS			
			NORTH	SOUTH	WEST	EAST
EX STCBMH01	1200mm	183.00	181.60	—	—	181.60
EX STCB02	600x600mm	183.38	—	—	—	182.38
EX STMH03	1200mm	183.87	—	181.85	—	181.85
EX STCB04	600x600mm	183.64	—	—	182.81	—
EX STCB05	600x600mm	183.05	—	182.17	—	—
NEW STDCB06	1200x600mm	183.00	—	181.49	—	—
REMOVE STCB07	600x600mm	183.04	182.21	182.21	—	—
EX STMH08	1200mm	183.22	181.61	181.51	181.51	181.51
NEW STCB09	600x600mm	182.81	—	—	—	181.79
NEW STCBMH10	1200mm	182.81	181.61	—	—	181.63
NEW STCB11	600x600mm	182.27	—	—	181.90	—
NEW STCBMH12	1200mm	183.35	—	181.80	—	181.80
EX STMH13	1200mm	183.29	—	—	181.02	181.02

ALL CB LEADS TO BE 200mm PVC DR35 UNLESS OTHERWISE NOTED
PROVIDE (2) 3m LONG PERFORATED SUB DRAINS AT EACH CATCH BASIN AND CATCH BASIN MANHOLE
PIPE BEDDING AS PER OPSD 802.010

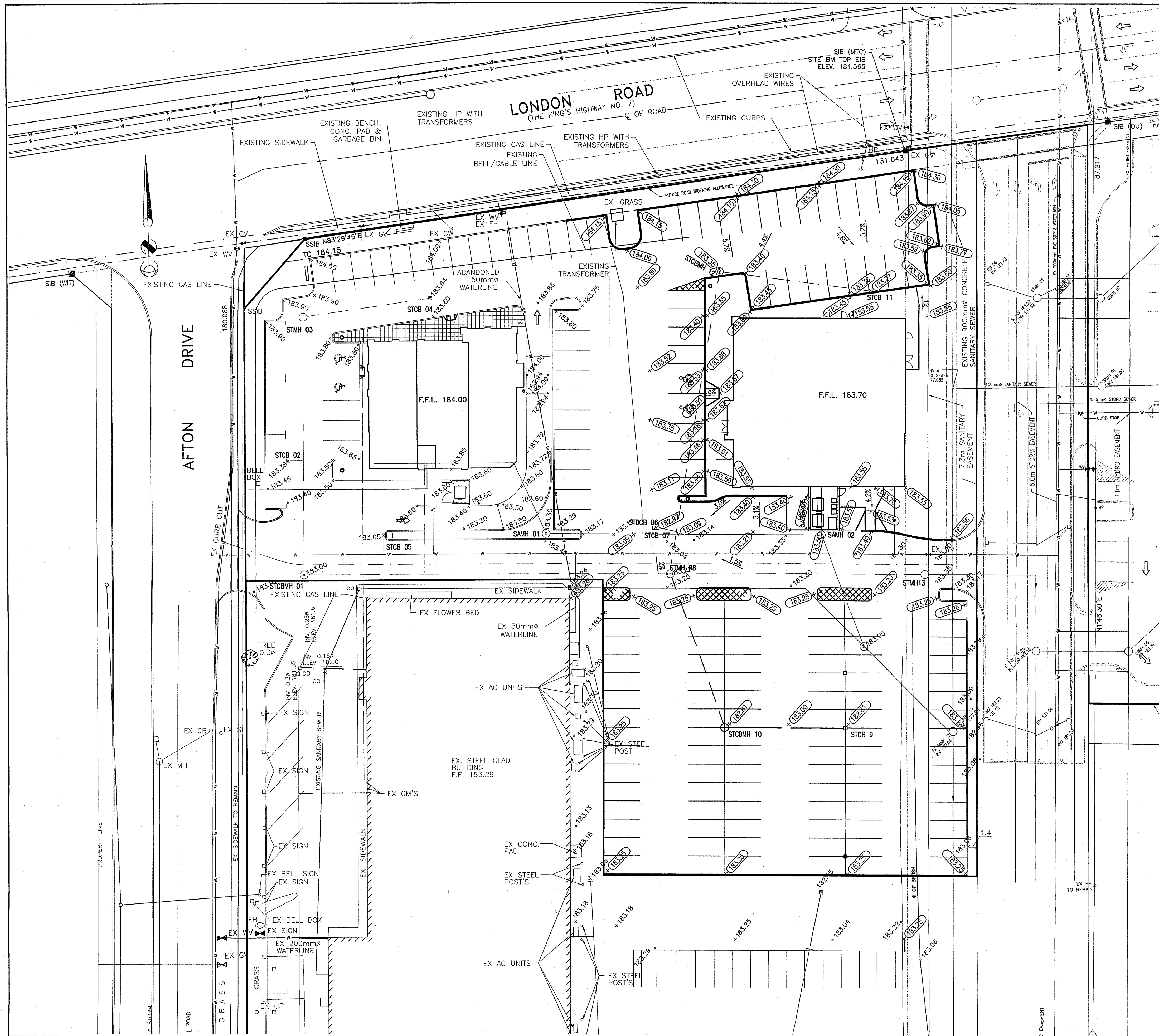
Notes:
1. UNDERGROUND SERVICES AND UTILITIES SHOWN HEREON ARE APPROXIMATE ONLY AND THEIR PHYSICAL LOCATION SHOULD BE FIELD LOCATED PRIOR TO ANY CONSTRUCTION.
2. ALL DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO CONSTRUCTION AND REPORT TO ENGINEER.

City of Sarnia
Engineering Department
Drawing Review
Date: **SEP 23 2008**
Adm. Kyr
Development Technologist
W. J. P.
Traffic Technologist
N/A
Storm Water Management
Other



REV	NOTES	DATE
D	COMMENTS FROM CARA	JULY/08
E	REVISED SIDEWALK BY GARBAGE ENCLOSURE AND PARKING LAYOUT	JULY/08
F	SOUTH PARKING LOT REVISED	AUG/08
G	RE-ISSUED FOR SITE PLAN APPROVAL	AUG/08
H	ISSUED FOR CONSTRUCTION	AUG/08
I	REVISED AS PER CITY OF SARINIA COMMENTS	AUG/08
J	RE-ISSUED FOR CONSTRUCTION	AUG/08
K	RE-ISSUED FOR CONSTRUCTION AS PER ADDITIONAL CITY COMMENTS	SEPT/08

B K L engineering
consulting engineers
project: **FAMZ REDEVELOPMENT - 1273 London Rd.**
scale: **1:300** title: **SITE SERVICING PLAN**
date: **APRIL/08** drawn by: **PM** checked: **PK** job number: **108008** type: **C** number: **C102** rev: **K**
265 NORTH FRONT STREET, SUITE 508, SARINIA ON N7T 7X1 TEL: (519) 336-4292



LEGEND

EXISTING ELEV. TO MATCH + 183.25

NEW ELEVATION + (183.25)

100yr FLOOD ELEVATION = 183.10m

City of Sarnia
Engineering Department
Drawing Review
SEP 23 2008

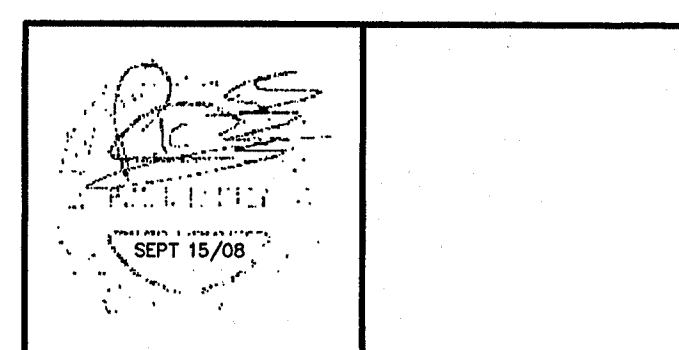
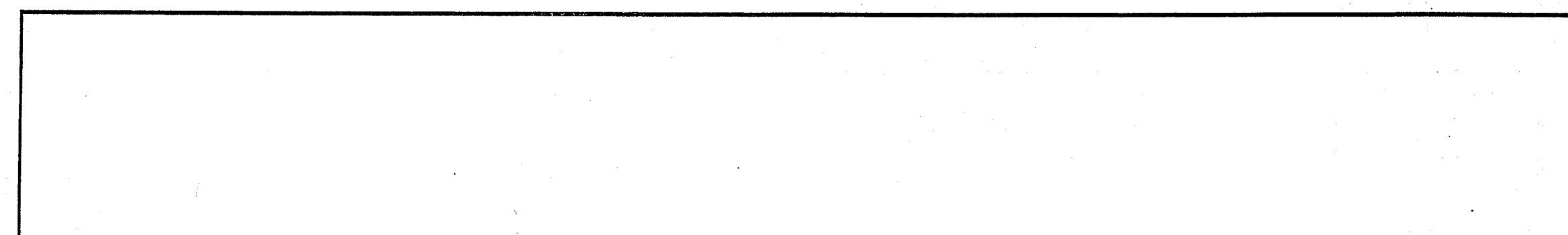
Date: _____

☒ Development Technologist

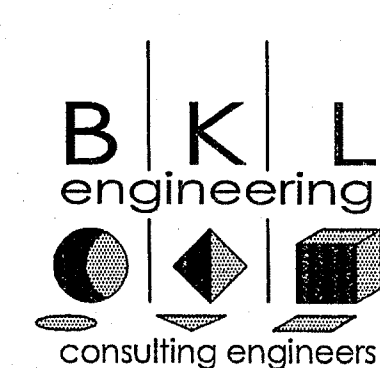
☒ Traffic Technologist

☒ Storm Water Management

☐ Other



REV	NOTES	DATE
B	ISSUED FOR TENDER	JUNE/08
C	MOVED SWISS CHALET WEST OFF OF SANITARY EASEMENT	JULY/08
D	COMMENTS FROM CARA	JULY/08
E	REVISED SIDEWALK BY GARBAGE ENCLOSURE AND PARKING LAYOUT	JULY/08
F	SOUTH PARKING LOT REVISED	AUG/08
G	RE-ISSUED FOR SITE PLAN APPROVAL	AUG/08
H	ISSUED FOR CONSTRUCTION	AUG/08
I	RE-ISSUED FOR CONSTRUCTION	SEPT/08



project
FAMZ REDEVELOPMENT - 1273 London Rd.

scale
1:300

date
APRIL/08

drawn by
PM

checked
PK

job number
108008

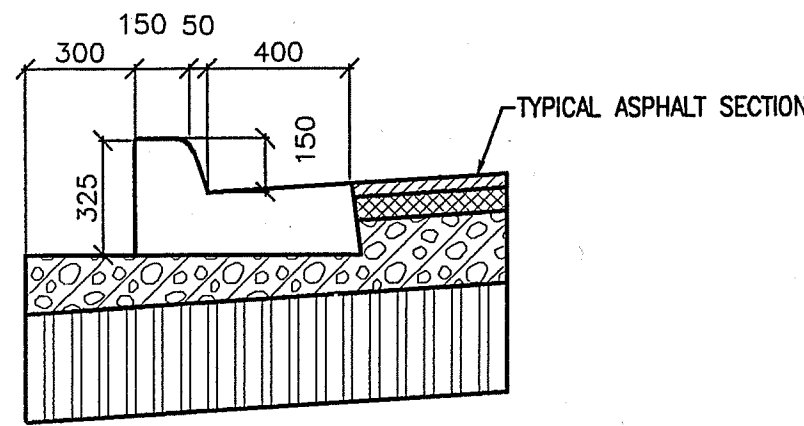
type
C

number
C103

rev
1

265 NORTH FRONT STREET, SUITE 508, SARNIA ON N7T 7X1 TEL: (519) 336-4292

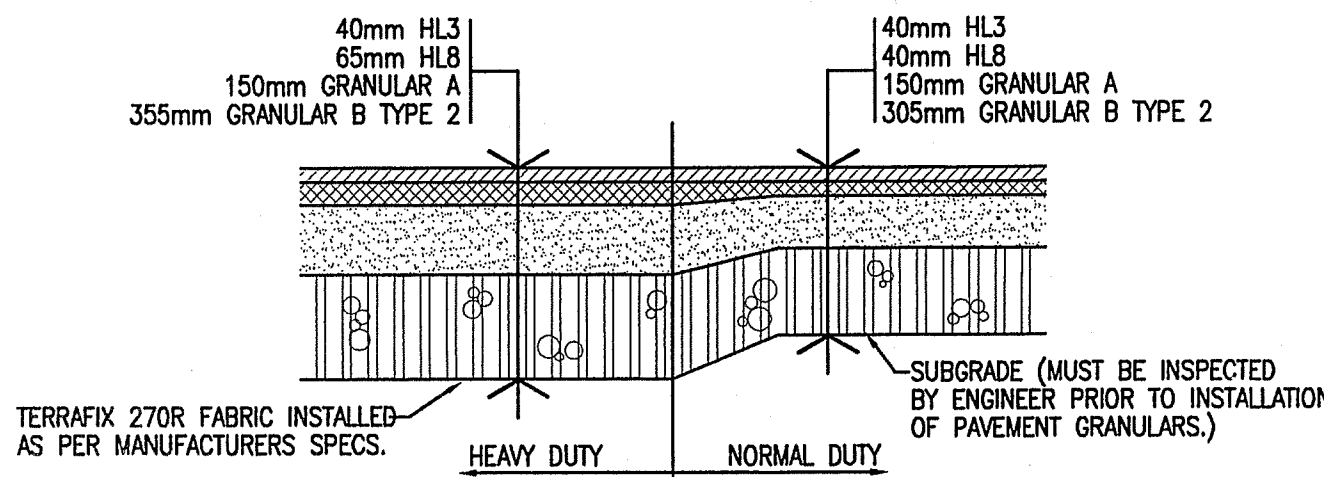
ALL DIMENSIONS TO BE VERIFIED ON SITE - DRAWING NOT TO BE SCALED



TYPICAL CURB WITH GUTTER

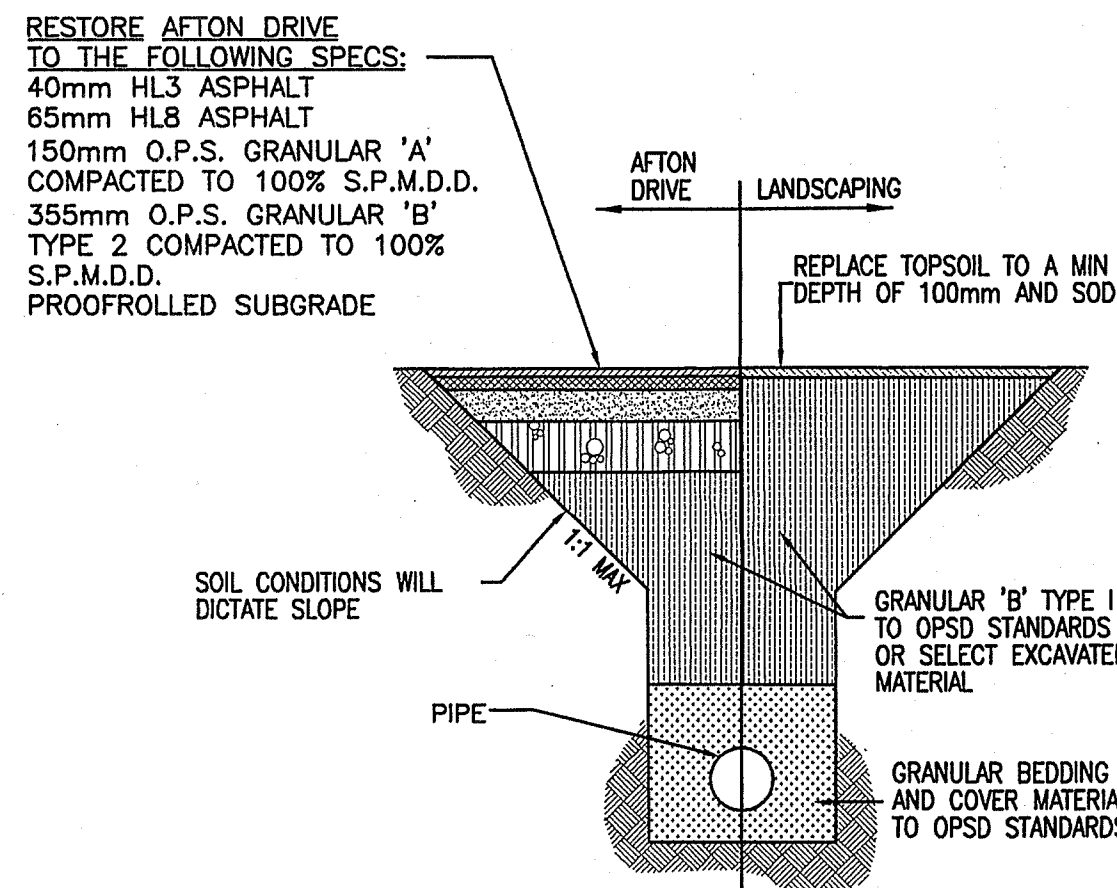
SCALE : N.T.S.

AS PER OPSD 600.010



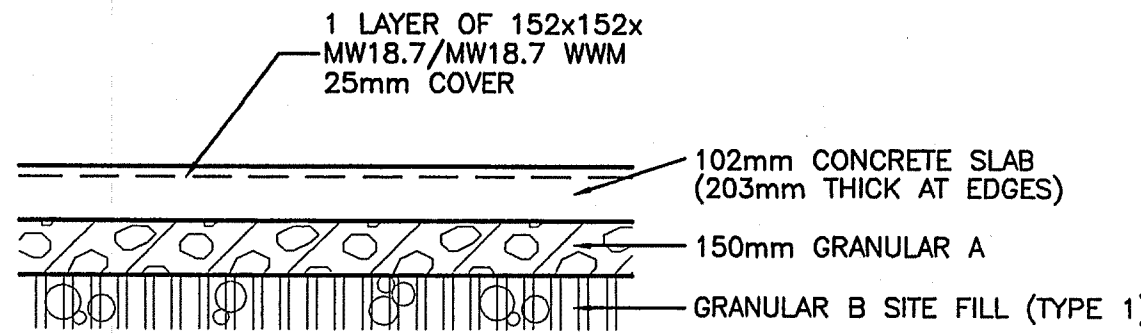
ASPHALT SECTION

SCALE : N.T.S.



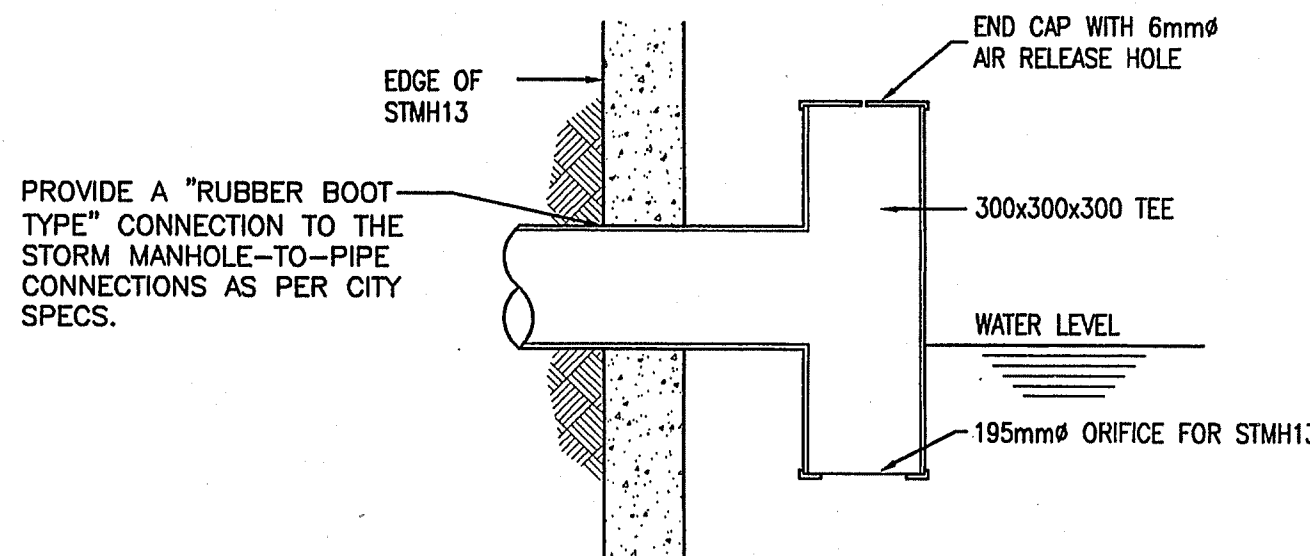
RESTORATION TRENCH DETAIL

SCALE : N.T.S.



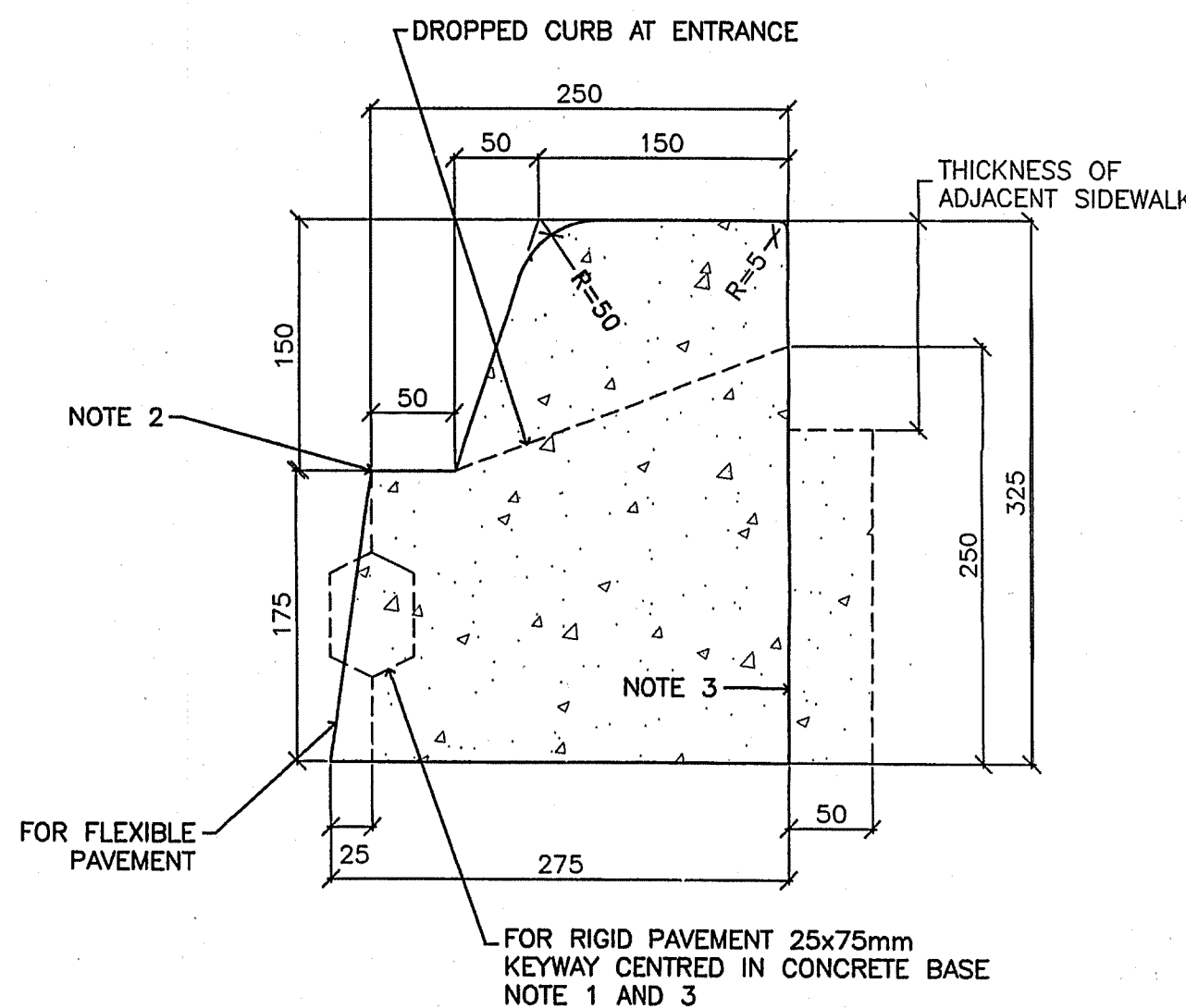
DUMPSTER LOADING SLAB CONCRETE SECTION

SCALE : N.T.S.



OUTLET DETAIL

SCALE : N.T.S.



CONCRETE BARRIER CURB WITH NARROW GUTTER

SCALE : N.T.S. AS PER OPSD 600.080

CURB NOTES:
 1 WHEN CURB AND GUTTER IS ADJACENT TO CONCRETE PAVEMENT OR BASE, THIS DRAWING IS TO BE USED IN CONJUNCTION WITH OPSD-582.010 AND 552.020.
 2 FLEXIBLE AND COMPOSITE PAVEMENT SHALL BE PLACED 5mm ABOVE THE ADJACENT EDGE OF GUTTER.
 3 FOR SLIPFORMING PROCEDURE, A 5% BATTER IS ACCEPTABLE. A TREATMENT AT ENTRANCES SHALL CONFORM WITH OPSD-351.010
 B OUTLET TREATMENT SHALL CONFORM WITH OPSD-610 SERIES.
 C THE LENGTH OF TRANSITION FOR ONE CURB TYPE TO ANOTHER SHALL BE 3.0m, EXCEPT IN CONJUNCTION WITH GUIDE RAIL, IT SHALL CONFORM TO OPSD-900 SERIES.
 D ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.

City of Sarnia
Engineering Department
Drawing Review
Date: **SEP 23 2008**

☒ Development Technologist
☒ Traffic Technologist
☒ N/A Storm Water Management
☐ Other

GENERAL CONSTRUCTION NOTES

- ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH CITY OF SARNIA STANDARD SPECIFICATIONS FOR DESIGN AND CONSTRUCTION MARCH 2003.
- FOR MINIMUM MATERIAL AND CONSTRUCTION REQUIREMENTS FOR WORK ON CITY PROPERTY REFER TO THE CITY OF SARNIA STANDARD SPECIFICATIONS FOR DESIGN AND CONSTRUCTION REVISED MARCH 01, 2003.
- ALL WORK ON CITY PROPERTY SHALL BE DONE BY A CONTRACTOR THAT IS APPROVED BY THE CITY OF SARNIA.
- SHOULD THERE BE A CONFLICT BETWEEN THE REQUIREMENTS OF OPSS AND ANY OTHER QUOTED SPECIFICATION, THEN THE MOST STRINGENT WILL APPLY.
- WHERE A QUOTED SPECIFICATION REFERS TO A SPECIFICATION NOT LISTED ABOVE THEN SAID SPECIFICATION SHALL APPLY AS THOUGH IT WERE LISTED.
- THE GENERAL CONTRACTOR OR APPROPRIATE SUB-TRADE SHALL BE RESPONSIBLE FOR NOTIFYING THE CITY OF SARNIA ENGINEERING DEPARTMENT AS WELL AS THE ENGINEERING CONSULTANT PRIOR TO COMMENCING ANY WORK ON THE CITY'S RIGHT OF WAY OR EASEMENT. NO WORK SHALL COMMENCE UNTIL SUCH NOTIFICATION HAS BEEN DONE. CONTACT MRS. BRENDA LUPI AT 332-0330 EXT. 355 OR MR. ADAM SOBANSKI AT 332-0330 EXT. 282 AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION. THE PLUMBING INSPECTOR FOR THE COUNTY OF LAMBTON AT 845-0801 SHALL ALSO BE CONTACTED AND GLEN HAMILL, COUNTY OF LAMBTON, PUBLIC WORKS DEPARTMENT AT (519) 845-0809 EXT 5250 IN ADVANCE OF WORK WITHIN THE COUNTY. CONTRACTOR IS REQUIRED TO SUBMIT TO THE CITY OF SARNIA ENGINEERING DEPARTMENT A TRAFFIC CONTROL PLAN IN ACCORDANCE WITH THE REQUIREMENTS OF THE ONTARIO TRAFFIC MANUAL BOOK #7. THE ENGINEERING DEPARTMENTS REVIEW IS FOR THE SOLE PURPOSE OF ASCERTAINING CONFORMANCE WITH GENERAL CONCEPTS. THE REVIEW DOES NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITIES FOR MEETING ALL REQUIREMENTS OF THE TRAFFIC CONTROL MANUAL.
- ALL WORK ON CITY PROPERTY SHALL BE COORDINATED WITH THE CITY'S ENGINEERING DEPARTMENT AND WILL REQUIRE FULL TIME INSPECTION BY THE CONSULTANT ON ALL UNDERGROUND SERVICING AND PART TIME ON OTHER WORK.
- ALL WORK ON CITY RIGHT OF WAY SHALL REQUIRE A ROAD CUT PERMIT. (\$111 FEE)
- EROSION/SILTATION CONTROL MEASURES**
THE CONTRACTOR SHALL MAINTAIN THE FOLLOWING MEASURES ON SITE DURING CONSTRUCTION UNTIL SUCH TIME AS ALL ASPHALT PAVING AND LANDSCAPING WORKS ARE COMPLETED AND PERMANENT SOD HAS BEEN LAID:
 A) PROVIDE AND MAINTAIN A LIGHT DUTY SILT FENCE BARRIER TO OPSD 219.110 ALONG THE BOUNDARIES OF CONSTRUCTION
 B) PROVIDE AND MAINTAIN FILTER CLOTH BENEATH NEW CATCHBASIN COVERS TO PREVENT SILT ENTERING THE NEW STORM SEWERS UNTIL GRANULAR BASE IS COMPLETED AND READY TO RECEIVE ASPHALT PAVING.
- ALL EXISTING SERVICES THAT ARE TO BE REMOVED OR ABANDONED MUST BE REMOVED OR ABANDONED AS PER CITY OF SARNIA STANDARD SPECIFICATIONS. WATER SERVICES THAT ARE TO BE REMOVED OR ABANDONED MUST BE TURNED OFF AND DISCONNECTED AT THE MAIN. ANY ABANDONED PIPING WITHIN THE ROW MUST BE REMOVED.
- PRESERVE AND PROTECT ALL EXISTING FACILITIES IN ACCORDANCE WITH OPSS 504.
- REMOVE ALL DELETERIOUS MATERIALS FROM SITE AND DISPOSE OF OFF SITE IN ACCORDANCE WITH OPSS 180.
- ALL GRASSED AREAS ON THE CITY RIGHT OF WAY SHALL BE SOD ONLY.
- THE DRIVEWAY IS TO BE POSTED AS A FIRE ROUTE ON BOTH SIDES TO THE SATISFACTION OF THE CITY'S FIRE INSPECTOR.
- A MILLED 450mm WIDE BY 50mm DEEP LAPPED JOINT MUST BE PROVIDED WHERE NEW ASPHALT MEETS EXISTING ASPHALT.
- THE ROAD MUST BE RESTORED IMMEDIATELY AFTER INSTALLATION OF SERVICES. IF IT IS NOT POSSIBLE THEN THE CONTRACTOR MUST IMMEDIATELY PROVIDE A TEMPORARY ASPHALT SURFACE 50mm THICK UNTIL PERMANENT RESTORATION CAN TAKE PLACE.
- PROVIDE TWO COATS OF LINE PAINTING. REFER TO SITE PLAN FOR LOCATION OF ALL PAINTED LINES. LINE PAINTING AS PER MTO STANDARDS. HANDICAPPED PARKING SYMBOLS SHALL BE PAINTED BLUE WITH GLASS BEADS IMBEDDED IN THE PAINT AND THE HANDICAPPED SYMBOL PAINTED IN THE SPACE. A HANDICAPPED PARKING SIGN SHALL BE INSTALLED ON A POST OR WALL AT THE END OF THE SPACE.
- REPLACE SIDEWALK TO FIRST JOINT EACH SIDE OF THE DRIVEWAY ENTRANCE.

SERVICING CONSTRUCTION NOTES

- INSTALL ALL STORM SEWERS & SEWER CONNECTIONS AS INDICATED ON DRAWINGS AND IN ACCORDANCE WITH OPSS 407, 408, 410 & 516. ALL SERVICE CONNECTIONS SHALL BE MADE USING MANUFACTURED TEES. ALL CONNECTIONS TO NEW CHAMBERS SHALL INCORPORATE A MANUFACTURED RUBBER BOOT CONNECTION SUCH AS 'K' OR 'N' SEAL.
- SINGLE INLET CATCH BASINS SHALL BE PER OPSD 705.010, FRAMES AND GRATES SHALL BE AS PER OPSD 400.02.
- ALL MANHOLES TO BE BENCHED AS PER OPSD 701.021.
- ANY EXISTING STORM/SANITARY LATERAL PROPOSED FOR REUSE MUST BE FLUSHED WITH HIGH PRESSURE WATER AND SHALL BE A MINIMUM DIAMETER OF 150mm AND CCTV CAMERA INSPECTED. THE CCTV INSPECTION IS TO BE REVIEWED BY THE CITY OF SARNIA ENGINEERING DEPARTMENT. USE OF THE EXISTING LATERAL SHALL BE AT THE DISCRETION OF THE CITY OF SARNIA ENGINEERING DEPARTMENT. IT IS THE RESPONSIBILITY OF THE OWNER/DEVELOPER TO PROVIDE AND PAY FOR THE CCTV INSPECTION.
- RAIN WATER LEADERS TO BE CONNECTED DIRECTLY TO PARKING LOT CATCH BASINS
- OIL GRIT INTERCEPTOR, IF REQUIRED TO BE ENVIRONMENT 21, STORMCEPTOR OR ALTERNATE APPROVED MANUFACTURER.

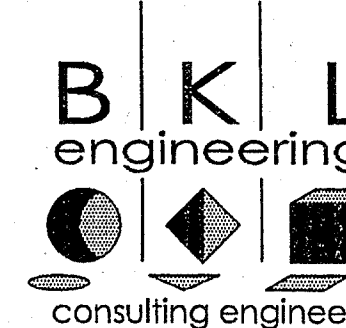
WATERLINE CONNECTION/DISCONNECTION NOTES

- INSTALL ALL WATERMAINS AS INDICATED ON DRAWINGS AND TO THE REQUIREMENTS OF OPSS 701.
- THE CITY OF SARNIA REQUIRES A LETTER OF CERTIFICATION (INCLUDING TEST RESULTS) TO BE DELIVERED TO THE ENGINEERING DEPARTMENT BEFORE ANY CONNECTIONS ARE MADE TO THE CITY'S WATERMAINS.
- THE EXISTING WATER SERVICE TO BE EXPOSED TO CONFIRM SIZE, MATERIAL AND CONDITION. USE OF THE EXISTING WATER SERVICE SHALL BE AT THE DISCRETION OF THE CITY OF SARNIA ENGINEERING DEPARTMENT.
- ALL WATERMAINS ARE TO BE INSTALLED INSIDE THE BUILDING BEFORE THEY ARE TESTED
- FIRE HYDRANTS FLOW TESTING SHALL BE BY THIRD PARTY CONTRACTOR AND CO-ORDINATED WITH THE CITY OF SARNIA ENGINEERING DEPARTMENT. THE ENGINEERING DEPARTMENT WILL CHARGE \$72.00/hr (\$144 MINIMUM) TO WITNESS FLOW TEST. THE DATA FROM FLOW TEST SHALL BE FORWARDED TO THE ENGINEERING DEPARTMENT.
- PROVIDE A BACKFLOW PREVENTOR Z.W. 975 XL ON ALL WATER METERS.
- WATER METERS TO BE PURCHASED FROM CITY OF SARNIA BUILDING DEPARTMENT.
- 50mm WATER CONNECTIONS TO BE TYPE K SOFT COPPER AS PER OPSD 1104.02
WATER SERVICES TO BE INSTALLED WITH MIN. 1.7m COVER. PROVIDE 0.20m VERTICAL CLEARANCE WHERE WATER CROSSES OVER STORM/SANITARY AND A MINIMUM 0.50m WHERE WATER CROSS UNDER STORM/SANITARY.
- WATERMAINS & SERVICES ON PRIVATE PROPERTIES SHALL BE INSTALLED & TESTED AS FOLLOWS:
 A) PHYSICAL ISOLATION IS REQUIRED FOR ALL NEW WATERMAINS.
 B) TESTING AGAINST VALVES WILL NOT BE PERMITTED
 C) MECHANICAL TIE-INS ARE TO BE KEPT TO A DISTANCE OF NOT MORE THAN 6 METRES WHERE POSSIBLE
 D) WATERMAIN IS TO BE INSTALLED COMPLETELY AS PER THE CURRENT CITY STANDARD SPECIFICATION NO. 3 AND WITH THE ADDITION OF SWAB LAUNCHERS
 E) CONTRACTOR IS TO CONFIRM THE LINE AND GRADE OF EXISTING MAINS BY MEANS OF EXCAVATION PRIOR TO COMMENCING LINE LAYING. PHYSICAL TIE-INS ARE TO BE FREE FROM BENDS AND ELBOWS. WORK ON THE MUNICIPAL RIGHT OF WAY SHALL BE COORDINATED BY CONTACTING THE ENGINEERING DEPARTMENT.
 F) ALL LENGTHS OF WATERMAIN ARE TO BE HYDRAULICALLY FOAM SWABBED TO REMOVE ANY POSSIBLE DEBRIS.
 G) ALL WATERMAIN AND SERVICES ARE TO UNDERGO PRESSURE TESTING, LEAKAGE TESTING, AND BACTERIOLOGICAL TESTING AS PER SARNIA STANDARD SPECIFICATION NO. 3
 H) ALL WATERMAIN AND SERVICES SHALL BE DISINFECTED WITH HEAVILY CHLORINATED WATER FOR A PERIOD OF 24 HOURS AS PER SARNIA STANDARD SPECIFICATION NO. 3
 I) ALL WATERMAIN AND SERVICES SHALL BE DE-CHLORINATED AS PER THE REQUIREMENTS OF THE M.O.E.
 J) ALL WATERMAIN AND SERVICES TO BE FLUSHED FOLLOWING DE-CHLORINATION
 K) PRESSURE TEST AND LEAKAGE TEST TO BE WITNESSED BY A REPRESENTATIVE OF THE ENGINEERING CONSULTANT. CERTIFICATION OF THE SUCCESSFUL COMPLETION OF THE ABOVE TESTS IS TO BE SIGNED BY A PROFESSIONAL ENGINEER AND PROVIDED TO THE ENGINEERING DEPARTMENT.
 L) ALL OTHER TESTING IS TO BE WITNESSED BY A THIRD PARTY PERSON POSSESSING A M.O.E. CERTIFIED OPERATOR DESIGNATION AND APPROVED BY THE CITY OF SARNIA ENGINEERING DEPARTMENT. M.O.E. CERTIFIED OPERATOR IS TO WITNESS SUPER CHLORINATION, DE-CHLORINATION, FLUSHING, AND CARRY OUT CHLORINE RESIDUAL AND BACTERIOLOGICAL SAMPLING.
 M) A M.O.E. CERTIFIED OPERATOR IS TO ISSUE A CERTIFICATION LETTER TO THE CITY OF SARNIA ENGINEERING DEPARTMENT AND SHALL INCLUDE COPIES OF ALL BACTERIOLOGICAL RESULTS TO THE CITY OF SARNIA ENGINEERING DEPARTMENT. ALL TESTING IS TO MEET BOTH CURRENT A.W.W.A. STANDARDS AND THE CITY OF SARNIA STANDARD SPECIFICATIONS. THE CERTIFICATION LETTER IS TO INCLUDE A PROFESSIONAL RECOMMENDATION THAT THE NEW LINE SHALL BE COMMISSIONED INTO SERVICE AND ALSO CONFIRM THAT SUBSEQUENT COMMISSIONING OF THE WATER MAIN WAS WITNESSED.
 N) M.O.E. CERTIFIED OPERATOR IS TO WITNESS THE FINAL CONNECTION TO DISTRIBUTION SYSTEM TO ENSURE THAT FINAL CONNECTION CONFORMS TO ALL APPLICABLE STANDARDS.

EXTERIOR LIGHTING CONSTRUCTION NOTES

- ALL EXTERIOR BUILDING LIGHTING SHALL BE 'CUT OFF' TYPE LIGHTS.
- PARKING LOT LIGHTING WILL BE CONTROLLED TO ELIMINATE ANY SPILL-OVER INTO RESIDENTIAL PROPERTIES & STREETS.

REV	NOTES	DATE
A	ISSUED FOR CLIENT REVIEW	JUNE/06
C	MOVED SWISS CHALET WEST OFF OF SANITARY EASEMENT	JULY/08
D	RE-ISSUED FOR SITE PLAN APPROVAL	AUG/08
E	ISSUED FOR CONSTRUCTION	AUG/08
F	RE-ISSUED FOR CONSTRUCTION	SEPT/08



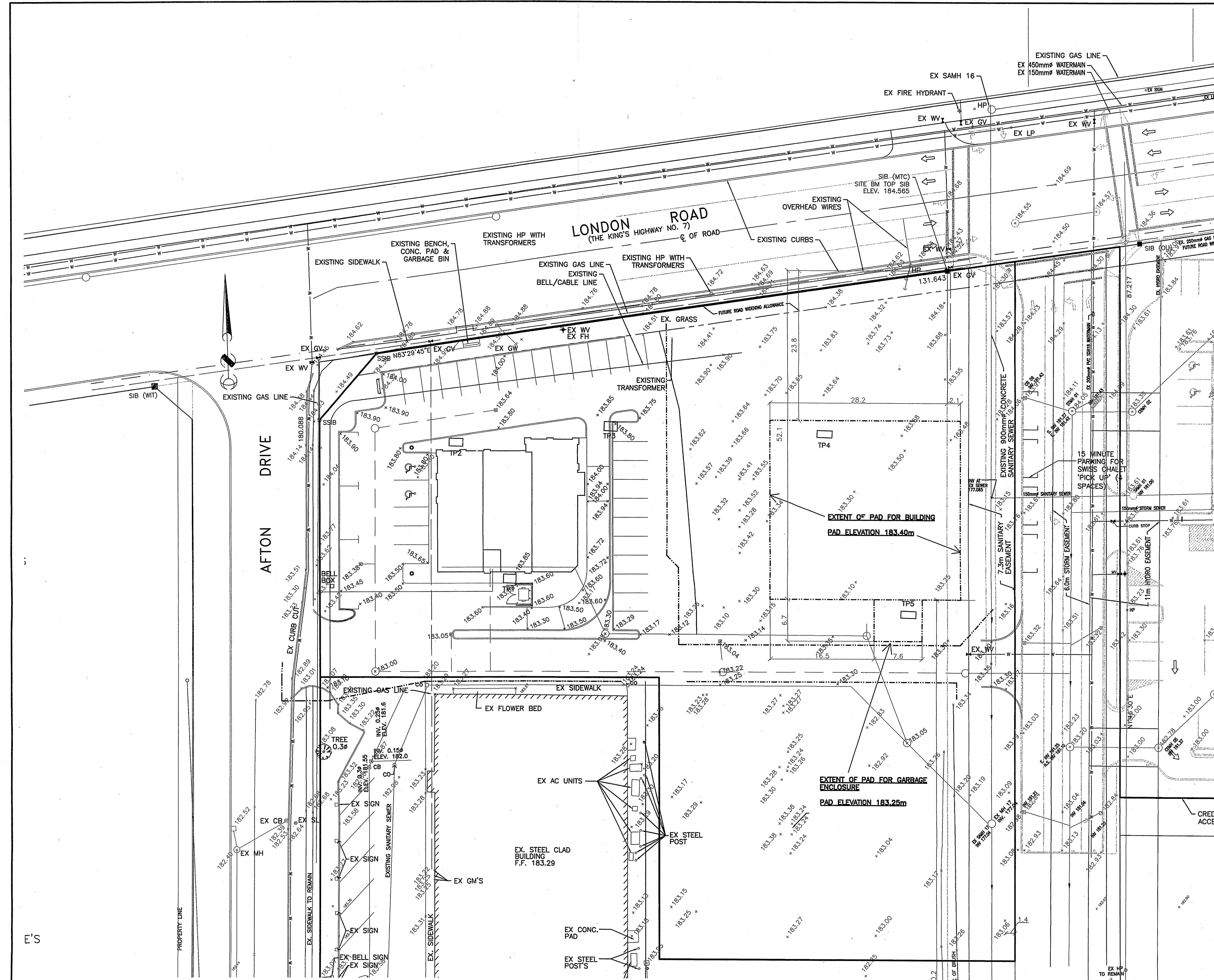
Project: **FAMZ REDEVELOPMENT - 1273 London Rd.**

Scale: **1:300** Title: **NOTES & DETAILS**

Date: **APRIL/08** PM PK 108008 C C105 F

265 NORTH FRONT STREET, SUITE 508, SARNIA ON N7T 7X1 TEL: (519) 336-4292

ALL DIMENSIONS TO BE VERIFIED ON SITE - DRAWING NOT TO BE SCALED

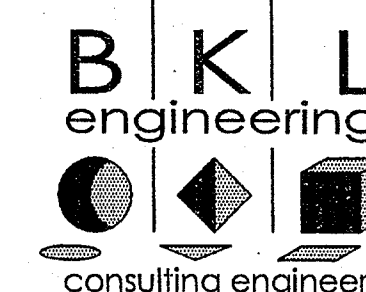


NOTES ON PAD PREPARATION FOR NEW BUILDING

- For details of the existing site soils conditions refer to the site specific soils investigation carried out by AMEC Earth and Environmental in June 2006 and updated on 21st April 2008 a copy of which is available for review.
- Test pits 4 and 5 excavated to the north and south of the proposed new building confirmed the presence of a layer of peat underlying fine sand and which varies in thickness from 1 ft (0.3 m) to 2.3 ft (0.7 m) in depth. As this peat layer appears to extend under the footprint of the proposed building with an elevation to the underside of the peat being at approximately 182.0 metres, the peat and any other organic material is to be removed from site and replaced with clean granular material complying with OPSS Granular B type 2. This material shall be laid and compacted up to the underside of the proposed foundations for the new building which will be set at 182.35 metres.
- Approved backfill material shall be placed in layers not exceeding 200mm in depth and be uniformly compacted to a minimum of 98% of the material's SPMD. The extent and finished elevation for pad preparation for the proposed building and for the adjacent garbage enclosure are indicated on this drawing.
- Refer to the AMEC June 21st 2006 soils report for recommendations concerning limitations on the suitability for reuse on site of the inorganic sandy gravel materials which may be encountered on site.
- Provide adequate dewatering of the excavations by conventional means using a temporary sump to drain perched groundwater and infiltration during execution of the above works.
- Provide full time geotechnical inspection and testing during pad preparation and provide Certification from a geotechnical Engineer evidencing compliance with the foregoing requirements.

City of Sarnia Engineering Department Drawing Review SEP 23 2008	
Date:	
<input checked="" type="checkbox"/>	Development Technologist
<input checked="" type="checkbox"/>	Traffic Technologist
<input checked="" type="checkbox"/>	Storm Water Management
<input type="checkbox"/>	Other

REV	NOTES	DATE
A	ISSUED FOR CLIENT REVIEW	MAY/08
C	MOVED SWISS CHALET WEST OFF OF SANITARY EASEMENT	JULY/08
D	RE-ISSUED FOR SITE PLAN APPROVAL	AUG/08
E	ISSUED FOR CONSTRUCTION	AUG/08
F	RE-ISSUED FOR CONSTRUCTION	SEPT/08



project
FAMZ REDEVELOPMENT - 1273 London Rd.

scale
1:300

title
PAD PREPARATION

date
MAY/08

drawn by
PM

checked
PK

job number
108008

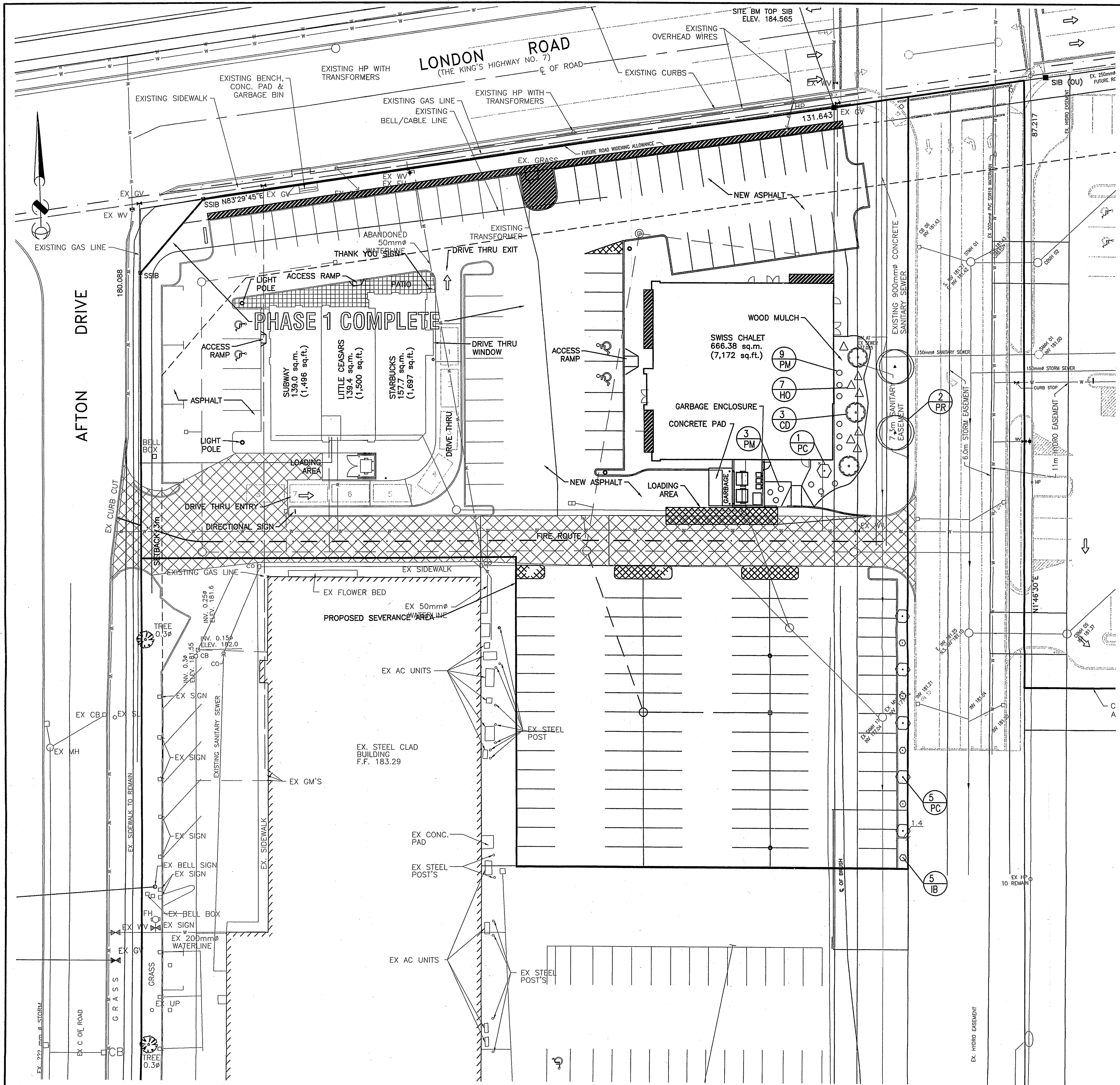
type
C

number
C107

rev
F

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ALL DIMENSIONS TO BE VERIFIED ON SITE - DRAWING NOT TO BE SCALED



Key	Qty.	Botanical Name	Common Name	Cond.	Ht./Sprd.	Col.	Remarks
FLOWERING SHRUBS							
HO	7	Hosta - Variegata	HOSTA UNDOULATE	Potted	0.1m		
CD	3	Contoneaster dammeri 'Coral Beauty'	BEARBERRY COTONEASTER	Potted	0.1m		
PM	12	Potentilla - McKays White	POT. MCKAYS WHITE	Potted	0.1m		
PC	6	Purpleleaf Sandcherry	PRUNUS X CISTENA	Potted	0.1m		
ORNAMENTAL GRASSES							
SHADE TREES							
PR	2	Prunus Cistena	PURPLE LEAF SAND CHERRY	WB	2.5m		
SPREADING EVERGREENS							
IB	5	Juniperus horizontalis 'Icee Blue'	ICEE BLUE JUNIPER	WB	0.5m		

PLANT LIST

LEGEND

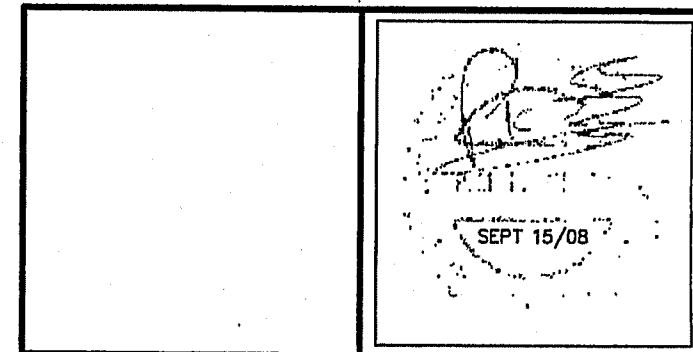
 LANDSCAPE STONE (COLOR TO BE PICKED BY OWNER)

City of Sarnia
Engineering Department
Drawing Review
Date: **SEP 23 2008**
☒ Development Technologist
☒ Traffic Technologist
☒ Storm Water Management
☐ Other

REV
A
0

NOTES
ISSUED FOR REVIEW
ISSUED FOR CONSTRUCTION

DATE
AUG/08
SEPT/08



REV	NOTES	DATE
A	ISSUED FOR REVIEW	AUG/08
0	ISSUED FOR CONSTRUCTION	SEPT/08

B K L
engineering
consulting engineers

Project
FAMZ REDEVELOPMENT - 1273 London Rd.
Scale
1:300
Title
LANDSCAPE PLAN
Date
APRIL/08
Drawn by
PM
Checked by
PK
Job number
108008
Type
C
Number
C108
Rev
0
265 NORTH FRONT STREET, SUITE 508, SARNIA ON N7T 7X1 TEL: (519) 336-4292
ALL DIMENSIONS TO BE VERIFIED ON SITE - DRAWING NOT TO BE SCALED

City of Sarnia Draft Zoning By-law Amendment (May 27, 2020)

CITY OF SARNIA

BY-LAW No. ~20~

To amend Zoning By-law No. 85 of 2002, as amended, with respect to the lands municipally known as 1273 - 1289 London Road

Whereas authority is given to the Council of a municipality by Section 34 of the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Sarnia, at its meeting on _____, 2019, determined to amend the City of Sarnia Zoning By-law No. 85 of 2002 with respect to lands known 1273 - 1289 London Road
The Council of the City of Sarnia enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 85 of 2002.
3. Zoning By-law No. 85 of 2002, as amended, is further amended by adding the lands shown by heavy black lines on Diagram 2 (attached to this By-law) on Map 47 in the Zoning By-law Schedule A Map Parts, and applying the following site specific provision to these lands: CC1-xxxx
4. Zoning By-law No. 85 of 2002,, as amended, is further amended by adding to Part II: Section 15 Exception (CC1-xxxx):

Exception CC1-xxxx

The lands, or portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

(A) Despite any provisions of By-law No. 85 of 2002 to the contrary, **STUDENT RESIDENCE** will be a permitted use in addition to all uses permitted as set out in Section 15.1.

(B) Despite Part I: Section 3.37 (2)(a) parking for **STUDENT RESIDENCE** will be provided at a rate of 0.2 spaces/bed

(C) Despite Part II: Section 15.2.1

(6) Height: maximum permitted 30.5m (9 Storeys)

ENACTED AND PASSED this _____ day of _____, 2020.

Mike Bradley
Mayor

Dianne Gould-Brown
City Clerk

(Seal of The City)