

March 27, 2020

Planning Report

File No.: D07-20-01

To: City of Kenora Planning Advisory Committee

Fr: Nadia De Santi, Senior Project Manager, WSP

Melissa Shaw, Planning Analyst, City of Kenora

Action: Consideration for Draft Plan of Condominium Approval

Re: Application for Plan of Condominium No. D07-20-01, known as Laurensen Landing

Location: 1731 Railway Street, Kenora, ON

Applicant: 797501 Manitoba Limited

Agent: Tara Rickaby, TMER Consulting

1. Introduction

Application to consider for Draft Approval for Plan of Condominium (known as Laurensen Landing) which will be a phased development consisting of seventy-three (73) units in three (3) phases.

The subject property is located at 1731 Railway Street as shown in Figure 1.

Figure 1 (below) - Aerial sketch displaying the property boundary



2. Description of Proposal

The Applicant is proposing the development of seventy-three (73) residential condominium units. As per the Planning Rationale (Tara Rickaby, TMER Consulting, February 13, 2020, Revised February 20, 2020) the proposed development will provide affordable housing, in a desirable form, in a manner that protects the natural environment. In a letter of support as received from Graham Chaze, Broke of Record, Cabin County Realty, the dwellings will range in price from \$349,000 to \$379,000.

As per the City of Kenora Municipal Capital Facilities Bylaw 109-2018, the definition of "Affordable Housing" within the City of Kenora means municipal housing which would have a market sales price that would be affordable to those households with incomes in the 60th household income percentile or below or rent that would be affordable to those households with incomes in the 60th household income percentile or below for the City of Kenora as determined by the Ministry of Municipal Affairs and Housing Provincial Policy Statement - Housing Tables, 2018. As per the 2018 table, market sales prices at \$349,000.00 are considered "60th percentile affordable house price" for the City of Kenora.

Details of the proposed development are as follows:

Owned Units:

- Phase 1: development of fourteen (14) single storey, multiple attached dwelling and fifteen (15) two storey stacked multiple attached dwellings.
- Phase 2: would consist of fifteen (15) single storey multiple attached dwelling units and sixteen (16) two storey, stacked dwelling units.
- Phase 3: thirteen (13) two storey multiple attached dwelling units.

Common Elements

- Private Road
- Rear yard amenity space
- Wetland amenity space

Servicing

- Extension of existing municipal sanitary and piped water system, located on Railway Street. The servicing plan includes a sewer lift station and associated generator.
- Storm water retention area (and oil and grit separator).

Easements:

- Required in favour of utility companies
- Required for areas of exclusive use common elements
 - Right-of-way access over the 8 m wide private road
 - Right-of-way access to the amenity spaces as common elements; wetland area and rear yards

Parking:

- Each dwelling unit will be designed to include two (2) parking stalls; one in the attached garage, and one in the driveway. On-street parking has not been shown on the draft plan as permitted within the 8 m wide private road.

- Barrier free parking is required only for public areas; the lands are privately owned

The Application for Draft Approval for Plan of Condominium (known as Laurenson Landing) will be a phased development. Phased condominium permits individually owned units and common elements to be added to a condominium corporation in phases, over a maximum of 10 years. The phases occur by an amendment to the existing declaration and description to re-describe the condominium property with the additional phase. Only standard condominiums may be phased.

Standard condominiums consist of both units and common elements. All condominiums that existed at the time the *Condominium Act, 1998* came into effect are deemed standard condominiums.

3. Existing Conditions

The subject lands are located in a mixed-use neighbourhood which was part of a small highway commercial and residential area in the former Town of Jaffray Melick. The subject lands abut Laurenson Creek, a Provincially Significant Wetland to the south, and light industrial use lands to the east. There is a mix of residential and light industrial/highway commercial uses on the north side, along Railway Street. The abutting property, to the west, is a single detached dwelling and there are single detached and multi residential dwellings in the immediate area. The subject lands are located approx. 300 metres south of the Canadian Pacific Railway

The property was previously developed with a single-detached dwelling, but was destroyed due to fire. The property was also developed with a small golf course, trees only remain along the perimeter of the property, and lands to the north are level and gradually sloped toward the south. Currently Municipal water and wastewater services are not extended to the subject lands. The property is affected by an easement for utility on the eastern lot line in favour of Bell Canada, and in 2016, application for consent was approved on the subject lands to grant a 10.5 metre wide easement, in favour of the abutting property locally known as 1713 Railway Street, for driveway access.

In November 2016, By-law 115-2016 changed the zoning of the property from Rural (RU) to Residential – Third Density Zone (R3). At the time, the property was being investigated for development of a 72 unit multiple attached apartment building.

In May 2018, By-law 60-2018 the property was rezoned a second time to allow a site specific rezoning for development of the property as proposed, which would allow for creation of lots with an interior side yard provision of 2.5 to 0 metres; exterior side yard from 4 metres to 0.35 metres; to increase lot coverage from 40% to 55%; and to amend the definition of a “Street” as it pertains to the subject lot, to allow for frontage on a private road, as a site specific provision.

On July 17, 2018 the Planning Advisory Committee gave Draft Approval for a proposed Plan of Common Elements Condominium Plan File No. D07-18-01, "Kings Landing", subject to conditions.

Additionally, in July, 2018 under By-law 110-2018, Council exempt the subject property from Subsection 50(5) of the Planning Act, R.S.O. 1990, c.P13, as amended, being the provisions of Part Lot Control. The exemption is for a period of 2 years, for the purpose of separating the proposed stages of development.

The property is located adjacent to Laurenson's Wetland, as part of previously submitted applications made under the Planning Act, an Environmental Impact Assessment (EIS) was completed to evaluate the property in light of the potential for a medium density development. The report concluded that a 20 metre buffer should be maintained from the edge of the wetland. This buffer has been included within the submitted plan for draft approval.

1. Site Visit

Photos from a site visit conducted by the City of Kenora Planning Analyst on March 10, 2020 have been included.

Photo 1 – View of the south side of the yard, wetland area (perspective from Gould Road)



Photo 2 – View from Railway Street of the front yard and existing building



Photo 3- View of front lot line abutting Railway Street



2. Consistency with Legislated Policy and City Directives

a) Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) contains policies to manage change and direct land use to achieve efficient and resilient development patterns. Policy 1.1.1 (b) states that an appropriate range and mix of residential (including affordable housing and housing for older persons) to meet long-term needs.

Policy 1.1.2. States that within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. As per Policy 1.1.3 the long-term economic prosperity of our communities depends on the vitality and regeneration of settlement areas.

Furthermore Policy 1.7.1 encourages long-term economic prosperity shall be supported by encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of *housing options* for a diverse workforce;

The proposed Phased Condominium is consistent with the PPS (2020), since it contributes to the overall housing supply of the City of Kenora and will offer a form of housing to meet the social, health and well-being requirement of current and future residents.

b) City of Kenora Official Plan (2015)

Figure 2 (below) - Aerial sketch displaying the property Official Plan Designation



The property is designated as Established Area.

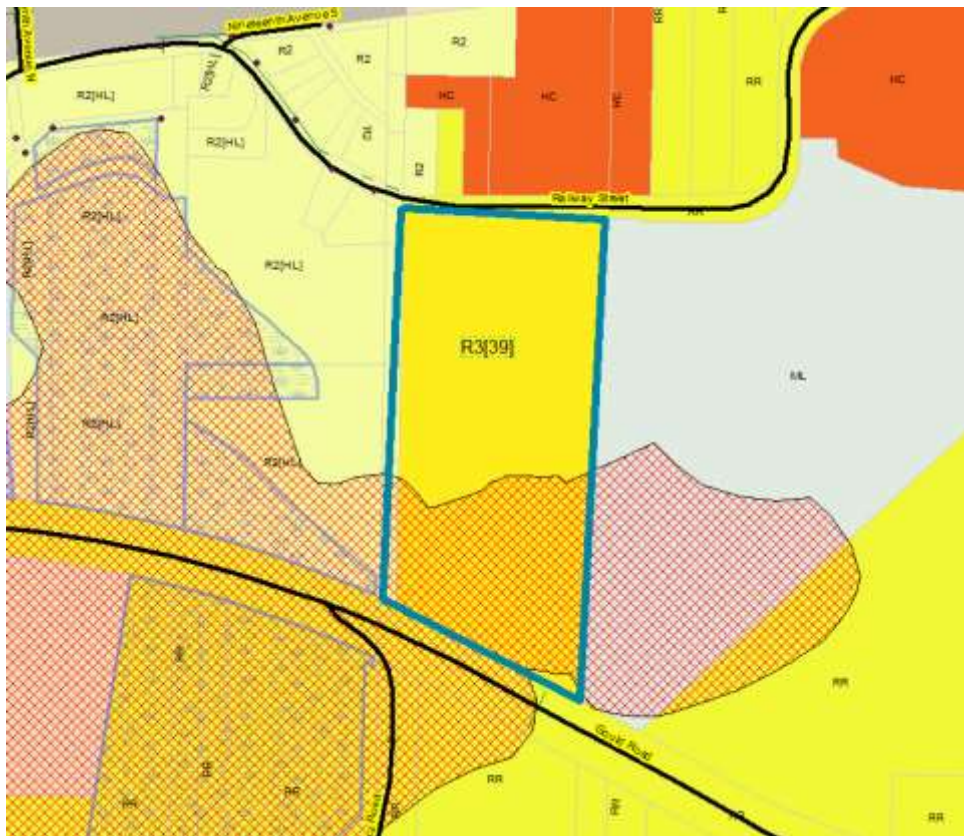
Policy 4.1.2(c) encourages residential development through plans of condominium, as redevelopment of existing uses on full municipal services. Medium density uses shall be supported provided that the development is in keeping with the character of the area.

Density is a relative term that is used to define the scale and grain of development. It is typically a measure of persons or dwelling units per unit of land area. Whereas the development would enable seventy three (73) new residential units on a lot approximately 4.511 ha in size, the development would constitute medium density which is fully supported within the Established Area policies of the Official Plan.

Policy 8.11.1 of the Official Plan provides direction for the creation of new lots created by condominium that are proposed adjacent to a provincial highway. As this property is adjacent to a municipally maintained road and not that of a provincial highway there is not requirement of this policy to the proposed application. .

a) Zoning By-law No. 101-2015

Figure 3 (below) - Aerial sketch displaying the property Kenora Zoning By-law designation



The property is zoned R3 [39], Residential Third Density, Exception [39]. Notwithstanding any other provisions of the By-law, exception [39] provides relief from the interior side yard provision of 2.5 to 0 metres; exterior side yard from 4 metres to 0.35 metres; to increase lot coverage from 40% to 55%; to amend the definition of a "Street" as it pertains to the subject property, to allow for frontage on a private road.

As per application D07-20-01, the lot area provided for unit type 'B' is 176.08 m². As per section 4.3.3 (c) of the Zoning By-law - multiple attached dwelling require a lot area of 180 m²/unit. The applicant will require relief of 3.02/m² for the unit type 'B' development.

Additionally as per Section 4.3.3(f) of the Zoning By-law, the rear yard requirements for multi attached dwellings is 8.0 m, the single storey type 'A' dwelling units provide a rear yard of 5.0 m setback and the two-storey type 'B' dwelling units provide a rear yard setback of 6.0 m. Relief from the Zoning By-law shall be required for rear yard setback, Unit type 'A' will require relief of 3.0 m, unit type 'B' will require relief of 2.0 m from the zone provision.

An application for minor variance shall be required as a condition of approval.

3. Results of Interdepartmental and Agency Circulation

Kenora Fire and Emergency	<p>In preliminary review of the supplied plans. It appears that that all requirements for fire department access have been met as per the Ontario Building Code. 90 metre hydrant spacing required.</p> <p>Question: are sprinklers are being considered for the buildings?</p> <p>- December 9, 2019</p>
Water and Wastewater	<p>In response the preliminary design brief for site services as prepared by HATCH Ltd. on February 12, 2020 file No. H-362130, until details on the proposed pumping station connection to the downstream City's receiving pumping station there is no comment at this time. The Water and Wastewater division will require an analysis on the adequacy and upgrades required on the City's receiving pumping station to accommodate the flow from the proposed development.</p> <p>There is no issue with the proposed water supply.</p> <p>Received on February 27, 2020</p>
Kenora Building Department	<p>The Building Department reserves formal comment until such time an application for Site Plan Control is received. The Building Department will however make the following preliminary comments.</p> <ul style="list-style-type: none"> - Have/will the site plans be produced by an Ontario Code qualified designer? - Is the proposed 8.0 m road width adequate? At 8.0 m width, with two-way traffic there shall likely be no street parking permitted. If on-street parking is

	<p>permitted, the required 6.0 m fire department access will be infringed upon.</p> <ul style="list-style-type: none"> - Hydrants are required to be shown on the plans. - There is a concern with the length of the southwest dead-end fire access route. - Drainage plan has not been provided. - Pedestrian walkways/ sidewalks may be a requirement for accessibility for persons with disabilities concern (PA Sect.41. (4).1. (f). <p>December 10, 2020, updated February 13, 2020</p>
Engineering Department	<p>Servicing:</p> <p>The City has received confirmation from the MECP that a Municipal Responsibility Agreement and ECA for sewer and pumping station for land located at civic address 1731 Railway Street, generally known as "Laurenson's Landing", is not required. The internal sewer and water installation will be considered plumbing and covered under the Building Department via the OBC.</p> <p>With the infrastructure being privately owned on the development, Engineering has no comment on the internal road system, the sewer and water servicing and storm drainage infrastructure to be located within the subject property.</p> <p>The Engineering Department identified the need for a study to review the downstream receiving sewer system to confirm if any improvements may be required, and specifically related to the pumping station capacity at the 16th Ave pumping station,. Any required upgrades be the responsibility of the developer.</p> <p>The section of sewer and water extension on Railway St that will be located within the City ROW and to be taken over by the City will require an ECA for the sewer works and a Form 1 MECP sign off by the developer's professional engineer.</p> <p>The City needs to be aware that the developer is proposing to extend sewer and water further east down Railway Street all the way to the east property line of the development which is about 145 m further than then the 20 m required to extend these mains to the west property line.</p> <p>This sewer and water installation and associated costs within the Railway St ROW is something that will eventually need to be discussed, negotiated and finalized with the developer, and a source of City funding for the same be</p>

	<p>determined/established should the City commit to cost sharing on this scope of work.</p> <p>Private Road: The internal roads system will have to be constructed to adequately accommodate fire truck access as approved by the Fire Department.</p> <p>In looking at the location of the proposed westerly access, it appears to be close to the location of the existing access to the property. The curve and hill on Railway St to the west of the westerly proposed access of the development is approximately at a distance of 60 to 70 m, and could provide adequate time for vehicles to exit the development by way of a left turn heading west bound on Railway St.</p> <p>A more thorough review will have to be conducted upon receipt of more detailed Civil design.</p> <p>Comments received on: December 11, 2019, December 12, 2019 and March 3, 2020</p>
Environmental Division	<p>No concerns</p> <ul style="list-style-type: none"> - December 12, 2019
Roads Department	<p>With two new entrances being created, need to keep in mind that there are visibility requirements for entrances Schedule D By-Law # 47-2000 with the sharp corner to east end and the hill /corner at the west end on that portion of Railway St. There is already an existing entrance in the center of the lot.</p> <p>As per the Ontario Provincial Standards if entrances being created have curb or gutter the min. width is 8.5m, should consider this with the future road work planned in the next couple years for Railway St. Proper ditch drainage, ditch sloping will need to be created.</p> <ul style="list-style-type: none"> - December 12, 2019
CP Proximity, Ontario	<p>We would appreciate the inclusion of this warning clause in any documents that you may be able to influence.</p> <p>Warning Clause: A clause should be inserted in all offers to purchase, agreements of purchase and sale or lease and in the title deed or lease of each dwelling within 300m of the railway right-of-way, warning prospective purchasers or tenants of the existence of the Railway's operating right-of-way; the possibility of alterations including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in</p>

Hydro One	<p>the design of the subdivision and individual units, and that the Railway will not be responsible for complaints or claims arising from the use of its facilities and/or operations. March 9, 2020</p> <p>We are in receipt of your Plan of Condominium application, D07-20-01 dated March 13, 2020. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. <u>Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.</u></p> <p>For proposals affecting 'Low Voltage Distribution Facilities' the Owner/Applicant should consult their local area Distribution Supplier. Where Hydro One is the local supplier the Owner/Applicant must contact the Hydro subdivision group at Subdivision@HydroOne.com or 1-866-272-3330.</p> <p>- March 20, 2020</p>
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4. Public Comments

An open house and public meeting were scheduled to be held by the Planning Advisory Committee on March 24, 2020. Notice of the application was given in accordance with Section 51(19.4) of the Planning Act whereby it was circulated on March 5, 2020 to property owners within 120 metres, published in the Municipal Memo of the Newspaper on March 5, 2020, and circulated to persons and public bodies as legislated. As a result of Covid-19, the scheduled public meeting and open house were deferred. Notice of the deferral was circulated on March 16th 2020 to all property owners within 120 metres of the subject property, and circulated to persons and public bodies as legislated.

As the Province of Ontario declared a State of Emergency and continues to take significant steps to limit the transmission of the COVID-19 virus, in accordance with the City of Kenora Procedural By-law 043-2020, notice of the Planning Advisory Committees' virtual public meeting was given on April 30th, 2020 in accordance with Section 51(19.4) of the Planning Act whereby it was circulated to property owners within 120 meters, advertised within the Daily Miner and News newspaper on April 30th, 2020, and circulated to persons and public bodies as legislated.

As of the date of this report (March 6, 2020, Amended March 12, 2020 and May 8th, 2020) the City of Kenora Planning Department is in receipt of three (3) written submission with one received on March 11, 2020 and two received on May 19, 2020. The public comments have been attached to this report, personal information including mailing addresses and phone numbers have been concealed by the City of Kenora in accordance with the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, C. M.56

5. Evaluation

If approved, the subject application would enable an existing vacant lot to be developed as a phased development consisting of seventy-three units over three (3) phases; in accordance with site specific approvals for lot area and rear yard relied from the requirements of the Kenora Zoning By-law.

As per the planning rationale written by the Agent, the proposed development represents sustainable development to enhance the quality of life for present and future generations and is compact development which uses land which is within the settlement area, and existing infrastructure efficiently. Approval of the application and granting of draft plan approval, will enable the applicant to develop the subject lands as they have proposed with the intention to provide for housing, in a desirable form, in a manner that protects the natural environment.

The application is consistent with the objectives of the Provincial Policy Statement, 2020 and conforms with the Official Plan (2015). While the proposed development doesn't comply with the specific provisions for lot area and rear yard setback, the proposed development does meet the general intent and purpose of the Zoning By-law 101-2015. A Minor Variance application will be a condition of Draft Plan Approval.

6. Legislative Framework for Draft Plan Approval

The Committee shall evaluate an application for draft Plan of Condominium based on the Provincial Policy Statement (2020), The City of Kenora Official Plan (2015), Zoning By-law No. 101-2015 as amended and the provisions of section 51(24) of the Planning Act:

In determining whether a provisional approval is to be given, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:

- (a) The effect of development of the proposed subdivision on matters of provincial interest;
- (b) whether the proposed subdivision is premature or in the public interest;
- (c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- (d) the suitability of the land for the purposes for which it is to be subdivided;
- (e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- (f) the dimensions and shapes of the proposed lots;

- (g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- (h) conservation of natural resources and flood control;
- (i) the adequacy of utilities and municipal services;
- (j) the adequacy of school sites;
- (k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- (l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
- (m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act

The proposed draft Plan of Condominium meets the following criteria for provisional evaluation:

- a) As discussed in Section 2(a) of this Report, the proposed Application for Draft Plan of Condominium is consistent with the policy directions of the PPS, with regards to directing growth to settlement areas and contributing to the overall housing supply of the City of Kenora.
- b) The proposed Draft Plan of Condominium will allow for compact development which uses land which is within the settlement area, and existing infrastructure efficiently, and is in the public interest, subject to the fulfillment of the condition of approval.
- c) As per Section 2(b) of this Report, the proposed Application for Draft Plan of Condominium conforms with the policies of the City of Kenora Official Plan, which encourages residential development through plans of condominium, as redevelopment of existing uses on full municipal services. Medium density uses shall be supported provided that the development is in keeping with the character of the area.
- d) The proposed Application for Draft Plan of Condominium is suitable for the purpose of the land, as it conforms with the Official Plan, and while the proposed development doesn't comply with the specific provisions for lot area and rear yard setback within the applicable zone, the proposed development does meet the general intent and purpose of the Zoning By-law 101-2015. A Minor Variance application will be a condition of Draft Plan Approval.
- e) The site has access from Railway Street. Access shall require approval of an Entrance Permit from the City of Kenora Roads Department. The proposed lots and the retained lands will be serviced by private access easements within the site.

- f) The dimensions and shape of the proposed blocks shall comply with the provisions of the Kenora Zoning By-law. While the draft proposed development does not comply with the specific provisions for lot area and rear yard setback within the applicable zone, the proposed development does meet the general intent and purpose of the Zoning By-law 101-2015. A Minor Variance application will be a condition of Draft Plan Approval.
- g) Any future development on the proposed Draft Plan of Condominium shall be subject to the proposed restrictions and conditions of approval for the Draft Plan of Condominium Application.
- h) With respect to natural resources, the property is located adjacent to Laurenson's Wetland, as part of previously submitted applications made under the Planning Act, an Environmental Impact Assessment (EIS) was completed to evaluate the property in light of the potential for a medium density development. The report concluded that a 20 metre buffer should be maintained from the edge of the wetland. This buffer has been included within the submitted plan for draft approval.
- i) The adequacy of utilities and municipal services shall be determined in accordance with the conditions of draft plan approval; a Water and Sanitary Sewer Capacity Analysis Report, prepared by a professional engineer shall confirm downstream receiving capacities shall be received and approved by the City of Kenora Manager of Operations and Infrastructure. The proposed development servicing plan includes a private sewer lift station and associated generator.
- j) At the time of this Report, the School Boards have not identified the need for a school site on the subject lands.
- k) Dedication of land for public purposes (e.g. parkland dedication) shall be determined as part of future development applications.
- l) In accordance with Section 1.8.1 of the PPS, this medium-density development supports the compact form and is located in a transportation corridor, encouraging transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- m) Future development shall be subject to the conditions of a Site Plan Agreement being entered into and registered on title as per the City of Kenora Site Plan Control Policy.

7. Planning Recommendation

It is our professional planning opinion that the proposed Plan of Condominium be recommended to the Planning Advisory Committee for Draft Approval, subject to the conditions set herein and any other conditions as deemed necessary by the City

of Kenora. The proposed development meets the criteria as set out in Section 51 (24) of the *Planning Act*.

8. Recommendation for Draft Plan of Condominium Approval

The following draft conditions, as well as any others deemed necessary by the City of Kenora shall apply:

1. That this draft approval applies to the Plan of Condominium File No. D07-20-01, 1731 Railway Street, Kenora, Ontario, known as "Laurenson Landing".
2. Prior to final approval, the Owner/Developer shall submit a Minor Variance application to the City of Kenora to address the non-compliance with the Zoning By-law.
3. Prior to final approval being granted a Site Plan Agreement shall be entered into and registered on title as per the City of Kenora Site Plan Control Policy.
4. Prior to final approval being granted the City of Kenora shall confirm that the final plan for that phase is in compliance with the Zoning By-law in effect.
5. Prior to final approval being granted, a Development Agreement shall be entered into with the City of Kenora and registered on title. The agreement state all the requirements financial and otherwise including but not limited to the owners obligation and responsibilities respecting the design, construction, operation maintenance and use of water and wastewater facilities and infrastructure on Railway Street that will City of Kenora will be taking over.
6. That prior to final approval a Water and Sanitary Sewer Capacity Analysis Report, prepared by a professional engineer, to confirm downstream receiving capacities shall be received and approved by the City of Kenora Manager of Operations and Infrastructure.
7. That approvals are received from the City for the provision of any future entrance permits, culvert and materials as required to develop driveway access, where a new entrance(s) is required.
8. Prior to final approval being granted the City of Kenora shall be provided a copy of the final plan in a digital format.
9. The Condominium description shall be finalized in three (3) phases, prior to final approval the City of Kenora shall be satisfied that the previously registered phase(s) has been substantially constructed and that any required infrastructure has been installed.
10. Easements as may be required for access, pedestrian walkways, utilities, drainage, or other purposes shall be granted to the City of Kenora, and any other authority or party.

11. Prior to final approval being granted the City of Kenora shall be in receipt of a draft copy of the Condominium Declaration for review for City of Kenora interest.
12. That all costs associated with extension of services, development of private road, surveys, legal fees and matters related to the application are the responsibility of the owner.
13. The Owner(s) shall enter into an agreement (the "Agreement") with the City of Kenora that requires the Owner(s) to implement noise and, if applicable, vibration attenuation measures recommended by the report titled Noise Feasibility Study, Proposed Residential Development, 1731 Railway Street, Kenora, Ontario by HGC Engineering, dated January 20, 2020. The Agreement will also detail any covenants or notices or both, detailed in the report, and any recommended notices by Canadian Pacific Railway. Details of the attenuation measures and any covenants or notices shall be registered on the land title to warn current and future owners, purchasers and tenants of expected noise levels due to existing sources of environmental noise including, but not limited to, railway, light industrial, arterial, highway and airport activities. Purchasers and tenants shall be advised that sound levels due to existing sources may, on occasion, interfere with some activities of dwelling occupants as the sound levels may exceed the Ministry of the Environment and Climate Change's noise criteria. The Agreement shall be completed to the satisfaction of the City of Kenora Manager of Developments Services, or his or hers designate. The Planning Advisory Committee requires a copy of the Agreement and written confirmation by the Owner(s) that the appropriate instruments have been registered on title.
14. That prior to final approval, a digital file of the plan to be registered, will be provided to the City of Kenora Planning Department in "pdf" format.
15. Three original copies (not photocopies) of the plan of survey, bearing the Land Registry Office registration number and signatures as evidence of deposit therein be provided; that illustrate the lots, exclusive use common areas, the common elements, the retained land, and any other items to which the approval relates; it must show in general, the same area and dimensions as the Draft Plan forming part of the application.
16. The final plan for registration must be in a registerable form together with all necessary instruments or plans describing an interest in the land.
17. That the Declaration by 797501 Manitoba Limited, known as "Laurenson Landing" be registered on title.
18. That the payment of any outstanding taxes, including penalties and interest (and any local improvement charges if applicable) shall be paid to the City of Kenora.

19. That prior to final approval the City of Kenora shall receive a letter, from the owner or owner's Agent/Solicitor, confirming that conditions #1 through #18 have been fulfilled. Clearance letters from the City of Kenora and external agencies are to be included.

NOTES:

- I. Purchasers/tenants are advised that sound levels due to rail traffic and rail operations may, on occasion, interfere with some activities of the dwelling occupants as the sound levels may exceed the Ministry of the Environment and Climate Change's noise criteria.
- II. Prior to any grading or any construction on the site, the Developer may be requested to provide a Drainage Plan, to identify the capacity of the existing natural swales and/or proposed ditches, and demonstrate that the drainage for all roads and lots be as close to the property lines as possible. References would be made to an overall drainage basin runoff flow calculation.

Attachments:

Public comments received to May 19, 2020