

FINAL PROPOSAL REPORT

AMENDMENTS TO THE OFFICIAL PLAN AND ZONING BYLAW AND DRAFT PLAN OF SUBDIVISION

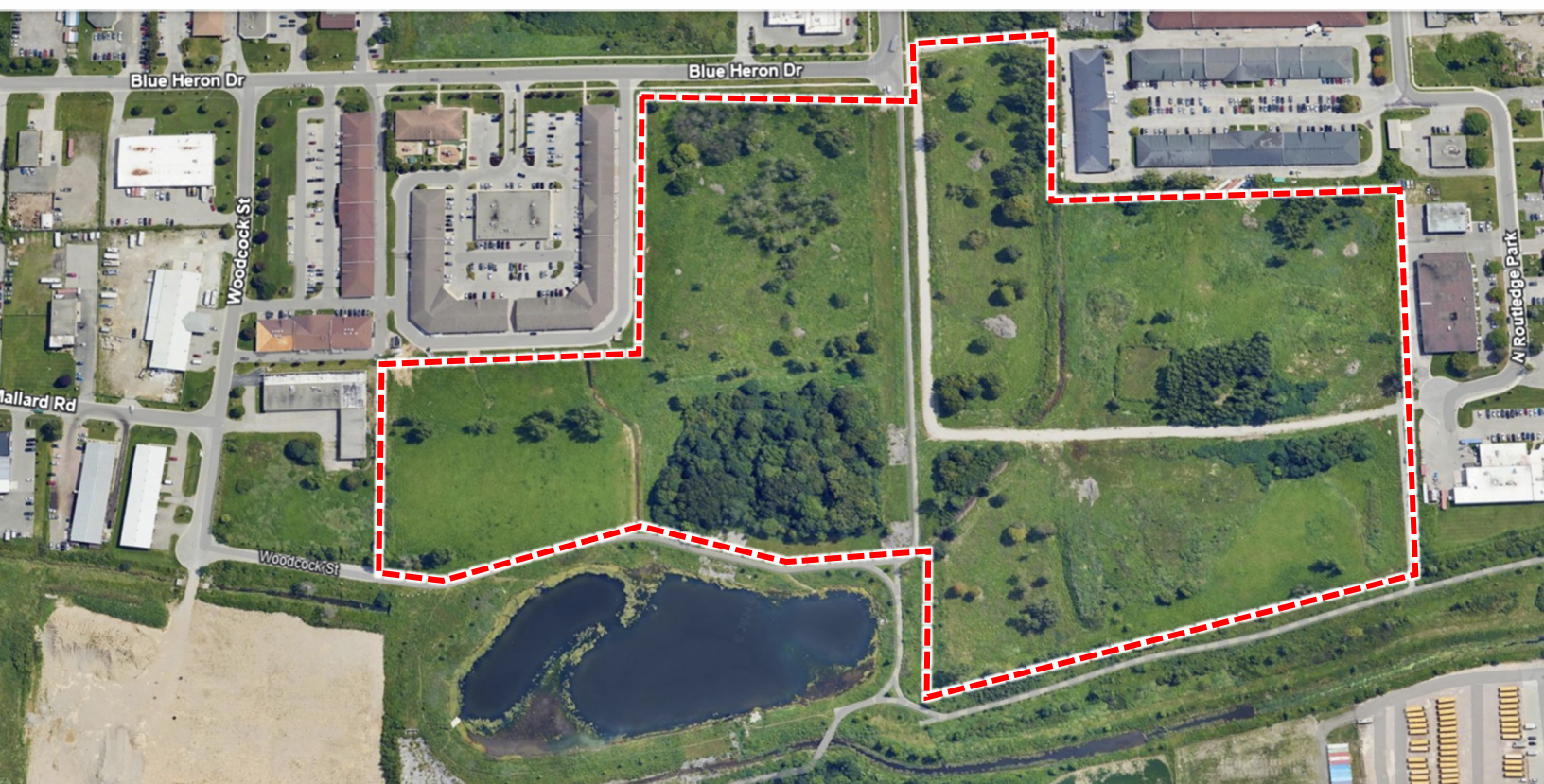
1790 BLUE HERON DRIVE & 1899 NORTH ROUTLEDGE PARK, LONDON

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1 INTRODUCTION

Strik Baldinelli Moniz Ltd. has been retained by Waterstone Hyde Park Inc. to assist with the preparation of a Draft Plan of Subdivision (“Draft Plan”) application, Official Plan Amendment (OPA) and Zoning By-Law Amendment (ZBA) applications for two properties municipally addressed 1899 North Routledge Park and 1790 Blue Heron Drive (“subject lands”) in London (**Figure 2**).

This Final Proposal Report has been prepared to set out the planning justification and servicing arrangement for the required abovementioned applications. This Report also summarizes the findings of supporting technical review studies and outlines how study findings are incorporated into the Draft Plan design.

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2 SITE DESCRIPTION

The subject lands are comprised of 16.35 hectares (40.4 acres) of vacant land located within the Hyde Park Village and Business Improvement Area (BIA), generally located west of Hyde Park Road, between Fanshawe Park Road West and Gainsborough Road. The subject lands are legally described as:

- 1790 Blue Heron Drive: Block 5, Registered Plan 33M-681
- 1899 North Routledge Park: Concession 4, Part Lot 25; Part 1, Registered Plan 33R4235; Part 1, Registered Plan 33R14936

The subject site is presently vacant with an informal walking path traversing the site. Access to the site is provided by Blue Heron Drive and Woodcock Place to the north, as well as North Routledge Park from the east and south.

2.1 Surrounding Lands

- To the west of the subject lands is a former railway corridor that has since been removed and converted to a shared use path (London Hyde Park Rotary Link) with an adjacent stormwater drain (“Stanton Drain”) connecting to the Doman stormwater management facility (SWMF).

- Further west are vacant agricultural lands that are presently not located within the urban settlement area boundary; however, are planned to be included within the City of London's Urban Growth Boundary Expansion approved under Official Plan Amendment (OPA 116).
- To the north of the subject lands are commercial industrial uses and vacant lands planned for residential development located east and west of Woodcock Place.
- To the east of the subject lands are vacant lands (1911 North Routledge Park Rd.) that are planned for the development of two 7-storey apartment buildings.
- The remaining lands to the south and east consist of commercial industrial uses characterized by small-scale office and commercial activities operating within the building and no outdoor storage.



Figure 1. Aerial view of Subject Lands



Figure 2. Subject Lands Location

Source: City of London, Online City Map

3 EXISTING CONDITIONS

3.1 Environmental Conditions

The subject lands are approximately 16.3 ha in area and contains low-lying vegetation, woodlot and dispersed trees. A paved multi-use trail connects North Routledge Park and the Doman SWMF/Rotary Trail along with a

granular access road that has also been constructed to connect both extensions of North Routledge Park rights-of-way. **Figure 3** illustrates the aerial image of the subject lands and its current site features.

Previous site alteration has created several smaller areas that remain wet due to poor drainage and several low areas with standing water. Two open ditch drains that are regulated by the UTRCA traverse the north and south halves of the site, conveying stormwater westerly from neighbouring properties through to the Doman SWMF and Stanton Drain.

East of the Doman SWMF is a densely vegetated and treed area, approximately 1.5 ha in area, which is planned to be preserved. The remainder of the site is interspersed with trees and low-lying vegetation (**Figure 3**).

Figure 4 and **Figure 5** include site photos of the existing conditions of the subject lands, looking southwest from Blue Heron Drive and southeast from Woodcock Place, respectively.

The City of London's online mapping identifies portion of the subject lands as protected under the Tree Protection Bylaw (**Figure 6: UTRCA Regulation Area**).

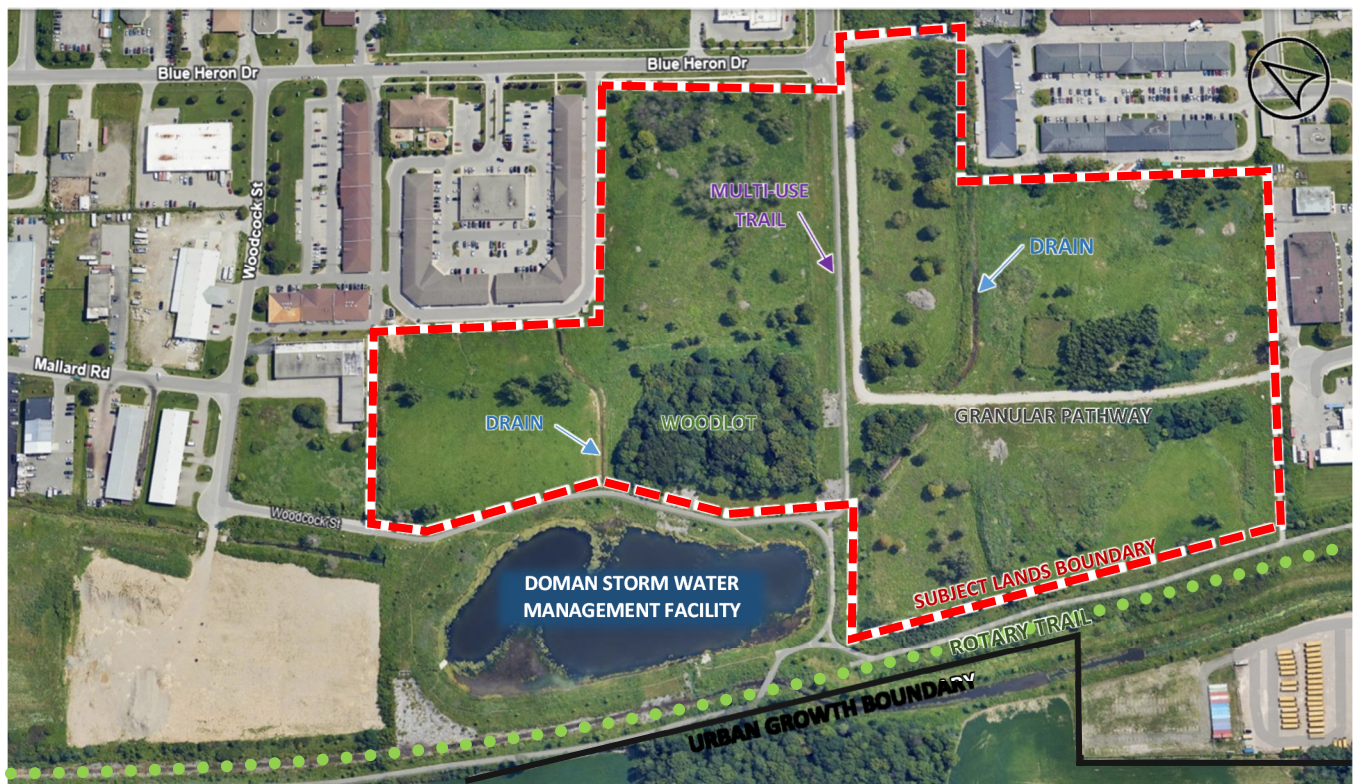


Figure 3: 2024 Aerial Image of the Subject Lands
Source: City of London Online Maps



Figure 4: Streetview looking southwest at Subject Lands from Blue Heron Drive
Source: Google Streetview



Figure 5: Streetview looking southeast at the subject lands, west of Woodcock Place
Source: Google Streetview

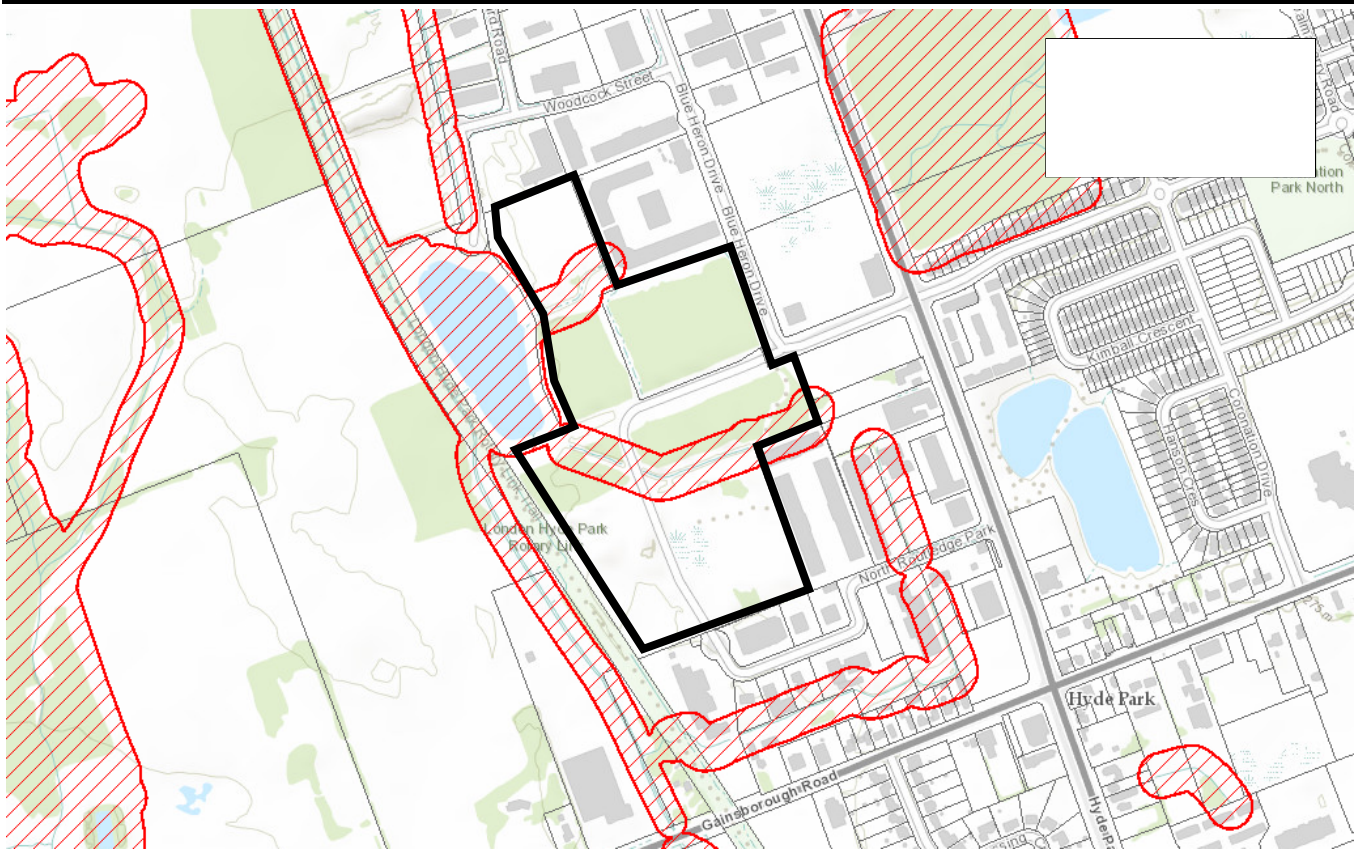


Figure 6: UTRCA Regulation Area
Source: City of London Online Maps

4 DEVELOPMENT PROPOSAL

4.1 Vision

The applicant envisions a residential community that includes a mix of single detached, semi-detached, townhouse, and apartment dwelling types creating a diverse residential community that is in walking distance of Hyde Park BIA. The development proposal would round-out the Hyde Park community; be integrated within the existing businesses of Hyde Park Village; and embrace the surrounding recreational amenities such as the Doman Stormwater Management Facility (SWMF), and pedestrian connections to the London Hyde Park Rotary Link Trail ("Rotary Link").

4.2 Development Concept

The proposed Draft Plan would create 115 Lots for single (87 lots) and semi-detached (28 lots) dwellings, Block 1 for "Future Development", Block 2 (1.26 ha) for a medium density residential development (Apartment Building), Blocks 3 & 4 for parkland / open space, and several smaller corridors (Blocks 5 & 6) to be used for pedestrian connections and servicing rights-of-way – refer to .

The Draft Plan of Subdivision is estimated to create 318 residential units with a development area of 6.2 hectares and an overall net residential density of 34 units per net residential hectare. Block 2 would be planned for an 8-storey apartment building that would be situated toward the intersection with its main entrances and surface parking to the rear of the building. Preliminary site plan (Block 2) has been included in **Appendix B** and preliminary building elevations in **Appendix C**. **Table 1** outlines the land use schedule for the development proposal.

North Routledge Park (public road) would be extended through the subject lands connecting to the east and south of the subject lands. New public roads (“Neighbourhood Streets”) would be established to a local municipal road standard, with sidewalk for pedestrian circulation. Consideration has been given to the street layout, to allow vehicle traffic to connect from south to east through the subject lands, while deterring shortcutting through the residential neighbourhood.

Pedestrian walkway connections within Block 5-6 between from the public road (Street ‘C’) to the west property boundary would provide pedestrian access to the north-south Rotary Link Trail situated west of the subject lands.

Table 1: Land Use Schedule

Land Uses	Area (ha)	Lots	Blocks	# of Units
Semi-Detached Lots	1.07	1-28		28
Single Detached Lots	3.87	29-115		90
Future Development	7.01		1	
Apartment	1.26		2	200
Open Space (Parkland)	0.69		3, 4	
Walkways (ROW)	0.04		5, 6	
Public Streets (ROW)	2.41		Street A, B, C	
Total	16.35			318

4.3 Design Considerations

The Draft Plan has been designed to achieve the following design consideration and objectives:

- **Connectivity:** the subject lands are located physically bound by existing development and a drainage corridor. Street connections via North Routeledge would provide two entrances to the Draft Plan at the east and south property limits. In addition to sidewalks, pedestrian walkways would connect to the multi-use path along the west boundary and along Street ‘C’ to provide an east-west connection through to Hyde Park Road.
- **Diversity:** the Draft Plan has been designed with a range of lot sizes to create a combination of single and semi-detached lots. Block 2 would accommodate an apartment building and Block 1 (Future

Development) is anticipated to provide townhouse development. The residential community would offer various housing options for a range of household types and income levels.

- **Amenity:** In addition to connections to multi-use trails, Block 3 and Block 4 allow for the creation of active amenity space, including a centrally located playground equipment or other amenities to serve the local residents. Block 1 (Future Development) would be created to allow for further evaluation of the natural heritage feature adjacent to the Doman SWM facility. The proposed Draft Plan incorporates appropriate setbacks/buffer and opportunities for future connections to the identified feature.

5 **PROVINCIAL PLANNING STATEMENT (2024)**

The Provincial Planning Statement (PPS), issued under the authority of Section 3 of the Planning Act “*provides policy direction on matters of provincial interest related to land use planning*” in order to ensure efficient, cost-efficient development and the protection of resources. The 2024 PPS has been issued by the Province of Ontario which came into effect in October 2024 and replaces the former Provincial Policy Statement. The following demonstrates how the Draft Plan is consistent with the 2024 PPS.

2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

b) permitting and facilitating:

- 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
- 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;

The proposal provides an efficient development pattern that would provide a mix of housing options to accommodate a wide range of housing types and income levels. A mix of single, semi-detached, and apartment dwellings would contribute to the intensification of vacant lands; utilizing existing infrastructure and services offered to the area; encourages the use of existing trails, bicycle lanes, and open space; and provides additional population to support nearby businesses within the Hyde Park BIA.

2.3.1 General Policies for Settlement Areas

- 1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
- 2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;*
 - b) optimize existing and planned infrastructure and public service facilities;*
 - c) support active transportation;*
 - d) are transit-supportive, as appropriate; and*
 - e) are freight-supportive.**
- 3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

The subject lands are located wholly within the City of London Urban Growth Boundary (UGB) and on lands recently re-designated within The London Plan for residential growth. The development proposal represents an efficient, compact built form with nearby cycling and transit connections.

3.5 Land Use Compatibility

- 2. Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures*

The adjacent lands are presently used for commercial industrial uses under the City of London's Business District Commercial (BDC) zone and Light Industrial (LI) zone variations. Uses within these two zones are generally contained within the buildings. These zones also do not permit major facilities, such as manufacturing or processing facilities, which often require outdoor storage and/or emit fugitive emissions that may adversely impact sensitive (i.e. residential) uses. Subsequent review of individual uses may be required to assess noise, odours, or other nuisances.

3.6 Sewage, Water and Stormwater

- 2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.*

The proposed development is comprised of remnant vacant land that has existing available servicing connections that would be extended as required through the Draft Plan process. A preliminary review of wastewater and water demands have been completed in support of the anticipated population growth.

8. Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c) minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces;*
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale*

The Doman SWMF is located to the west of the subject lands. The Draft Plan would be designed to convey stormwater flows through conventional means to the Doman SWMF.

3.9 Public Spaces, Recreation, Parks, Trails and Open Space**1. Healthy, active, and inclusive communities should be promoted by:**

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

New walkways would be established within the Draft Plan to provide connections to existing Hyde Park Rotary Link located west of the subject lands, as well as connections to the Doman SWMF emphasizing active transportation interconnectivity. All public streets within the Draft Plan area would be provided with sidewalks, linking to the existing municipal sidewalk network on North Routledge Park.

4.1 Natural Heritage**1. Natural features and areas shall be protected for the long term.**

The existing woodlot (±1.6 ha), located east of the Doman SWMF, has been identified as a natural area and would be dedicated as parkland for passive open space, providing additional ecological benefits to the adjacent stormwater facility.

The proposed OPA, ZBA and Draft Plan of Subdivision applications propose a new residential subdivision located within a planned area for intensification, would include a mix of housing types, and would be an efficient use of land and infrastructure. Through consideration of the above-mentioned policies, the proposed planning

applications and Draft Plan of Subdivision is consistent the policies of the 2024 Provincial Planning Statement and in the Provincial interest.

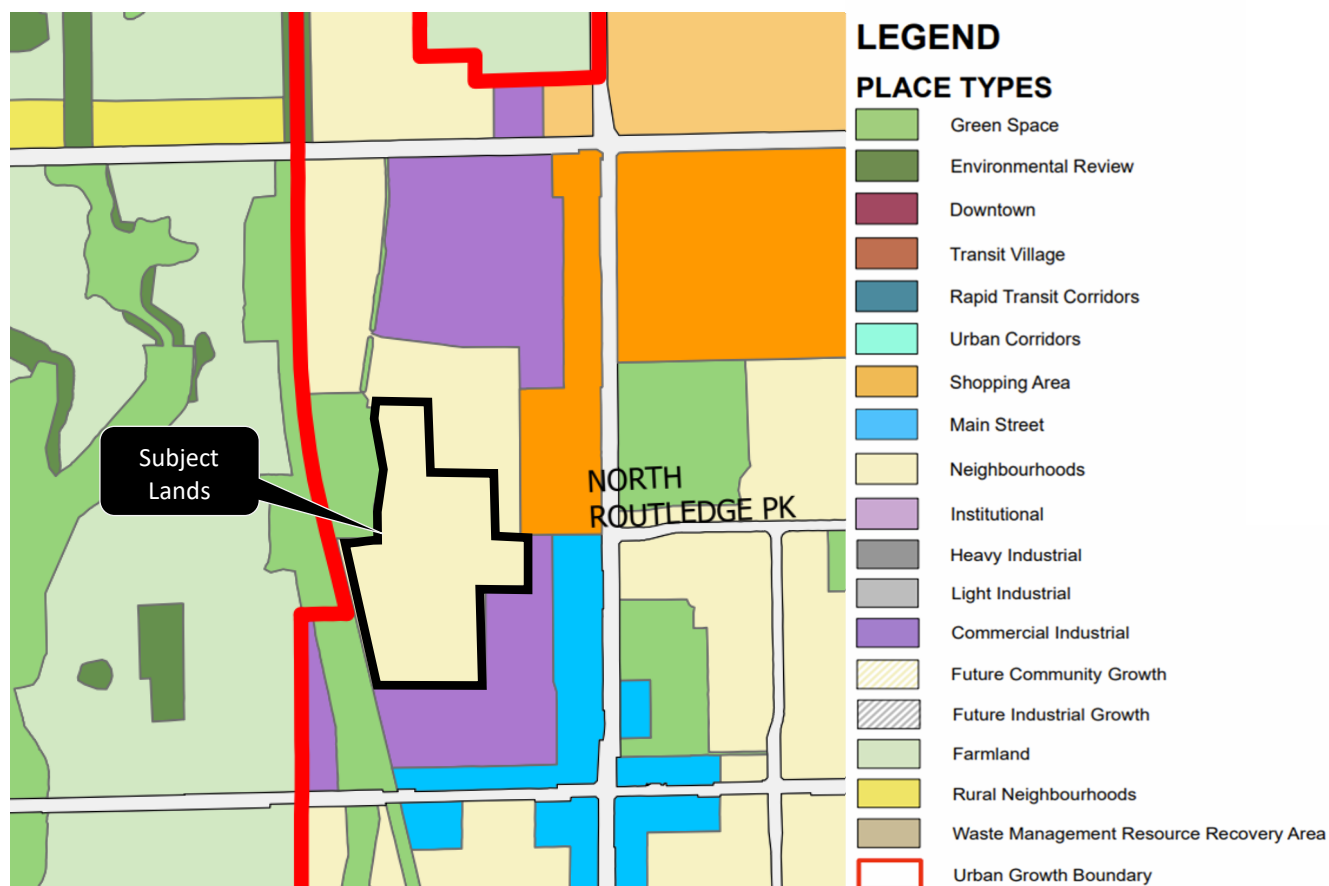


Figure 7: Map 1 - Place Types, OPA 116 – The London Plan

6 OFFICIAL PLAN (THE LONDON PLAN)

6.1 Existing Official Plan Designation

As part of the City of London’s comprehensive review of the Official Plan in 2024, the subject lands had been identified within the Land Needs Assessment evaluation to be converted from Employment Lands to Residential. An Amendment to The London Plan was approved by City Council on June 25, 2024 (OPA 116) to redesignate the subject lands, among others, from “Commercial Industrial” to the “Neighbourhoods” Place Type (**Figure 7**). OPA 116 received final approval from the Ministry of Municipal Affairs and Housing on August 11, 2025.

OPA 116 created a new site-specific policy area (#158) on Map 7 – Specific Policy Areas within The London Plan under the Neighbourhoods Place Type (**Figure 8**). The London Plan policy 1062E (“Southwest Hyde Park Road and Fanshawe Park Road”) created a site-specific policy that permits additional residential uses, up to mid-rise buildings.

SOUTHWEST HYDE PARK ROAD AND FANSHAWE PARK ROAD

1062E In the Neighbourhood Place Type at 1790, 1828 & 1848 Blue Heron Drive, 1510 & 1568 Woodcock Street, 1605 Woodcock Place and 1640 Fanshawe Park Road West, in addition to the standard range of permitted uses and intensities within this Place Type, the following may be permitted on any street classification: fourplexes and stacked townhomes up to four storeys and mid-rise apartment buildings of up to eight storeys. Mixed-use buildings will be permitted. The provision of necessary residential amenities to create a strong neighbourhood environment will be considered through all future planning processes. The range of Commercial Industrial Uses currently permitted on the lands at 1640 Fanshawe Park Road West will continue to be permitted until such time these lands are redeveloped for Neighbourhood Place Type uses at a future date (OPA 116)

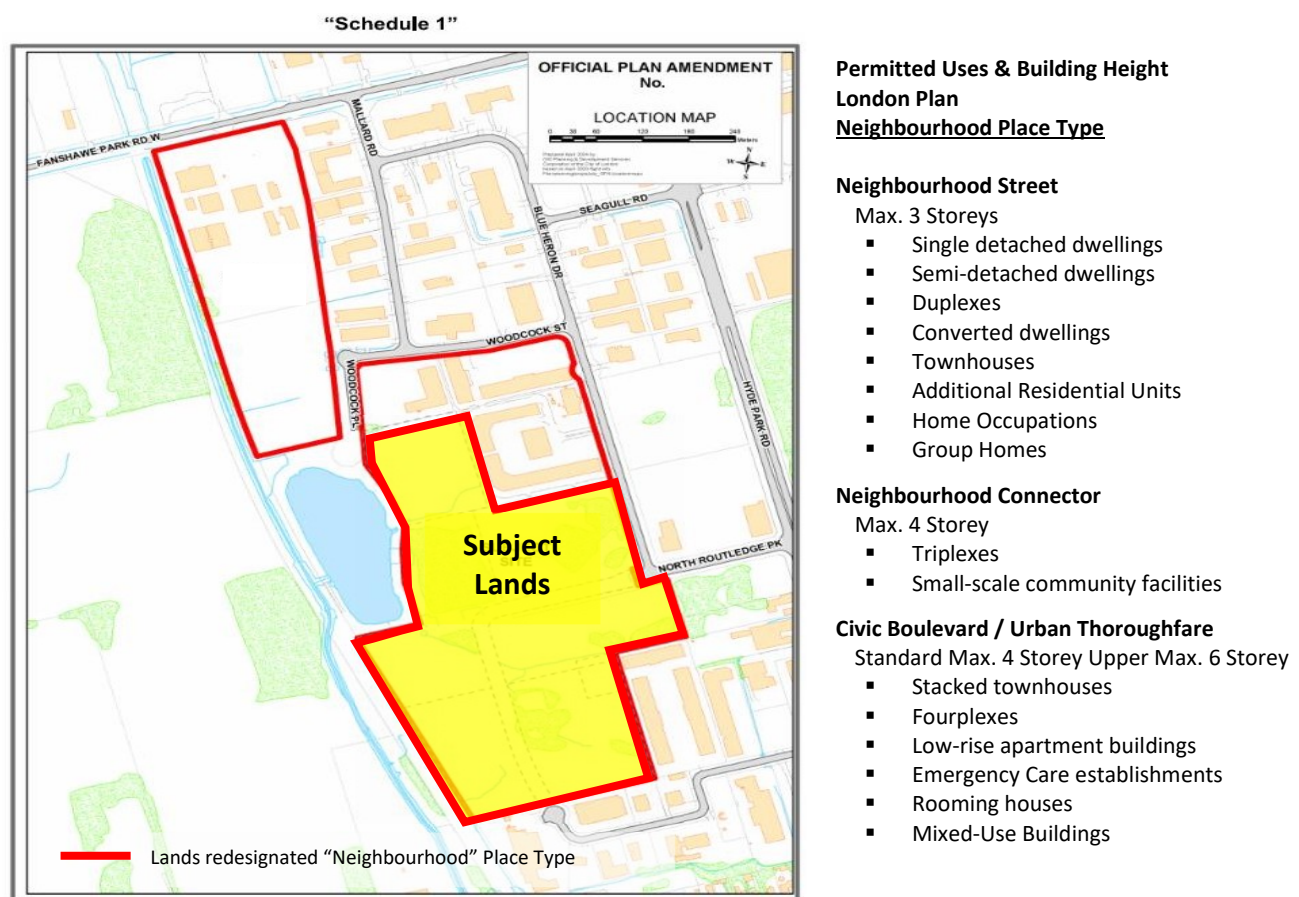


Figure 8. Schedule 1, Staff Report - Appendix A, Industrial Land Conversion (File O-9595 June 11, 2023)

6.2 Proposed Official Plan Amendment

The proposed development, specifically Block 2 (Apartment), does not conform to Tables 10 and 11 of The London Plan and is not included specifically identified within Policy 1062E, which permits apartment buildings up to 8 storeys in height under the Neighbourhoods Place Type for properties addressed 1790, 1828 & 1848 Blue Heron

Drive, 1510 & 1568 Woodcock Street, 1605 Woodcock Place and 1640 Fanshawe Park Road West. The proposed text amendment would include the subject, specifically 1899 Blue Heron Drive (Block 2 of the Draft Plan) to be included in the site-specific policy area, to read as follows:

SOUTHWEST HYDE PARK ROAD AND FANSHAWE PARK ROAD

1062E_ *In the Neighbourhood Place Type at 1790, ~~1828 & 1848~~ 1828, 1848 & 1899 Blue Heron Drive, 1510 & 1568 Woodcock Street, 1605 Woodcock Place and 1640 Fanshawe Park Road West, in addition to the standard range of permitted uses and intensities within this Place Type, the following may be permitted on any street classification: fourplexes and stacked townhomes up to four storeys and mid-rise apartment buildings of up to eight storeys. Mixed-use buildings will be permitted. The provision of necessary residential amenities to create a strong neighbourhood environment will be considered through all future planning processes. The range of Commercial Industrial Uses currently permitted on the lands at 1640 Fanshawe Park Road West will continue to be permitted until such time these lands are redeveloped for Neighbourhood Place Type uses at a future date (OPA 116)*

6.3 The London Plan Policy Review

The “Neighbourhoods” Place Type is intended to offer a diversified mix of housing options while supporting residents’ needs through access to goods and services to meet their daily needs. The intent and approach of this Place Type is:

“to balance neighbourhood stability and predictability with the goals of creating neighbourhoods that allow for different housing types, an appropriate mix of uses, affordability, aging in place, and vibrant, interesting communities” (Policy 919.6)

Neighbourhoods should be planned to foster a sense of place while offering an interconnected network supporting the efficient movement of vehicles, transit and pedestrians. Per Map 3 of the London Plan, the subject lands would have frontage onto three Neighbourhood Streets – North Routledge Park, Woodcock Place, and Blue Heron Drive.

The London Plan lists the permitted uses for sites within the Neighbourhoods Place Type with frontage onto an “Neighbourhood Streets”, to include single detached, semi-detached and townhouse dwellings (Table 10) up to three storeys in height (Table 11).

OPA 116 introduces site specific policy 1062E for the Southwest Hyde Park Road and Fanshawe Park Road which would permit midrise apartment building development in the area to a maximum of 8 storeys. Block 2 of the proposed subdivision development is adjacent to the lands listed within the site-specific policy listed below.

1062E_ Southwest Hyde Park Road and Fanshawe Park Road

In the Neighbourhood Place Type at 1790, 1828 & 1848 Blue Heron Drive, 1510 & 1568 Woodcock Street, 1605 Woodcock Place and 1640 Fanshawe Park Road West, in addition to the standard range of permitted uses and intensities within this Place Type, the following may be permitted on

any street classification: fourplexes and stacked townhomes up to four storeys and mid-rise apartment buildings of up to eight storeys. Mixed-use buildings will be permitted. The provision of necessary residential amenities to create a strong neighbourhood environment will be considered through all future planning processes. The range of Commercial Industrial Uses currently permitted on the lands at 1640 Fanshawe Park Road West will continue to be permitted until such time these lands are redeveloped for Neighbourhood Place Type uses at a future date.

An Official Plan Amendment would be required to revise the new site-specific policy and permit the proposed mid-rise (8-storeys) apartment building on Block 2, located at the intersection of Blue Heron Drive and North Routledge Park (1899 Blue Heron Drive).

The overall objectives for new residential development designated under the Neighbourhoods Place Type are outlined in the following objectives listed in Policy 916:

- 1. A strong neighbourhood character, sense of place and identity.*
- 2. Attractive streetscapes, buildings, and public spaces.*
- 3. A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so.*
- 4. Well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown.*
- 5. Lots of safe, comfortable, convenient, and attractive alternatives for mobility.*
- 6. Easy access to daily goods and services within walking distance.*
- 7. Employment opportunities close to where we live.*
- 8. Parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places.*

The development proposal would satisfy the above key elements and objectives, as follows:

1. The subject lands are located in an established area previously intended for commercial industrial uses. Increased intensity can be accommodated in the Hyde Park Village community, envisioned to provide day-to-day services, amenities and a strong sense of character.
2. The Draft Plan area would create new public streets to an urban – local road cross-section standard with boulevard landscaping, sidewalks, and pedestrian connections to nearby open spaces.
3. The proposed development provides for a variety of housing, within the community.
4. The Draft Plan and rezoning would allow for a variety of housing types to be in proximity to transit, employment opportunities, Hyde Park BIA (restaurants, retail and other amenities), and provides housing choice.
5. The Draft Plan area would create new public streets that promote vehicle and pedestrian uses, with connections to adjacent trails and open spaces. The preliminary site plans have contemplated providing front doors and entrances oriented to the streets, where appropriate to activate the street and encourage alternative modes of transportation.
6. The Subject Site is located within 400m of the Hyde Park Village “main street”. Several mixed-use developments are located, or are planned to be constructed, at this intersection providing for commercial amenities and employment opportunities within walking distance.
7. The surrounding neighbourhood offers various businesses zoned Light Industrial and Business District Commercial, offering numerous opportunities for employment in proximity to the subject lands.

8. The Rotary Link is located to the west of the subject site, providing a north-south trail connection between Fanshawe Park Road and Gainsborough Road, linking several natural areas and open spaces.

918_2. Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms.

918_7. Street networks within neighbourhoods will be designed to be pedestrian, cycling and transit- oriented, giving priority to these forms of mobility.

918_12. Neighbourhoods will be designed to protect the Natural Heritage System, adding to neighbourhood health, identity and sense of place.

918_13. Intensification will respect existing neighbourhood character and offer a level of certainty, while providing for strategic ways to accommodate development to improve our environment, support local businesses, enhance our physical and social health, and create dynamic, lively, and engaging places to live.

The development proposal would be well designed. With respect to the above policies:

- The Draft Plan offers a wide variety of housing options and densities in proximity to transit service, parks, commercial and employment uses, supporting the creation of a complete community.
- The subject lands currently have informal trail connections through the vacant site, which would be formally integrated into the public realm – streets and walkways.
- An existing woodlot abutting the Doman SWM would be preserved and dedicated as parkland, providing passive amenity space and additional ecological habitat.
- The existing commercial industrial park would be improved with the addition of residential uses to establish a community that is active and animated throughout the day/weekends, and contributing to a sense of place and security. The development proposal has considered the transition of density and placement of more sensitive land uses to establish a comfortable and appropriate residential community that would be compatible and harmonious.

923_ Area-specific neighbourhood policies or guidelines may be prepared to give more specific direction for certain neighbourhoods within the city.

Given the previous development around the subject lands, consideration has been provided to the existing commercial businesses. Increased density would be located towards the north and east portions of the site, with highest density located along Blue Heron Drive, with direct access to Hyde Park Road. A site-specific policy area is being considered to increase the permitted uses and building height (Block 2) to permit a mid-rise apartment building at the intersection of Blue Heron Drive and North Routledge Park. OPA 116 redesignated the subject lands to the Neighbourhood Place and created several site-specific policies (1076B, 1076C, 1041B, 1041C, 1062E, 1059F), that allow for existing businesses to continue until the vision of redevelopment under the Neighbourhood Place Type occurs. Various forms of residential developments is envisioned for the subject lands including a higher density, up to midrise apartment buildings.

In the opinion of the writer, the proposed residential development would conform with the general intent and purpose of the policies of The London Plan. A site-specific policy for the higher-density residential block would be appropriate and subject to more detailed review during the Site Plan Control review process.

7 ZONING BY-LAW

7.1 Existing Zoning

Presently, the lot addressed 1790 Blue Heron Drive is zoned using two Light Industrial (LI1(8) and LI3) Zones; 1899 North Routledge Park is zoned Light Industrial (LI1(8)) (**Figure 9**). The Light Industrial (LI) zones are intended to permit a range of industrial and associated (or compatible) commercial or service uses. The site specific LI(8) zone permits additional commercial industrial uses and regulations intended for site development, listed below. Therefore, a Zoning Bylaw Amendment (ZBA) would be required to permit the proposed residential development which would bring the zoning of the Subject Lands into conformity with The London Plan Neighbourhood Place Type designation as through OPA 116.

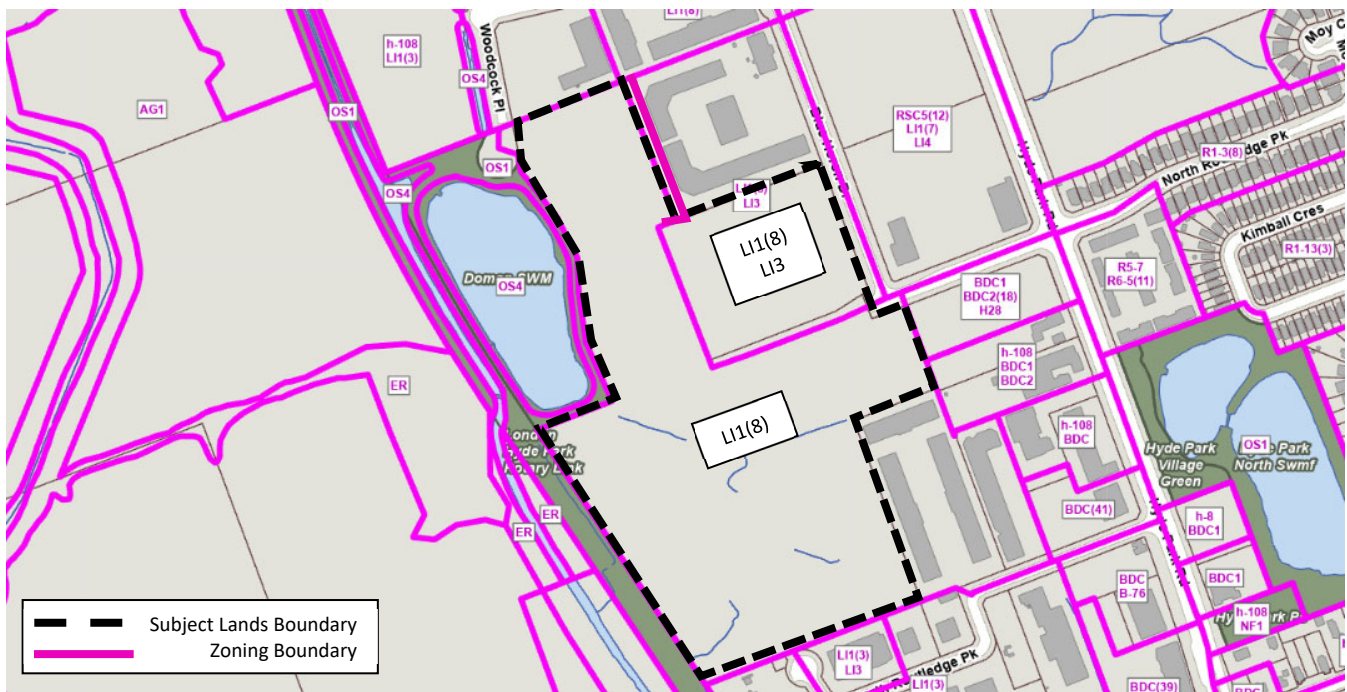


Figure 9: Existing Zoning Bylaw Map - City of London

7.2 Proposed Zoning Bylaw Amendment

Block 1 of the proposed Draft Plan of Subdivision is intended to be rezoned to a **Urban Reserve (UR1) Zone** to allow time for a full evaluation of the wooded area and future development. A subsequent Zoning Bylaw Amendment would be required to permit future development of Block 1.

It is anticipated that the southern portion of the Draft Plan (Lots 1-155) would be rezoned to the Residential (R3-2) Zone variation to permit low density single detached and semi-detached residential lots to be created. Block 2 is proposed to be developed with an 8 Storey apartment building and would be rezoned Residential (R9-7) Zone

with site specific provisions. Blocks 3 & 4 are planned to be rezoned to **Open Space (OS1) Zone**, allowing for the creation of neighbourhood parks - refer to .

The proposed residential zones and requested special provisions for the subject lands are as follows:

R3-2() Zone:** Special provision for reduced minimum Internal Side Yard Setback from 1.8 m to 1.2 m;

R9-7() Zone:** Special provisions for:

- Reduced minimum Front and External Side Yard Setbacks from 6.0 m to 3.0 m;
- Reduced minimum Landscape Coverage from 30% to 27%; and
- Maximum Building Height of 33 m.
- Maximum Density of 160 units per hectare

The proposed map change to the City of London Zoning Bylaw No. Z.1 is in **Appendix D**.

8 EXISTING CONDITIONS

8.1 Geotechnical Investigation

A preliminary geotechnical assessment has been completed by EXP Services Inc. (EXP) to review the subsurface soil and groundwater conditions of the subject lands. Field work was completed in May of 2021, which included drilling of 13 boreholes. Please refer to the report submitted under separate cover for details regarding soil testing, findings and recommendations.

Groundwater was observed and measured near depths of 5.8 m and 4.8 m below ground surface (bgs) in two boreholes upon completion of drilling. All other boreholes were open and dry at completion. Based on the soil texture encountered during the investigation, significant groundwater infiltration is not anticipated within excavations to conventional depths (i.e. less than 4 m). During drilling, the boreholes were also tested for the presence of methane gas – no significant methane gas concentration was detected.

8.2 Site Contamination

A review of historical aerial photography, dating back to the late 1990's, depicts the subject lands have remained vacant with vegetative cover or mowed grass. Historic use of the site has been for agricultural purposes. Recent site alteration has been limited to stormwater servicing, including both sewers and channels, creation of multi-use trails, and the granular road as described above. While soil investigation for contaminants has not been completed, it is not anticipated that previous industrial or land fill activities have been present on the subject lands.

8.3 Archeological Assessment

There are no existing buildings or structures on the subject lands to be evaluated for historical significance. A Phase 1-2 Archeological Assessment has been prepared by Stantec Consulting Ltd. (June 19, 2024) and is submitted under separate cover. No archaeological resources were identified during the Stage 1-2 archaeological assessment of the study area and therefore, no further archaeological assessment of the study area is recommended. The final report has been submitted to the Ministry of Citizenship and Multiculturalism to be accepted and entered into the Ontario Public Register of Archaeological Reports.

8.4 Natural Heritage System

The subject lands do not contain lands that are designated 'Environmental Review' or 'Green Space', per Map 5 of The London Plan. A small area of 'Unevaluated Vegetation' is illustrated on site, because of this, and the desire to preserve this to preserve approximately 1.5 hectares of natural area. As a result, the development proposal excludes this area (Block 1) and the Zoning Bylaw to allow a the fulsome evaluation of the ecological feature.

8.5 Existing Services

Municipal services are available within the abutting rights-of-way of Blue Heron Drive, North Routledge Park and along Woodcock Street. Several sanitary and stormwater extensions presently traverse the subject lands via easement(s), connecting into services within the Rotary Link corridor and to the Doman SWMF. Existing services would be maintained where feasible; however, removals/abandonment will be required.

West of the subject lands, the Stanton Drain includes an open channel ditch which conveys stormwater from the north to the Doman SWMF along the Rotary Link corridor

8.6 Parks and Open Space

Within 800 m of the subject lands are the Rotary Link multi-use trail, the Doman SWMF with paved multi-use trail, Hyde Park North SWMF with multi-use trail, and the Hyde Park Village Green Park. All of these facilities are connected to the existing municipal sidewalk and cycling network. Additionally, the subject lands are connected to Canterbury Park (approximately 900 m south) via the Rotary Link and to Coronation Park, Coronation Park North and Walnut Woods (approximately 900-1000 m east) using the interconnected multi-use trail system from Hyde Park Village and/or existing municipal sidewalk infrastructure along N Routledge Park.

Within the proposed Draft Plan, Block 3 is a 0.52 ha park that would be able to accommodate a small playing field and playground equipment that is located on a corner site, central to the Draft Plan development with street frontage visibility on two sides. Block 4 is 0.16 ha in area and terminates at the vista at the end of Street 'C'. Along with the adjacent Block 5 (servicing), this open space would contribute to providing a visual and pedestrian connection to the multi-use trail system to access the Doman SWM facility, Rotary Trail Link and beyond.

The City of London has expressed interest in acquiring the natural area within Block 1 and would be further evaluated of the subject lands with future development applications.

9 PRELIMINARY SERVICING

A preliminary servicing review has been completed by C.F. Crozier & Associates Inc. with preliminary design drawings demonstrating the water, wastewater and stormwater servicing concepts. Each report has been submitted under separate cover. .

9.1 Water Servicing Strategy

Municipal Water connections are readily available from the abutting rights-of-way for necessary extensions and looping:

- *A 300 mm diameter PVC watermain stub located at the intersection of Blue Heron Drive and North Routledge Park, east of the site.*
- *A 150 mm diameter ductile iron watermain is located at cul-de-sac of North Routledge Park, south of the site.*
- *A 300 mm diameter PVC watermain is located at the intersection of Mallard Road and Woodcock Place, north of future Block 1.*

The proposed water service connections through the Draft Plan internal road network are proposed to be serviced by a 300 mm diameter watermain connected to the existing 300 mm diameter watermain at the North Routledge Park and Blue Heron Drive intersection. An additional connection to the existing 150 mm diameter watermain on North Routledge Park to the south is proposed to provide watermain looping.

The hydraulic analysis prepared by C.F. Crozier & Associates Inc. anticipates that there will be no issues with water supply and pressures.

9.2 Sanitary Servicing Strategy

Traversing through the subject lands is an existing 300 mm diameter sanitary sewer through the southern portion of the subject lands and a 525 mm diameter sanitary trunk sewer running east-west from North Routledge Park . The existing trunk sewer is proposed to be realigned through the subdivision's road network (Street 'C') to maintain the external sanitary conveyance, while providing opportunities for connections within the proposed rights-of-way. An 825 mm diameter sanitary sewer, located west and downstream of the Subject Lands, running north to south.

The modelling prepared by C.F. Crozier & Associates Inc. estimates a population of 1,054 persons to review the estimated flows and capacity of the existing sewer network and the impacts of the development proposal. Full buildout conditions consider the additional residential sanitary flows generated from future development (Block 1) and multi-unit development (Block 2), which is subject to confirmation at the time of those development

applications. The total peak flow for this Draft Plan development is estimated to be 5.4 L/s. Following the development of the multi-unit developments (Block 1 and Block 2) identified in the Draft Plan, the ultimate total peak flow for the Subject Lands is estimated to be 12.3 L/s.

The Subject Lands are located within the Hyde Park Pump Station and Oxford Wastewater Treatment Plant Drainage Area. The existing Hyde Park Pump Station and Oxford Wastewater Treatment Plant (WWTP) are currently undersized to accommodate the proposed subdivision. Coordination with the City will be necessary to ensure the flows generated from the proposed development can be accommodated in the existing system, and to confirm that the timing of future phases of development is aligned with planned infrastructure improvements.

9.3 Stormwater Management Strategy

Located just west of the subject property is the Doman Storm Water Management Facility. The SWM Pond offers storm water control for the surrounding commercial industrial park. Overflow from the SWM Pond enters the Stanton Drain, which is an open channel located west of the subject lands.

An existing 1500 mm storm sewer runs through the site, extending westward from North Routledge Park to the Doman SWMF, conveying stormwater flows from the subject lands and the surrounding area. To facilitate the development, the existing 1500 mm diameter storm sewers will be realigned through the subdivision's road rights-of-way to provide local and external stormwater conveyance to the existing stormwater management pond.

An existing drainage ditch on northern portion of the subject lands is proposed to be realigned and enclosed with a proposed storm sewer to accommodate the development concept. The existing outlet will continue to be utilized to convey drainage to the Doman SWM Pond.

An existing drainage ditch on the southern portion of the subject lands is proposed to be removed and replaced with internal storm sewers which generally follow the proposed road rights-of-way.

Preliminary site grading and servicing plans have been prepared to maximize the amount of stormwater being directed to the existing stormwater management facility. Detailed stormwater management calculations, including sewer capacity and velocity checks, will be conducted as part of the development application process.

10 TRANSPORTATION

10.1 External Road Network

Hyde Park Road is a north/south roadway with a four-lane cross-section located east of the subject lands. Different segments of Hyde Park Road are classified as a Civic Boulevard and as a Main Street in proximity to Gainsborough Road intersection. Sidewalks and unseparated bike lanes are provided on both sides of the roadway.

Gainsborough Road is an east/west roadway with a three-lane cross-section, further south of the subject lands. Gainsborough Road is classified as a Main Street in proximity to the Hyde Park Road intersection. The roadway has a posted speed limit of 50 km/h. Sidewalks are provided on both sides of the roadway.

Blue Heron Drive is a north/south roadway with a two-lane cross-section. Blue Heron Drive is classified as a neighbourhood street under the City of London's jurisdiction. The roadway has an assumed speed limit of 50 km/h. A 300-metre-long sidewalk is provided on both sides of the roadway north of North Routledge Park.

Woodcock Street is located further north of the subject lands and access to the subject lands could be provided via unopened road allowance (Woodcock Place), extending south to the Doman SWMF and Block 1 of this Draft Plan of Subdivision. It is anticipated that the off-site improvement of Woodcock Place may be required to provide both municipal services and direct vehicle access to Block 1. It is noted that improvements within this right-of-way may be also completed by developments at 1605 Woodcock Place or 1568 Woodcock Street, prior to the servicing of this Draft Plan of Subdivision.

North Routledge Park is an east/west roadway with a two-lane cross-section. North Routledge Park has two segments that are currently unconnected. The connection of North Routledge Park will require improvements to the existing intersection of Blue Heron Drive and North Routledge Park and removal of the temporary turning circle located at the terminus of the southern portion of North Routledge Park.

10.2 Internal Road Network

The proposed Draft Plan of Subdivision aims to complete the anticipated road network by connecting the two extensions of North Routledge Park through the subject lands. Two additional public roadways would be constructed as part of the Draft Plan layout design – Street 'A' and Street 'B' (**Refer to Appendix 'A'**). Public roadway within the proposed subdivision, will be constructed to the City of London design standard for roadway with a 20.0m road allowance.

10.3 Bicycle and Pedestrian Connections

As per the City of London 'Bike Routes and Walking Trails' online map () the following connections are presently in proximity of the subject lands:

- The London Hyde Park Rotary Link is a paved multi-use trail, located just west of the subject lands providing a north-south corridor connection. This trail extends from Fanshawe Park Road West to Canterbury Park, south of the subject lands.
- On-street Cycling Lanes are located on Hyde Park Road in both north-bound and south-bound directions.

Additional paved multi-use trails are located within the Doman SWM block surrounding approximately 50% of the facility providing passive amenity to the area. Sidewalks along Blue Heron Drive and North Routledge Park would be extended into the Draft Plan of Subdivision along the proposed rights-of-way.

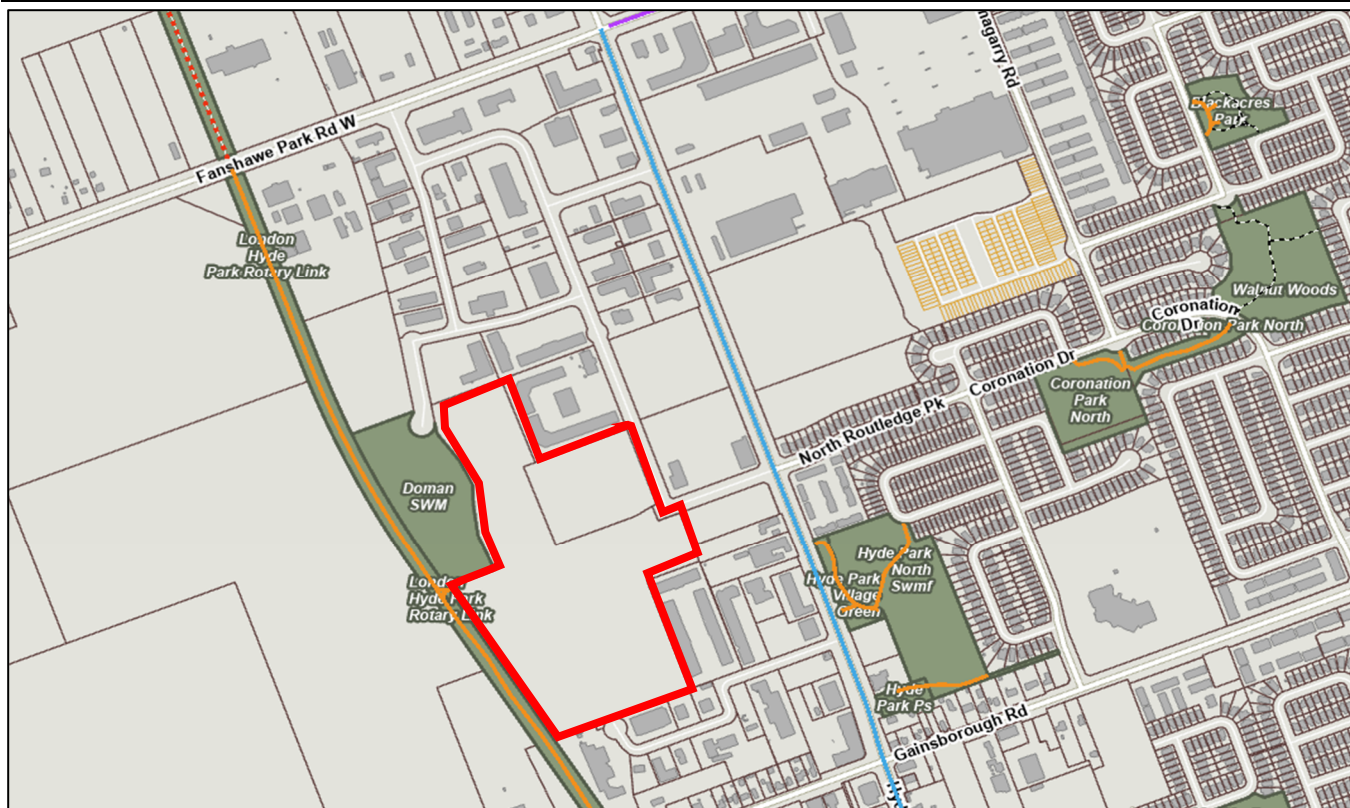


Figure 12: City of London Bike Routes and Walking Trails

10.4 Traffic Impact Assessment

C.F. Crozier & Associates Inc ("Crozier") was retained to complete a Traffic Impact Assessment (TIA) including the existing conditions and the impacts on surrounding intersection within the study area, including:

- Blue Heron Drive and North Routledge Park
- Blue Heron Drive and Woodcock Street
- Blue Heron Drive and Seagull Road
- Mallard Road and Woodcock Street
- Hyde Park Road and Fanshawe Park Road West
- Hyde Park Road and Seagull Road
- Hyde Park Road and North Routledge Park (North)
- Hyde Park Road and North Routledge Park (South)
- Hyde Park Road and Gainsborough Road

With the study area, Hyde Park Road and Gainsborough Road are two arterials that experience higher volumes of through traffic and delays, especially during peak hours. The TIA found that the existing intersections in proximity to the site operate at a Level of Service ("LoS") 'D' or better, except for the eastbound approach at the unsignalized intersection of Hyde Park Road and North Routledge Park, operate at an LoS of 'E' and 'F' in the weekday morning and weekday afternoon peak period, respectively.

The TIA modelled traffic through to 2035 with the proposed development and recommends:

- *A protected phase for the northbound left-turn movement at the signalized intersection of Hyde Park Road and North Routledge Park in both peak hours.*

- *A signal is not warranted in the future total condition at the unsignalized intersection of Hyde Park Road and North Routledge Park. However, the intersection should be monitored in the future to determine if a signal is needed to address the delays and queuing issues that may materialize on the eastbound approach.*

If the above recommendation is implemented, the TIA expects the following improvements through to the 2035 horizon year:

- *The signalized intersection of Hyde Park Road and North Routledge Park is expected to operate acceptably with a Level of Service 'B' or better in both peak hours and a critical volume to capacity ratio below 0.90 with no queueing issues.*
- *Control delays at the unsignalized intersection of Hyde Park Road and North Routledge Park are expected to reduce by 35.3 seconds and 84.2 seconds in the weekday morning and weekday afternoon peak hours, respectively compared to the future background condition.*
- *All study intersections are expected to operate undercapacity. Some storage lanes within the study road network are still expected to be overcapacity though no new major queuing issues were identified to be a result of site generated traffic.*
- *A signal is not warranted in the future total condition at the unsignalized intersection of Hyde Park Road and North Routledge Park. However, the intersection should be monitored in the future to determine if a signal is needed to address the delays and queuing issues that may materialize on the eastbound approach.*

11 MISCELLANEOUS

11.1 Land Use Compatibility – MECP D-6 Guidelines

The Ministry of Environment, Conservation and Parks (MECP) has established D-6 Guidelines to evaluate compatibility between industrial facilities and sensitive land uses (e.g. residential). The D-6 Guidelines are used to evaluate the compatibility between land uses in proximity to industrial uses that have potential to produce point source and/or fugitive air emissions such as noise, vibration, odour, dust and other nuisances, either through normal operations, procedures, maintenance, or storage activities

The D-6 guidelines have established three categories of industrial facilities based on physical scale and size, production volumes and work scheduling. Listed below are several businesses located within a study area consisting of a 500 metre radius of the subject lands.

As listed in **Table 2**, seven (7) industrial businesses within the study area have limited or no outdoor storage, with operations within the building, typically during regular business hours, and can be considered Class I Industrial Uses. Class I Industrial uses are considered to have a 70 metres “area of influence” and a recommended separation distance of 20 metres. The subject lands are located within the area of influence of three businesses (#6-#7). Business #6 operates as a contractor business (Cameron Windows and Doors) and is approximately 95 metres from the subject site. Business #7 operates as a digital printing service (Sterling Marking Products), and its building is approximately 25 metres from the subject site. The remaining properties within 500m of the Subject Lands can be considered office, commercial, or restaurants/retail and will have no impact on the proposed residential uses.

Therefore, there are no identified industrial facilities located within the recommend setback distance from the subject site.

Table 2. Facilities within 500 metres of Subject Lands

ID	Facility	Address	Class	Within Area of Influence?	Approx. Setback (m)
1	London Lube	1646 Fanshawe Park Road West	Class I	No	No
2	Western Auto Service	1920 Hyde Park Road	Class I	No	No
3	Fix Auto London Northwest	1867 Blue Heron Dr	Class I	No	No
4	Mason Stone, Kitchen Cabinets and Countertops	1917 Mallard Road	Class I	No	No
5	CNS Jones Auto Body West	1959 Mallard Road	Class I	No	No
6	Cameron Windows and Doors	1195 Gainsborough Rd	Class I	Yes	95 m
7	Sterling Marking Products Ltd	1147 Gainsborough Rd	Class I	Yes	25 m

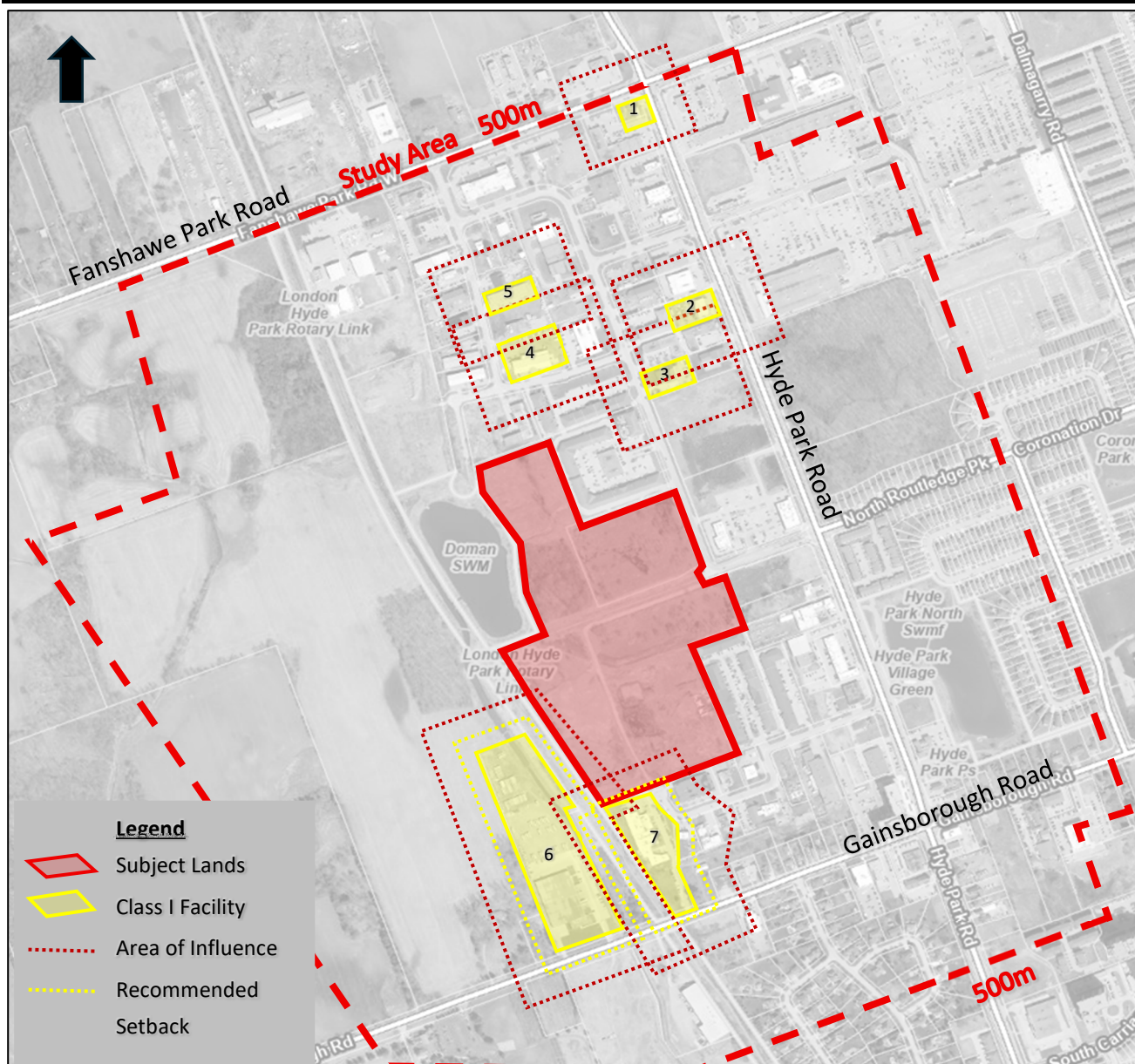
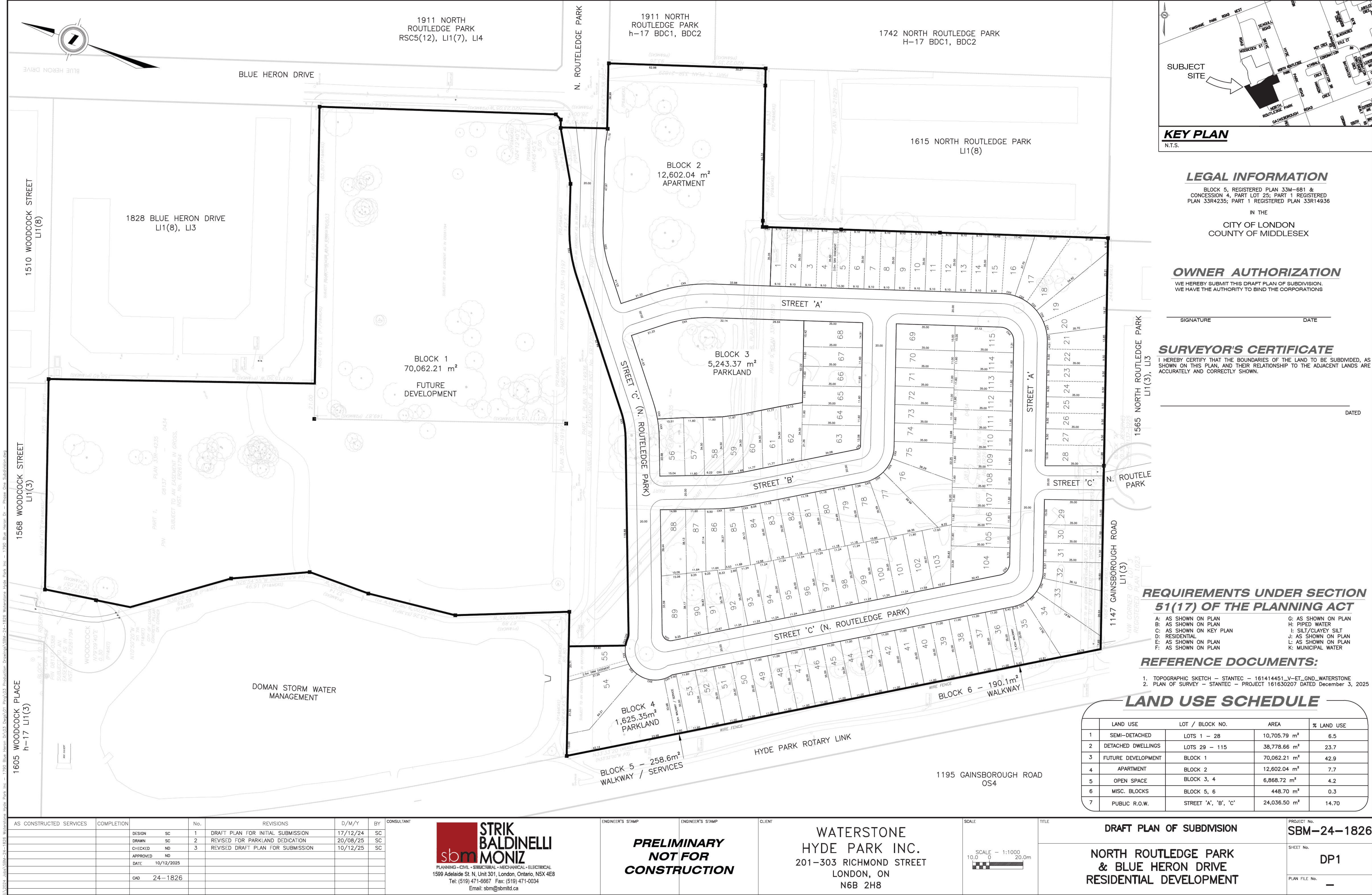


EXHIBIT “A”

Draft Plan of Subdivison



KEY PLAN

N.T.S.

LEGAL INFORMATION

BLOCK 5, REGISTERED PLAN 33M-681 & CONCESSION 4, PART LOT 25; PART 1 REGISTERED PLAN 33R4235; PART 1 REGISTERED PLAN 33R14936

IN THE CITY OF LONDON COUNTY OF MIDDLESEX

OWNER AUTHORIZATION

WE HEREBY SUBMIT THIS DRAFT PLAN OF SUBDIVISION. WE HAVE THE AUTHORITY TO BIND THE CORPORATIONS

SIGNATURE DATE

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED, AS SHOWN ON THIS PLAN, AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATED

REQUIREMENTS UNDER SECTION 51(17) OF THE PLANNING ACT

- A: AS SHOWN ON PLAN
- B: AS SHOWN ON PLAN
- C: AS SHOWN ON KEY PLAN
- D: RESIDENTIAL
- E: AS SHOWN ON PLAN
- F: AS SHOWN ON PLAN
- G: AS SHOWN ON PLAN
- H: PIPED WATER
- I: SILT/CLAYEY SILT
- J: AS SHOWN ON PLAN
- L: AS SHOWN ON PLAN
- K: MUNICIPAL WATER

REFERENCE DOCUMENTS:

- 1. TOPOGRAPHIC SKETCH - STANTEC - 161414451_Y-ET_GND_WATERSTONE
- 2. PLAN OF SURVEY - STANTEC - PROJECT 161630207 DATED December 3, 2025

LAND USE SCHEDULE

LAND USE	LOT / BLOCK NO.	AREA	% LAND USE
1 SEMI-DETACHED	LOTS 1 - 28	10,705.79 m²	6.5
2 DETACHED DWELLINGS	LOTS 29 - 115	38,778.66 m²	23.7
3 FUTURE DEVELOPMENT	BLOCK 1	70,062.21 m²	42.9
4 APARTMENT	BLOCK 2	12,602.04 m²	7.7
5 OPEN SPACE	BLOCK 3, 4	6,868.72 m²	4.2
6 MISC. BLOCKS	BLOCK 5, 6	448.70 m²	0.3
7 PUBLIC R.O.W.	STREET 'A', 'B', 'C'	24,036.50 m²	14.70

AS CONSTRUCTED SERVICES	COMPLETION	No.	REVISIONS	D/M/Y	BY	CONSULTANT
	DESIGN	SC	1	DRAFT PLAN FOR INITIAL SUBMISSION	17/12/24	SC
	DRAWN	SC	2	REVISED FOR PARKLAND DEDICATION	20/08/25	SC
	CHECKED	ND	3	REVISED DRAFT PLAN FOR SUBMISSION	10/12/25	SC
	APPROVED	ND				
	DATE			10/12/2025		
	CAD			24-1826		

STRIK BALDINELLI MONIZ
PLANNING - CIVIL - STRUCTURAL - MECHANICAL - ELECTRICAL
1599 Adelaide St. N, Unit 301, London, Ontario, N5X 4E8
Tel: (519) 471-6667 Fax: (519) 471-0034
Email: sbm@sbmltd.ca

ENGINEER'S STAMP
PRELIMINARY NOT FOR CONSTRUCTION

CLIENT
WATERSTONE HYDE PARK INC.
201-303 RICHMOND STREET LONDON, ON N6B 2H8

SCALE
SCALE - 1:1000
10.0 0 20.0m

TITLE
DRAFT PLAN OF SUBDMSION
NORTH ROUTLEDGE PARK & BLUE HERON DRIVE RESIDENTIAL DEVELOPMENT
PROJECT No.
SBM-24-1826
SHEET No.
DP1
PLAN FILE No.
-

APPENDIX B

Preliminary Site Plan

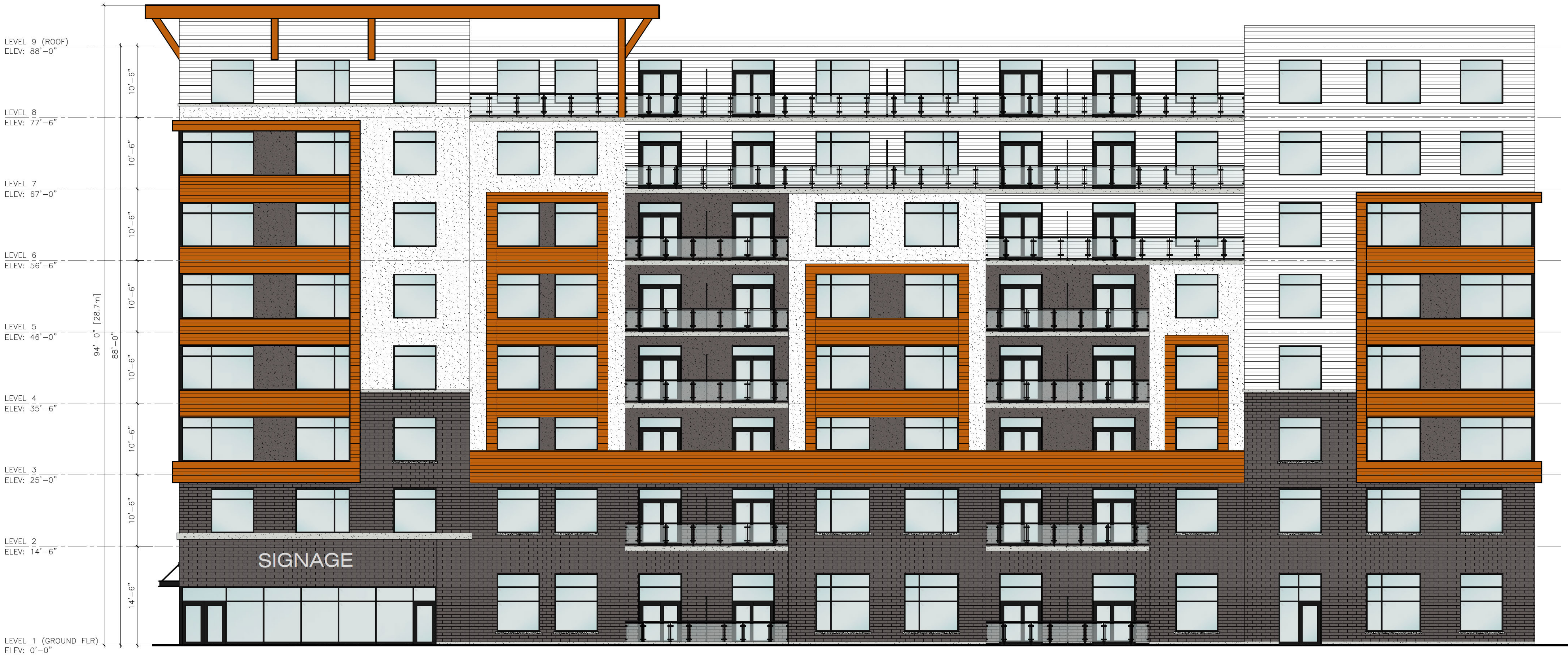
Block 2 – Apartment Building

APPENDIX C

Preliminary Building Elevations

Block 2 – Apartment Building

MATERIAL LEGEND			
MARK	DESCRIPTION	COLOUR	HATCH
F1	PRE-FINISHED METAL CAP FLASHING	TO MATCH ADJACENT MATERIAL	
BR1	BRICK VENEER	BLACK MATERIAL SELECTION TBD BY OWNER	
SD1	HORIZONTAL SIDING	WOOD TONE, MATERIAL SELECTION TBD BY OWNER	
SD2	HORIZONTAL SIDING	WHITE, MATERIAL SELECTION TBD BY OWNER	
EF1	EXTERIOR INSULATION FINISH SYSTEM (EIFS)	DARK GREY	
EF2	EXTERIOR INSULATION FINISH SYSTEM (EIFS)	WHITE	
PB1	PRECAST SILL	N/A	



NORTH ELEVATION
SCALE: 1/8"=1'-0"

MATERIAL LEGEND

MARK	DESCRIPTION	COLOUR	HATCH
F1	PRE-FINISHED METAL CAP FLASHING	TO MATCH ADJACENT MATERIAL	
BR1	BRICK VENEER	BLACK MATERIAL SELECTION TBD BY OWNER	
SD1	HORIZONTAL SIDING	WOOD TONE MATERIAL SELECTION TBD BY OWNER	
SD2	HORIZONTAL SIDING	WHITE MATERIAL SELECTION TBD BY OWNER	
EF1	EXTERIOR INSULATION FINISH SYSTEM (EIFS)	DARK GREY	
EF2	EXTERIOR INSULATION FINISH SYSTEM (EIFS)	WHITE	
PB1	PRECAST SILL	N/A	



EAST ELEVATION
SCALE: 1/8"=1'-0"

MATERIAL LEGEND			
MARK	DESCRIPTION	COLOUR	HATCH
F1	PRE-FINISHED METAL CAP FLASHING	TO MATCH ADJACENT MATERIAL	
BR1	BRICK VENEER	BLACK MATERIAL SELECTION TBD BY OWNER	
SD1	HORIZONTAL SIDING	WOOD TONE, MATERIAL SELECTION TBD BY OWNER	
SD2	HORIZONTAL SIDING	WHITE, MATERIAL SELECTION TBD BY OWNER	
EF1	EXTERIOR INSULATION FINISH SYSTEM (EIFS)	DARK GREY	
EF2	EXTERIOR INSULATION FINISH SYSTEM (EIFS)	WHITE	
PB1	PRECAST SILL	N/A	

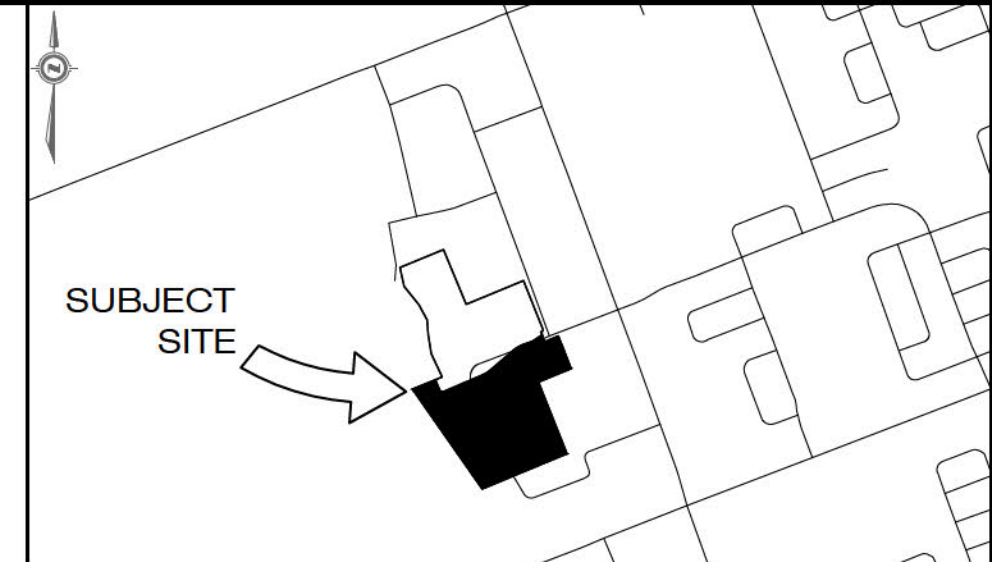


MATERIAL LEGEND			
MARK	DESCRIPTION	COLOUR	HATCH
F1	PRE-FINISHED METAL CAP FLASHING	TO MATCH ADJACENT MATERIAL	
BR1	BRICK VENEER	BLACK MATERIAL SELECTION TBD BY OWNER	
SD1	HORIZONTAL SIDING	WOOD TONE, MATERIAL SELECTION TBD BY OWNER	
SD2	HORIZONTAL SIDING	WHITE, MATERIAL SELECTION TBD BY OWNER	
EF1	EXTERIOR INSULATION FINISH SYSTEM (EIFS)	DARK GREY	
EF2	EXTERIOR INSULATION FINISH SYSTEM (EIFS)	WHITE	
PB1	PRECAST SILL	N/A	



APPENDIX D

Proposed Zoning Bylaw
Amendment Map



N.T.S.

GROSS DEVELOPMENT AREA – 163,502.62 m² (16.35 ha / 40.4 ac)

LOW DENSITY RESIDENTIAL R3-2(XX)

TOTAL – 49,378.6 m² (4.94 ha / 12.2 ac) – 115 UNITS
25' LOTS – 14 UNITS (SEMI-DETACHED)
27' LOTS – 14 UNITS (SEMI-DETACHED)
28' LOTS – 43 UNITS
30' LOTS – 40 UNITS
32' LOTS – 4 UNITS

WALKWAYS

TOTAL – 448.7m² (0.04 ha / 0.11 ac)
BLOCK 5 – 258.6m² (0.03 ha / 0.06 ac)
BLOCK 6 – 190.1m² (0.02 ha / 0.05 ac)

HIGH DENSITY RESIDENTIAL – R9-7 (XX)

TOTAL – BLOCK 2 – 12,584.02m² (1.26 ha / 3.11 ac)
PROPOSED 8 STOREY APARTMENT BUILDING
PROPOSED ±201 UNITS

PARKLAND – OS1

TOTAL – 6,850.73m² (0.69ha / 1.69 ac)
BLOCK 3 – 5,225.38m² (0.52 ha / 1.3 ac)
BLOCK 4 – 1,625.35m² (0.16 ha / 0.4 ac)

ROAD ALLOWANCE

TOTAL – 24,178.6m² (2.42 ha / 5.97 ac)

1. TOPOGRAPHIC SKETCH - STANTEC - 161414451_V-ET_GND_WATERSTONE
2. PLAN OF SURVEY - STANTEC - PROJECT 161630207 DATED December 3, 2025

DISCLAIMER:
1. THIS IS A COMPILED PLAN AND SHOULD NOT BE CONSIDERED A PLAN OF SURVEY.
2. CONCEPT PLAN IS PRELIMINARY AND HAS NOT BEEN REVIEWED BY THE CITY.

CONCEPTUAL DESIGN
FOR DISCUSSION
PURPOSES ONLY

AS CONSTRUCTED SERVICES		COMPLETION	No.	REVISIONS	D/M/Y	BY	CONSULTANT	ENGINEER'S STAMP	ENGINEER'S STAMP	CIENT	SCALE	TITLE	PROJECT No.
	DESIGN	SC	1	ORIGINAL CONCEPT FOR CLIENT REVIEW	29/08/24	SC	sbm STRIK BALDINELLI MONIZ PLANNING - CIVIL - STRUCTURAL - MECHANICAL - ELECTRICAL 1599 Adelaide St. N, Unit 301, London, Ontario, N5X 4E8 Tel: (519) 471-6667 Fax: (519) 471-0034 Email: sbm@sbmltd.ca				SCALE — 1:1250 12.5 0 25.0m	PRELIMINARY ZONING NORTH ROUTLEDGE PARK & BLUE HERON DRIVE RESIDENTIAL DEVELOPMENT	SBM-24-1826
	DRAWN	SC	2	FULL SITE PROPOSED LAYOUT COMBINED	11/10/24	SC							SHEET No.
	CHECKED	ND	3	CONCEPT ALIGNED TO SURVEY	12/11/24	SC							SP1
	APPROVED	ND	4	PROPOSED ZONING	27/11/24	SC							
	DATE	23/04/2026	5	REVISED AS PER SERVICING REQUIREMENTS	17/12/24	SC							
			6	REVISED FOR PARKLAND DEDICATION	20/08/25	SC							
	CAD	24-1826	7	REVISED ZONING FOR SUBMISSION	28/04/26	SC							PLAN FILE No.
													-

2024 Jobs SBM-24-1826 Waterstone Hydre Park Inc - 1790 Blue Heron Dr - Phase One Subdivision.dwg