

FINAL PROPOSAL REPORT

Hudson Park Phase 2

3614 and 3630 Colonel Talbot Rd

July 2026

Submitted by Sifton Properties Limited

In association with Stantec, MTE, EXP, Paradigm

sifton

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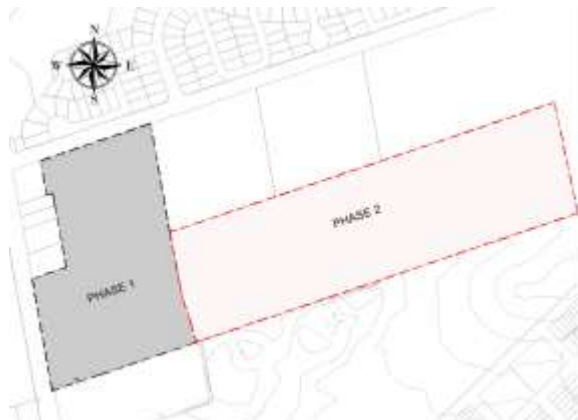
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1.0 INTRODUCTION

This Final Proposal Report (FPR) is submitted by Sifton Properties, in association with MTE, Stantec Consulting, Exp and Paradigm, for property east of Colonel Talbot Road and south of Pack Road, for a proposed plan of subdivision (to be called Hudson Park, Phase 2) and associated Official Plan and Zoning By-law amendments.

The property is located in the Southwest Planning Area. This FPR is for the Phase 2 portion of the proposed subdivision and is adjacent to Hudson Park Phase 1, which was approved by the City of London in 2024 (City File #39T-16509 and Z-8720).



Municipal addresses for the property are 3614 and 3630 Colonel Talbot Rd. The legal description for the property is Concession ETR W Pt Lot 75, RP33R-10332 Parts 1, 2 & 3. Sifton Properties Limited owns all lands included in the draft plan of subdivision. Key contacts for this application are Justin Diotte or Nicole Ooms of Sifton Properties Limited.

2.0 PROPOSED DEVELOPMENT

The overall subdivision area is 15.20 hectares, rectangular in shape, and is immediately east of Hudson Park Phase 1. It is located to the north of a previously approved, primarily single-family subdivision plan (Sunset Creek) and west and south of a draft plan proposed by Southside that is nearing approval.

Hudson Park Phase 2 is intended to be a strictly residential subdivision composed of low and medium density development with associated park and open space uses. Residential housing types are likely to include single-family, street townhouses, cluster housing and potential low-rise apartments. Medium density uses are proposed within Blocks 22 and 23 which are located adjacent to a Neighbourhood Connector street that will ultimately extend from Pack Road to the north through the subject site to the Sunset Creek subdivision to the south. Based on the proposed zoning for the subdivision, it is anticipated that up to 375 units could be constructed if all areas were built to the maximum density.

The draft plan is bisected by a stormwater management 'complete corridor' that will also incorporate multi-use trails along with wetland compensation areas to satisfy conditions of draft approval from Phase 1. The 'complete corridor' approach was defined by the City's Dingman Creek Subwatershed: Stormwater Servicing Study completed in 2020. Hudson Park Phase 2 is within the North Lambeth (Tributary 12) study area. The preferred alternative in the EA for this area is referred to as a "complete corridor", intended to convey water, people and wildlife.

A small portion of a natural heritage area (Block 34) extends onto the subject lands in the north-central portion of the site. It will be retained, protected and integrated into the larger open space system created by the proposed complete corridor.

The street pattern is generally grid oriented with connections to surrounding lands. One cul de sac is located in the central portion of the site to make efficient use of land, as a street connection across the stormwater management corridor is not contemplated to address past comments from the UTRCA. The cul de sac also avoids any road intrusion into the 100 m heron nesting setback area.

A copy of the proposed draft plan is provided in Appendix A. To implement the proposed draft plan, Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications are also being submitted in conjunction with the draft plan of subdivision application.

3.0 PLANNING CONTEXT

3.1 PROVINCIAL PLANNING CONTEXT

The Provincial Planning Statement (PPS) came into effect on October 20, 2024, replacing the 2020 Provincial Policy Statement. Changes to the 2020 PPS were made to accelerate housing opportunities that addressed the full range of housing needs, prioritize compact and transit-supportive design and support a strong and competitive economy while continuing to protect the natural environment and agricultural land. The proposed OPA, ZBA and subdivision plan is consistent with policies of the 2024 PPS as follows:

- It will provide a range of low and medium density housing types in addition to parks and open space to accommodate anticipated population growth over the planning horizon;
- The proposed densities will provide for compact, efficient and transit supportive development;
- Cost-effective extensions of municipal servicing can be provided;
- The site is in close proximity to an existing transportation network (Pack Road and Colonel Talbot Road);
- Natural heritage features have been protected, and no negative impact is anticipated;
- The lands represent a logical and contiguous extension of existing/approved development.

A detailed analysis of consistency with the PPS is provided in Section 13 of this report.

3.2 THE LONDON PLAN

The London Plan designates the subject property as a Neighbourhoods place type on Map 1.

Map 3 identifies a Neighbourhood Connector street traversing from north to south through the subject site, extending from Pack Road to lands to the south.

Map 4 indicates a continuation of the multi-use trail system through the central portion of the site from north to south.

Map 5 identifies a Valleyland feature bisecting the property in the easterly quadrant of the site and along the southeastern boundary.

A Conservation Authority Regulated Area and watercourse feature are identified on Map 6.



Map 1 – Place Types



Map 3 – Street Classifications



Map 4 – Active Mobility Network



Map 5 – Natural Features



Map 6 – Hazards and Natural Resources

An Official Plan Amendment (OPA) application (see Appendix B) is being submitted to redesignate a portion of the Neighbourhoods Place Type to Green Space, to align with the proposed complete corridor which integrates stormwater management, linear park and multi-use trails, wetland compensation areas and an existing natural heritage feature with associated buffers. These features are more appropriately located and permitted in the Green Space Place Type.

The proposed OPA, ZBA and draft plan conform with the London Plan as follows. More detailed policy analysis is included in Section 13 of this report.

- They include a range of dwelling types and proposed zones that reflect the permitted uses of the Neighbourhoods Place Type;
- They offer a range of housing choices;
- Connectivity is provided through the street pattern and multi-use trail connections;
- They will allow for attractive street-oriented development;
- Park facilities will provide opportunities for community focal points and activity;
- Natural features are appropriately retained and protected, with wetland compensation areas incorporated to address requirements of the Phase 1 approval;
- Extensions of municipal services will be available from adjacent approved developments, including a proposed 'complete corridor' incorporating SWM, multi-use trails and compensation areas.

3.3 AREA STUDIES

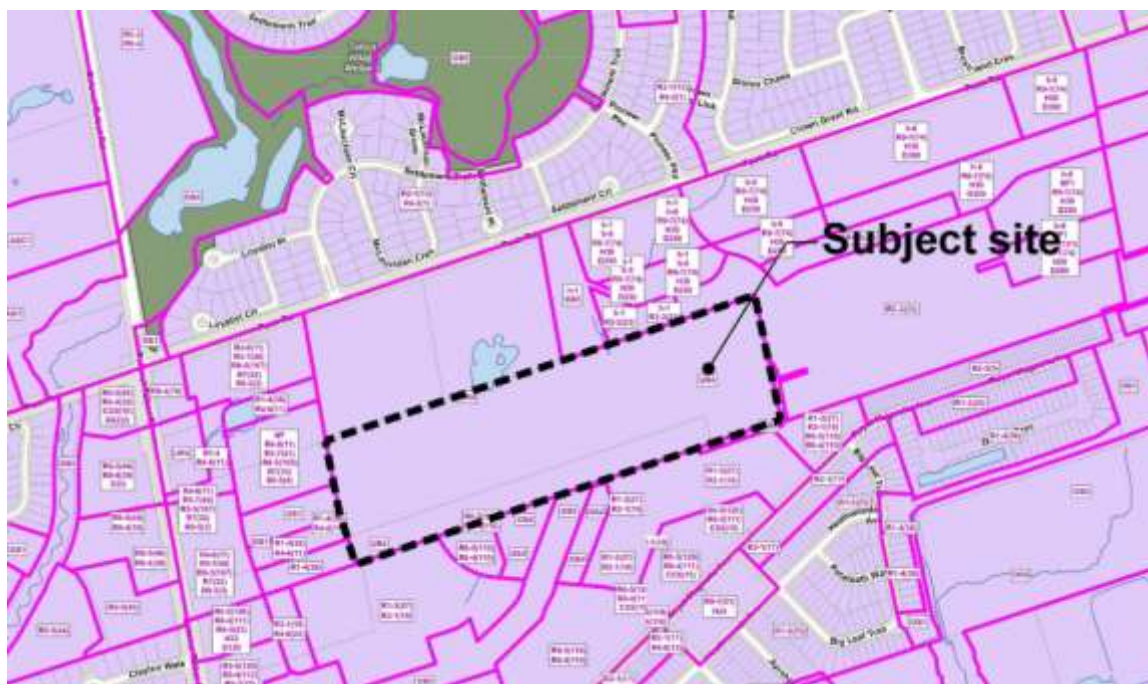
The proposed subdivision is within the Southwest Planning Area. The Southwest Area Secondary Plan was in effect since April 2014 however was repealed by Council on July 21, 2026 with relevant policies incorporated into the London Plan. There are no area-specific policies that pertain to the Hudson Park Phase 2 lands. A small number of general policies pertaining to subdivision design were carried over and are considered in Section 13.2 with the detailed policy analysis of the London Plan.

3.4 ZONING BY-LAW

The entirety of the site is currently zoned Urban Reserve (UR4), which is typically applied to areas which are intended for residential development over the long term. As development is now intended to occur, a zoning by-law amendment application is being submitted with the draft plan of subdivision application to accommodate the proposed residential and open space (park, woodlot, wetland compensation area, stormwater management corridor) uses. Requested zoning for the site includes R1, R3, R4, R5, R6, R9 and OS zones to permit a range of housing forms and associated open space uses.

The majority of the proposed zones are consistent with those already approved in Phase 1, to provide continuity with the housing types, densities, setbacks and heights west of the site. A special provision is sought for the R4-6 zone to permit lot coverage of 55%, in addition to other special provisions that apply to the adjacent R4-6(11) zone. This will be consistent with that R4-6(11) zone and a subsequent minor variance currently being processed for lands to the immediate west in Phase 1, to allow for a continuation of the street townhouses that are to be constructed in the near future.

A map illustrating the proposed zones, along with requested special provisions is provided in Appendix C.



Existing Zoning

Source – City of London Zoning By-law

4.0 EXISTING CONDITIONS

The subject site is located in the southwest area of the City of London. It is presently primarily an agricultural field with a slightly rolling topography. There are some remnant trees in the southeast corner. No buildings or structures exist within the Phase 2 lands. Elevations on the site range from approximately 265 to 273.5 metres, with the low point situated near the south-central area of the site, and the highest point at the northeast corner of the site.

A small intermittent drainage channel is located in the east central portion of the site, running from north to south. The north-central boundary of the site contains a treed area that is an extension of a relatively large woodland on the adjacent property to the north. Scattered trees are also located along the northern boundary hedgerow and in the southeast corner.

Adjacent land uses are as follows:

- North – vacant / future residential, woodlot, residential north of Pack Road;
- East – vacant / future residential;
- South – residential approved or under construction;
- West – Phase 1 future residential (construction imminent).



Aerial View of Subject Site

The following photos from July 2026 provide illustrations of the site and immediate surrounding area.

SURROUNDING CONDITIONS



View to north towards site from Magnolia Dr



View to west on Magnolia Dr (adjacent subdivision)



View to north of Colonel Talbot Rd, adjacent to Ph. 1



View to east of Pack Road, adjacent to Ph. 1

ON-SITE CONDITIONS AND VIEWS



View to east of remnant trees in SE corner, from drainage channel (completely dry)



View to west across site from drainage channel



View to north from south boundary



View to north towards natural heritage feature extension from edge of drainage channel



View across site to west, along southern edge of natural heritage extension from drainage channel



View to south showing housing being constructed on Magnolia Dr

4.1 NATURAL HERITAGE

Natural heritage investigations were previously undertaken by NRSI for the entirety of the site, in advance of submission of the Phase 1 applications. Additional investigations have since been undertaken by MTE to address the passage of time and changed conditions. Following is a summary of relevant findings for the Phase 2 lands. For the purposes of the EIS, a Study Area including the Subject Lands (i.e. – Phase 2) and adjacent lands within 120 m was defined for the purposes of evaluating ecological functions and impacts to natural heritage features or areas as a result of the proposed development.

4.1.1 Terrestrial Communities

The majority of the Phase 2 lands consist of agricultural fields that have been planted with soya beans or corn in recent years, with smaller areas of deciduous forest, cultural meadow, and deciduous hedgerow, some of which are outside of the Phase 2 subdivision area.

A small cultural meadow with a minor woodland inclusion is located in the southeastern corner of 3630 Colonel Talbot Road which contains a small, ephemeral ditch that appears to have been dug to improve surface water drainage from fields to the east. A woodland feature occurring predominantly off-site to the north has been identified as Significant Woodland as per Section 4.0 of the Environmental Management Guidelines (EMG) based on amphibian species diversity and habitat (criterion 2.3c). The proposed draft plan incorporates the southern edge of this woodland with appropriate setbacks. No regionally significant plants were observed within the Phase 2 lands.

4.1.2 Wetland Communities

Adjacent to the subject lands, within the approved Phase 1 draft plan area, are three small wetland features (<1 ha in total). Draft plan approval for Phase 1 permits removal and compensation of the wetland features. As part of the Phase 2 plan, wetland compensation for these three features is proposed to be located within a proposed 'complete corridor' that will

incorporate stormwater drainage and storage, trails and recreated wetlands within the corridor. This has been identified as a preferred approach for a number of reasons:

- It incorporates an existing intermittent drainage function that extends through the site from north to south;
- It will create connectivity between the existing woodlot north of the site to the corridor and compensation areas, resulting in a more connected open space / natural heritage area;
- It is generally not directly adjacent to roads thereby limiting salt contamination;
- The wetlands are anticipated to be fed by overflow from the main SWM channel, clean runoff from the adjacent park blocks, and clean runoff from Block 22 as conveyed through Block 23.
- Groundwater can also provide saturated soil conditions and surface water contributions as the groundwater table is near surface in the proposed compensation areas .
- The complete corridor is proposed to be a large natural corridor that extends through the Sifton lands from the Southside lands to the north and the York lands to the south.

Wetland form and function of the 3 existing wetland features in Phase 1 are to be replicated in the Phase 2 compensation areas (Blocks 27, 28 and 29), such that they provide similar habitat. The wetland compensation areas will include a diversity of microhabitats and provide an enhancement over the existing conditions, as the 3 isolated units will be recreated as wetlands in the proposed complete corridor, connected through the natural corridor, drainage feature, and variety of habitats. The proposed wetland compensation area(s) will be approximately 1 ha, with final configuration to be determined through the detailed design of the 'complete corridor' that is assumed to be completed by the City of London with input from the EIS submitted for this application. A similar approach for the creation of a complete corridor was undertaken in the Silverleaf subdivision to the west of Colonel Talbot Road.

4.1.3 Wildlife Observations

Common mammal and bird species, typical of agricultural landscapes and the local habitat were encountered on the site. Observations of significant or threatened species were observed within portions of the subject lands, including Barn Swallow, Eastern Whip-poor Will and Eastern Meadowlark. However, no structures or suitable nesting habitat within the Phase 2 lands is available for these species.

Great Blue Heron nests were observed in the woodland to the north between 2020 and 2025 but no nests or nesting activity was observed in 2026.

A cumulative total of eight suitable candidate maternity trees for cavity-roosting bat species were identified within the Study Area, all along the boundaries of the site.

Within the Phase 2 lands, the only amphibians recorded were a chorus of American Toads and two individual Spring Peepers. It is assumed that these species were in the ephemeral drain as no wetland features are present in the Phase 2 lands. Other amphibian species were heard on adjacent lands. All amphibian species recorded are provincially ranked secure or apparently common in Ontario.

Snake coverboard species identified only six Eastern Gartersnakes over the course of the study. Based on the lack of species observations and suitable features, no potential hibernacula sites are present within the Phase 2 lands.

4.1.4 Aquatic Features

Phase 2 contains two drainage features, which are highly ephemeral features with only limited or contributing functions to hydrology, riparian habitat, fish habitat, and terrestrial habitat. When water is present, these drains flow in a southerly to southwesterly direction and converge near the subject lands' southern boundary. No fish or mussels are known from the subject lands. Both features essentially function as surface water conveyance in the early spring.

4.1.5 Evaluation of Significance

Significant Wetlands and Woodlands

Communities 5 (to the north) and 6 (to the west) slightly overlap the boundaries of Phase 2. Both wetlands are too small (i.e., less than 0.5 ha) to be evaluated under OWES; however, under The London Plan (2025) Policy 1330, Communities 5 and 6 are considered "Wetlands". Buffers have been provided to Community 5 as part of the wetland compensation area planned within the proposed complete corridor.

Significant Woodlands and Woodlands

No Significant Woodlands or Unevaluated Vegetation Patches are mapped within the Study Area. The north forest (Community 4) overlapping Phase 2 in the north is not currently shown on Map 5 and is designated as Green Space on Map 1. It is assumed to be a Significant Woodlot.

There is a small (0.10 ha) patch of Cultural Woodland (Community 3) in the southeast corner of Phase 2. This remnant patch of trees does not meet the size criteria to be evaluated as a woodland under London Plan policies.

Significant Valleylands and Valleylands

No headwater drainage features within Phase 2 are considered to have the critical functions, distinctive landforms, or vital linkage connections required to qualify as a Significant Valleyland.

Significant Wildlife Habitat

Significant Wildlife Habitat and Candidate Significant Wildlife Habitat are located within the Study Area but generally outside of the Phase 2 limits. Terrestrial crayfish, amphibian breeding areas, turtle wintering and nesting, blue heron and bat maternity colony are confirmed or candidate primarily on the lands to the north. Only turtle nesting areas are considered candidate within the Phase 2 lands in the ephemeral drainage channel near the offsite wetland to the north.

4.1.6 Impacts and Net Effects Assessment

MTE conducted an impact assessment for both direct and indirect impacts, providing a number of recommendations. Key recommendations include the following:

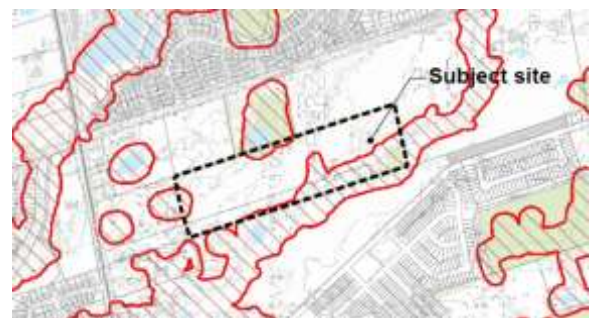
- Provision of 30m buffer to the wetland area to the north;
- A 20 m setback to the woodland to the north, with associated tree protection fencing;
- Creation of wetland compensation areas within the proposed complete corridor to address Phase 1 wetland removal, that includes turtle nesting habitat, a variety of pool depths, terrestrial crayfish habitat, floodplain connections and use of native plant species;
- The use of native species within buffers;
- Construction of the complete corridor to replicate headwater drainage features. It should be constructed as a meandering watercourse and stabilized with native bank vegetation and other suitable in-stream structures such as boulders and logs.
- No residential development within 100 m buffer of the heron nesting area, until such time as the nests have been inactive for 2 consecutive years;
- Implementation of robust sediment and erosion control measures;
- Removal of trees outside of bat maternity roosting and bird nesting periods;
- Installation of fencing in appropriate areas to minimize human incursion.

Monitoring plans are also recommended during and post-construction to ensure that the proposed mitigation measures are successfully implemented.

The EIS concluded that providing its recommendations and related technical reports supporting the proposed development are followed, no net negative impacts to natural heritage features or their ecological functions will occur. The full EIS has been submitted with the draft plan application and can be reviewed for further information and detail.

4.2 REGULATION LIMITS

City mapping identifies three areas on the Phase 2 lands as being within Conservation Authority Regulated Areas as shown in Figure 9. They correspond to intermittent surface drainage corridors and the outer limits of wetland and woodland features located off site.



UTRCA Regulated Areas

4.3 SITE CONTAMINATION

Based on previous and current uses (agricultural crop production) there is no reason to suspect any site contamination on the subject property.

4.4 ARCHAEOLOGICAL/BUILT HERITAGE

Archeological investigations (Stages 1 through 4) have been completed for the entire Phase 1 and Phase 2 sites, with clearance letters received in 2018 from the Ministry of Tourism, Culture and Sport (now Ministry of Citizenship and Multiculturalism). No further archaeological investigations are required.

The archaeological reports have been submitted with the applications and can be reviewed for further detail.

4.5 EXISTING BACKGROUND STUDIES

Numerous studies were completed as part of the Southwest Area Plan, for the Phase 1 subdivision plan application and as part of the Dingman Creek Subwatershed: Stormwater Servicing Strategy. These have been incorporated as necessary or appropriate into the subdivision design and subsequent reports prepared specifically for Phase 2.

As previously noted, the Stormwater Servicing Strategy was approved by the City in 2020 and played a significant role in the design of the subdivision. The preferred alternative identified by the City's Dingman Creek Subwatershed study area consists of LID source controls and conveyance controls combined with end-of-pipe facility controls. This alternative ranked highly under natural environment and social criteria and relatively well under economic criteria.

Within the Phase 2 subdivision, as well as adjacent lands to the north and south, a complete corridor was recommended. Components of complete corridors, as specified in the EA, are to include:

- a stream corridor with a minimum width defined by ecologic and regulatory flood control requirements;
- associated recreational amenities (e.g. trails);
- terrestrial and aquatic habitat enhancement and restoration improvements, including potential ecological linkages between existing natural heritage features.

Complete corridor widths were anticipated to range from 40 to 100 m in width, depending on various considerations including erosion and flooding hazards, and aquatic, terrestrial and wetland habitat protections and enhancements. Specific sizing is to be confirmed and/or refined through preliminary and detailed design during the future planning stages.

The EA also outlines the anticipated costs of the stormwater works, indicating that the costs for the complete corridors and stream restoration include construction, land, engineering and contingency. It is our understanding that the City is responsible for the overall design of the complete corridor, with input from the various subdivision development proposals as they proceed through the approvals and detailed engineering design.

5.0 SUBDIVISION DESIGN

5.1 NEIGHBOURHOOD VISION AND URBAN DESIGN

The proposed plan is Phase 2 of the Hudson Park subdivision, with Phase 1 to the west having been approved in 2024. Subdivision plans have also been approved to the south (Sunset Creek)

and are assumed to be imminent to the west and north. The immediately adjacent plans are generally low density / single family in nature to the east and south, with low and medium density to the west, and low and high densities to the north. This proposed draft plan has no exposure to higher order streets and is not an entrance to any neighbourhoods. As such, the vision and urban design features for the subdivision are focused primarily on compatibility and continuity with adjacent plans. The Urban Design Brief completed for Phase 1 is also applicable to Phase 2, given that Phase 2 will represent the completion of the subdivision with most proposed zones mirroring those in Phase 1.

Additional key design elements and objectives specifically related to Phase 2 include the following:

- Provide a range of housing choices that will attract a diverse population to the area and offer a variety of tenure and price points for future residents while being compatible in form and scale with immediately adjacent development;
- Consider the proposed complete corridor as a prime opportunity for establishing an extensive naturalized green space feature for the neighbourhood;
- Integrate options for active mobility into the neighbourhood, particularly along the proposed complete corridor, to facilitate pedestrian and cycling modes of transportation;
- Protect on-site and adjacent natural features, and where possible, integrate them into the neighbourhood;
- Make use of native planting materials and landscape features in the proposed complete corridor and stormwater management facilities to allow for seamless integration with existing natural heritage areas;
- Provide opportunities for community activity and play by incorporating parkland in a central area;
- Provide street connections to Phase 1 as well as adjacent developments to the north, east and south to allow connectivity between neighbourhoods;
- Create attractive streetscapes through attention to architectural design, tree planting and building/site orientation.

5.2 PROPOSED SUBDIVISION PLAN

The proposed Phase 2 plan of subdivision consists of 15 blocks for single family lots, 6 street townhouse blocks, 2 multi-family/medium density blocks, 1 future development block which is to be integrated with the adjacent subdivision to the east, 4 park blocks, 3 drainage corridor/stormwater management blocks, 3 wetland compensation blocks, 2 open space/buffer blocks, 1 sanitary corridor block and a number of reserve blocks served by 6 internal streets that connect to surrounding lands. Orientation is primarily east-west, allowing excellent opportunities for active or passive solar energy. Streets are generally on a modified grid layout, affording good connections within the subdivision and to surrounding areas, while also providing a variety of lot shapes and views.

A separate, small multi-family block (Block 23) is proposed adjacent to the larger multi-family block (Block 22) to address its proximity to the heron nesting area. Draft plan conditions are proposed to prohibit residential development on lands within 100m of an off-site heron nesting area. This condition will lapse if/when the heron nest is no longer in use for a minimum of two years. Should the herons vacate the nest for a minimum of two years, Block 23 would then be

incorporated with the larger adjacent multi-family block. Blocks 5 through 9, intended for single-family lots, are also proposed to be subject to the same draft plan conditions to prohibit development until heron nesting activity has ceased. Proposed draft plan conditions to address the heron nesting situation are provided in Appendix D.

A proposed 'complete corridor' is centrally located and will include a drainage corridor and wetland compensation areas in addition to providing connectivity between open space areas. Park blocks incorporating multi-use trails are also proposed to be integrated with the corridor, allowing for an extensive central green space system in the neighbourhood. Buffers and the retained woodland that extends into the northerly portion of the site are a key component of the overall open space system. This, combined with the extension of a park connecting to Phase 1 lands on the west portion of the site, creates excellent amenity area for the community. Overall, the combined park, natural environment and drainage/sanitary corridor blocks equate to 3.4 ha, representing approximately 22.4% of the Phase 2 subdivision. Wetland compensation requirements from the Phase 1 subdivision are 0.96 ha and have been provided adjacent to the proposed drainage corridor system. We anticipate that conditions of draft plan approval would allow flexibility in the calculated plan of subdivision for final design and configuration of the wetland compensation areas as part of the detailed design of the corridor being completed by the City.

Road connections to adjacent lands on the west side are provided through Street A, connecting to Phase 1 and Street B connecting to lands to the north and south. East of the proposed complete corridor, Street D connects to adjacent lands to the north and east. The proposed road pattern would require minor modifications to the adjacent (Southside) proposed plan of subdivision to the east and north. There are no road crossings proposed between the east and west sides of the subdivision due to the proposed complete corridor and wetland compensation areas. However, pedestrian and cycling connections are proposed via a multi-use path and corridor crossing to connect the east and west portions of the subdivision. The multi-use path would also extend through the proposed park blocks to connect the subdivision to lands from the north to south.

Block 36 provides a corridor for sanitary connections to the south as well as part of the multi-use trail and park system. Block 37 is identified as a future development block. Sifton has had discussions with Southside regarding the potential exchange of small areas of land along the eastern property limits to assist in regularizing lot depths and street layouts, allowing for more efficient subdivision design.

5.3 PRE-CONSULTATION

Pre-consultation for Phase 2 was undertaken in 2020 with a proposal review meeting held on December 23, 2020. Additional formal pre-consultation was not undertaken as the proposed draft plan associated with this submission is not markedly different in terms of overall design and intent from the previous plan. However, the proposed draft plan has incorporated updated information related to natural heritage, servicing and adjacent land use approvals/applications, and addressed comments provided at that time as they related to the previous Phase 2 plan iteration. It should also be noted that subsequent scoping meetings with the City were held in September 2025 pertaining to ecology and hydrogeology to ensure the technical studies addressed current requirements.

Modifications to the plan to address comments raised through the pre-consultation process include the following:

- Incorporation of the wetland compensation areas into the proposed complete corridor;
- Increased width of the corridor which now ranges from 70 to 150 m overall;
- Removal of any street crossings of the corridor;
- Incorporation of a centrally located public park (Block 30) that is an expansion of the park approved in Phase 1;
- Identification of proposed pedestrian connections within and external to the site;
- Completion of hydrogeological, geotechnical, Environmental Impact Study and Transportation Impact Assessment reports.

5.4 EXISTING SERVICES

The City has undertaken a trunk sanitary sewer extension on Colonel Talbot Road, to which this development is tributary, and which has sufficient capacity to service the subject lands. Municipal water is available from the existing 600mm-diameter watermain located on Colonel Talbot Road.

GMIS projects are scheduled for stormwater management facilities to service the subject lands. The recommendations for which these projects are to align are described in the Dingman Creek Subwatershed: Stormwater Servicing Strategy (Aquafor Beech Limited, September 2020). No servicing is available at present to the eastern half of the site.

Beyond scheduled or anticipated works, there are no additional requirements for the extension or upgrading of municipal infrastructure services external to the proposed development.

5.5 SUBDIVISION PHASING / STAGING

Development staging has not been finalized at this time however it is anticipated that development will occur from west to east. The creation of the wetland compensation area and stormwater management corridor is also understood to be required as part of any initial phase of development. Phasing of the easterly portion of the site will be dependent on the pace and schedule of development of lands to the east and north given that access can only be provided through adjacent lands.

6.0 SANITARY SERVICING

6.1 PROPOSED SANITARY SEWERSHED

The subject lands are located within the Colonel Talbot Pumping Station sanitary sewershed, consistent with the Hudson Park Phase 1 lands. The Phase 2 lands are designated as Area “A2-2” within the broader A2 catchment area tributary to the Colonel Talbot sanitary trunk sewer.

Based on the approved sanitary sewer design sheet for the Colonel Talbot Pumping Station, Area A2-2 was originally grouped with the remaining A2 areas, including A2-1, prior to discharging to the Colonel Talbot Road sanitary trunk sewer. However, as part of the Hudson Park Phase 1 detailed design and in consideration of construction staging and servicing feasibility, the Hudson Park sanitary sewer system was designed to accommodate flows from the Hudson Park Phase 2 “West” lands, including external lands north of Phase 2 West that are tributary to it.

Hudson Park Phase 2 “East,” however, cannot be serviced through the Phase 1 lands due to the intervening stormwater management channel. Accordingly, sanitary servicing for the Phase 2 East lands is proposed to be routed via local sanitary gravity sewers south through the Sunset Creek Subdivision and ultimately discharged to the Colonel Talbot Road sanitary trunk sewer. The design also considers potential servicing of the adjacent 6309 Pack Road subdivision through future street connections from both the east and north. Sewer sizing and depth are to be established to allow for gravity servicing of these external lands.

The subject site (Area A2-2) has an allocated population of 2,043 persons, some of which is allocated to the Phase 1 lands. The proposed draft plan, utilizing conservative City-standard population projections, assumes a total population of approximately 1,108 persons, distributed as follows:

- Phase 2 West: Allocated = 800 persons; Proposed = 745 persons
- Phase 2 East: Allocated = 702 persons; Proposed = 363 persons

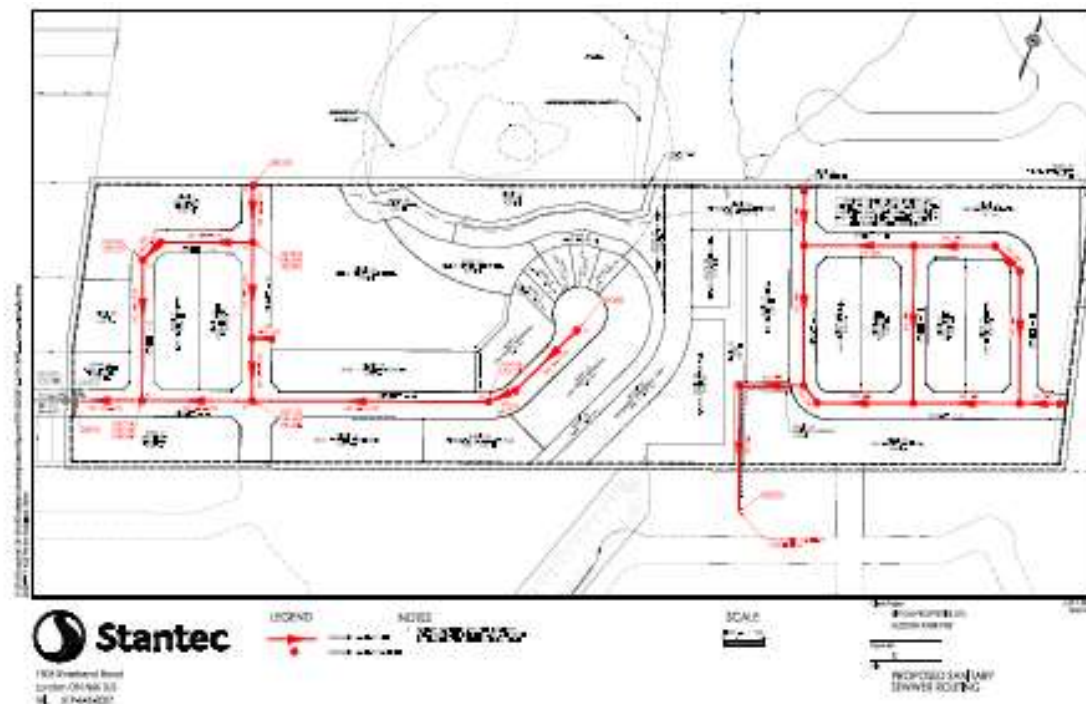
The proposed population therefore remains well below the allocated population capacity for the Phase 2 lands. Accordingly, no sanitary capacity constraints are anticipated, and the proposed development is considered consistent with the approved population allocations for the Colonel Talbot Pumping Station sewershed.

6.2 SANITARY SERVICING STRATEGY

The proposed sanitary servicing strategy for Hudson Park Phase 2 includes two separate outlet connections for the East and West lands. Both outlets ultimately discharge to the Colonel Talbot sanitary trunk sewer and are conveyed to the Colonel Talbot Road Pumping Station.

Flows from Phase 2 West will be directed via local sanitary gravity sewers to the existing 250 mm diameter sanitary sewer located along Street C within Hudson Park Phase 1. The existing sewer includes a capped stub to facilitate the future connection.

Sanitary flows from Phase 2 East will be conveyed south to the Sunset Creek Subdivision through the Block 35 future sanitary outlet block and ultimately discharge to the Colonel Talbot Road sanitary trunk sewer. The proposed sanitary servicing routing is shown on the following figure.



7.0 WATER SERVICING

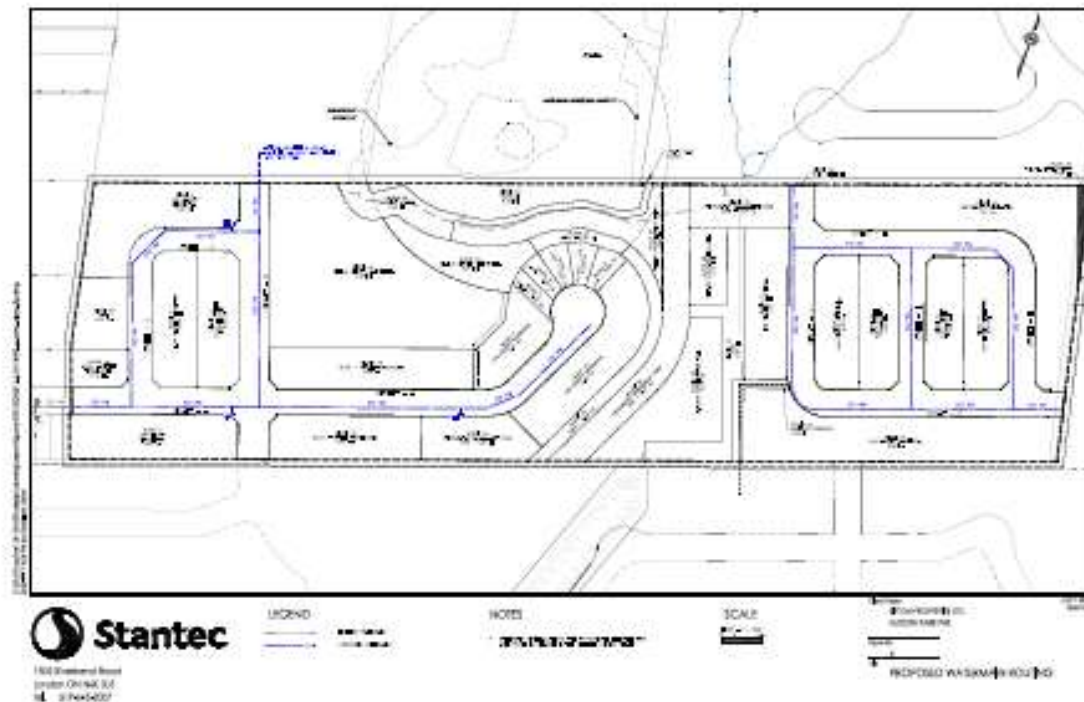
7.1 WATER SERVICING STRATEGY

The Phase 2 West lands are proposed to be serviced through the Hudson Park Phase 1 water distribution system. A 250 mm diameter PVC watermain, currently capped at Street C within Phase 1, will be extended to service the West lands. This watermain is directly supplied by the 600 mm feeder main along Colonel Talbot Road.

The proposed internal watermain network within Phase 2 West will be looped through the future development to the north (6499 Pack Road), which is also anticipated to connect to the Hudson Park Phase 1 system. In addition, Hudson Park Phase 1 includes a future watermain connection to the south through the Sunset Creek Subdivision. These planned connections will provide a fully looped distribution system, enhancing system reliability, fire protection, and redundancy.

The Phase 2 East lands are proposed to be serviced through the 6309 Pack Road Subdivision. Watermain connections are anticipated from proposed street connections to both the north and east, creating a looped water distribution system within the site.

The 6309 Pack Road Subdivision is expected to be serviced from the existing 600 mm diameter concrete watermain located along Pack Road to the north. In addition, existing 200 mm and 250 mm diameter watermain located to the south within the Sunset Creek and W3 Subdivisions are available and may provide supplementary connectivity, subject to detailed design confirmation. The proposed water servicing schematic is provided below.



8.0 STORMWATER MANAGEMENT

8.1 STORMWATER ASSUMPTIONS

The proposed development is within the Dingman Creek Subwatershed. Stormwater management (SWM) controls have been defined in the Dingman Creek Subwatershed: Stormwater Servicing Strategy (Aquafor Beech Limited, September 2020).

It is anticipated that a combination of municipal, low-impact development (LID) and on-site permanent private systems will be adopted for these lands for stormwater quality and quantity control.

8.2 PROPOSED STRATEGY FOR STORMWATER

Hudson Park Phase 2 is tributary to the Tributary 12 Complete Corridor, the yet-to-be-designed system of channel realignment and improvements and adjacent stormwater management facilities (SWMF). The proposed conditions of the development can be divided into three areas, west of Tributary 12, east of Tributary 12 and Tributary 12 itself.

The area to be developed west of the proposed complete corridor consists of single-family, medium density, parkland, SWM block and roads for a total development area of 7.35 ha. These lands are intended to drain to the SWMF located on the south boundary (Block 24) and shared with the development to the south. External lands to the north are intended to flow through the development along the right-of-way (ROW) connecting them to the SWMF.

The area to be developed east of the proposed complete corridor consists of single-family, medium density, parkland, SWM block and roads for a total development area of 5.12 ha. These

lands are intended to drain to the SWMF located on the northwest boundary (Block 26) and shared with the development to the north and east. External lands to the east may flow through the development along the right-of-way (ROW) connecting them to the SWMF, dependent on final design requirements from the neighbouring property.

Quality treatment for both sides of the Tributary is proposed to be through third pipe exfiltration systems along with catch basin inserts (Goss traps) and a downstream oil-grit separator for a treatment train approach. Quantity treatment will be provided by the downstream Dry SWMF to be designed by others. These SWMF will attenuate flows to allowable release rates to Tributary 12.

It should be noted that the proposed draft plan 'complete corridor' incorporates not only the SWM blocks and central drainage corridor (Block 25) identified above but also includes wetland compensation areas and parkland blocks with multi-use trails. The width of the complete corridor varies from approximately 70m to 150m across, with the central drainage corridor being 20 m across.

It is assumed that the City will acquire Blocks 24, 25 and 26 in accordance with the City's Development Charges Bylaw (Section 4.7) and the Dingman Creek Subwatershed: Stormwater Servicing Study which states that cost estimates for complete corridors include land acquisition. It is assumed that land acquisition will be based on 'table land' values, as the stormwater facilities are located on lands that are designated Neighbourhoods and would have otherwise been developed.

The complete Functional Servicing Report prepared by Stantec Consulting is submitted in conjunction with the draft plan application.

9.0 TRANSPORTATION

9.1 INTERNAL ROADWORKS

The proposed draft plan includes a 23 m wide Neighbourhood Connector (Street B) which will ultimately connect from Pack Road to lands to the south. Street A is identified as a 20 m wide local street which extends easterly from Phase 1 lands into Phase 2 and terminates in a cul de sac immediately west of the proposed complete corridor and south of a natural heritage feature. A cul de sac has been utilized as no road crossings of the corridor and compensation areas were desired. Street C is also a 20 m wide local street connecting Streets A and B and providing full frontage to the park block. Streets D, E and F are located east of the drainage corridor and are also identified as 20 m wide local streets in a general grid pattern that provide access to lands to the east and north.

Although the London Plan identifies a small section of a north-south Neighbourhood Connector in the extreme northeast corner of the subject lands, that street has been incorporated immediately to the east through an approved OPA for Southside and is not needed within this draft plan.

9.2 EXTERNAL ROADWORKS

There are no external roads directly connected to the Phase 2 subdivision plan. Surrounding roads that will ultimately connect to the draft plan are Colonel Talbot Road and Pack Road, both of which are classified as Civic Boulevards. Colonel Talbot has had some upgrades within the section bordering Hudson Park, with left turn lanes and a separated cycling route/multi-use trail. Pack Road has a 2-lane cross section; it is anticipated that it will be upgraded in the future to an urban standard.

9.3 BICYCLE AND PEDESTRIAN CONSIDERATIONS

It is anticipated that sidewalks will be required on both sides of the neighbourhood connector street network, and on at least one side of all local streets. The proposed street pattern is generally grid oriented. Where street connections cannot be provided due to natural features or the proposed complete corridor, multi-use trail connections and crossings will enhance pedestrian and cycling connectivity within the subdivision and to adjacent lands and open spaces.

The proposed multi-use trails will ultimately provide an extensive pedestrian and cycling system that connects the subdivision to both Pack Road and Colonel Talbot Road as trails are anticipated to be included in the complete corridor on adjacent lands to the north and south. A separated cycling/multi-use trail has also been constructed along Colonel Talbot Road that extends from Lambeth to Southdale Road, creating a safe and extensive active mobility route for future residents of Hudson Park.

9.4 PUBLIC TRANSIT

Public transit has been instituted through the Talbot Village area immediately to the north. Bus route #24 connects to Colonel Talbot Road at Raleigh Boulevard for the closest location to the subject site, approximately 1 km away. Additional routes or extensions are anticipated at some point in the future to serve new subdivisions, including this one, on Pack Road between Colonel Talbot Road and Bostwick Road.



LTC Routes

10.0 PARKS PLANNING

Parkland dedication requirements for the subdivision will be 5% of the draft plan area or 1 hectare per 600 units, whichever is greater (or the equivalent cash in lieu), in compliance with the London Plan and the Planning Act. The City's Parkland Dedication By-law allows for the exclusion of constrained lands from the calculation of parkland requirements so long as the constrained areas are dedicated to the City. As the proposed subdivision plan is 15.20 hectares in total, of which 12.09 ha is considered developable (i.e. excludes Blocks 27-29 compensation areas and Blocks 34, 35 woodlot and buffer areas), it is calculated that approximately 0.60 hectares, or the equivalent cash in lieu, of parkland is required for Phase 2, as shown in the table below.

TABLE 1 – PARKLAND CALCULATIONS

	Credit Provided	
	100%	Constrained Ratio
	Phase 1	
Total DP Area (ha)	9.55	9.55
Required Parkland (ha)	0.48	0.48
Ph. 1 Parkland Provided (ha)		
Block 18	0.82	0.82
% Parkland (Ph. 1)	8.59%	8.59%
	Phase 2	
DP Area (Excl. Constrained Lands)	12.09	12.09
Required Parkland (ha)	0.60	0.60
Ph. 2 Parkland Provided (ha)		
Block 30	0.21	0.210
Block 31*	0.07	0.003
Block 32 A	0.147	0.147
Block 32 B*	0.053	0.002
Block 33*	0.31	0.012
Block 36	0.07	0.003
Total Area (ha)	0.86	0.37712
% Parkland (Ph. 2)	7.11%	3.12%
Total DP Area Combined (ha)	21.64	21.64
Total Required Parkland (ha)	1.08	1.08
Total Parkland Provided (Combined)	1.68	1.20
Excess Parkland Provided (ha)	0.6	0.12
% Parkland Provided	7.76%	5.53%

* Reflects areas that are also functioning as buffer between wetland compensation areas and residential development.

Proposed park blocks equaling 0.79 ha are located adjacent to the Phase 1 park (Block 30) and integrated with the stormwater drainage corridor (Blocks 31-33, 36). These park blocks provide visual and physical access to the corridor and natural heritage areas. Total combined parkland identified for Phase 1 and Phase 2 totals 1.68 ha, representing 7.76% of the developable land area. While this is a significant over-dedication, it is recognized that Blocks 31, 32, 33 and 36 also provide some buffer function for the proposed wetland compensation areas and would likely be considered 'constrained lands' under the Parkland Dedication By-law. As shown in the parkland calculation table above, the parkland provided even at a constrained rate still represents an exceedance of .53% (0.12 ha) for which the City will be required to provide compensation/credit at the rates specified in the Parkland Dedication By-law. A related proposed draft plan condition is provided below:

Parkland dedication has been calculated in accordance with the current applicable legislation and City by-laws. Prior to final approval, the Owner shall dedicate Blocks 30, 31, 32, 33 and 36 in the amount of 0.86 hectares. Blocks 31, 32, 33 and 36 are calculated at the constrained rate of 1:25. Parkland dedication is in excess of the required amount by 0.12 ha and the City shall provide to Sifton compensation or parkland credit at the applicable rate(s) in accordance with the City by-law.

The proposed park blocks support relevant London Plan policies as they will enhance the overall open space system, allow additional opportunities for active mobility and a continuously linked cycling network, naturalization, linkages between neighbourhoods, creation of a range of park spaces and provision of street frontage to enhance visibility and sense of place.

11.0 FINANCIAL IMPLICATIONS

An estimate of claimable costs and revenues for the proposed development has been completed in accordance with the City of London Estimate of Claimable Works and Revenues Worksheet. The claimable works and DC revenue estimates are outlined in the following worksheet.

11.1 SUMMARY OF REVENUES

Based on January 2026 Development Charge Rates, the proposed lands consisting of low and medium density residential development will generate an estimated revenue of \$17,839,179.45 to the City Services Reserve Fund (CSRF).

11.2 SUMMARY OF CLAIMABLE WORKS

Further to a review of the anticipated servicing for the subject property, there are no anticipated City Services Reserve Fund (CSRF) claimable works triggered by the proposed development for roadworks or wastewater, watermain or storm sewer oversizing.

Claimable works are calculated to be \$2,492,745 for land acquisition costs of the stormwater management facility portion of the complete corridor, based on the rates prescribed by By-law CP-25.

A completed Claimable Works & DC Revenue Estimate Worksheet has been prepared identifying the various DC Background cost estimates and current claim estimates based on the assumptions noted above and on the worksheet (see Appendix E).

11.3 CLAIMABLE WORKS AND DC REVENUE WORKSHEET

Based on the assumptions noted in the sections above, the proposed subdivision is anticipated to generate a total revenue of \$15,346,434.45 overall.

12.0 OTHER STUDIES

12.1 NOISE ASSESSMENT

As no part of the proposed Phase 2 subdivision is located adjacent to external roads or other sources of noise, there is no need for noise assessment.

12.2 GEOTECHNICAL INVESTIGATION

A geotechnical investigation was completed by EXP Services to examine the subsoil and groundwater conditions on the site and provide engineering guidelines for the geotechnical design and construction of the proposed development. Seven boreholes were drilled with monitoring wells installed in two locations. Key findings from the investigation are summarized below.

In general, clayey silt till was encountered directly below the topsoil at all borehole locations. The till contains traces of gravel, traces of sand, and localized seams of sand. The clayey silt till is directly underlain by a sandy silt till in several areas. These areas are further underlain by sand and gravel. Groundwater depths ranged from 2.33 to 7.2 m below existing grade.

Based on observations during the field work and the subsurface conditions encountered at the site, there were no significant geotechnical limitations identified for the conventional development of the site. Depending on the proposed final grades and sewer inverts, excavations at the site will encounter surficial topsoil, silts, sands, clayey silt and glacial till deposits.

Groundwater is not expected to present a constraint to shallow excavations and groundwater seepage can likely be controlled by pumping from properly constructed and filtered sumps. However, depending on the prevailing conditions at the time of construction, more extensive dewatering may be required for excavations that extend below the groundwater table.

The complete Geotechnical Investigation Report has been submitted with these applications and can be reviewed for further detail and information.

12.3 HYDROGEOLOGICAL INVESTIGATION

A Hydrogeological Assessment was conducted by EXP Services, with investigations beginning in 2016 with the installation of groundwater monitoring wells and monitoring of groundwater elevations across the property. Additional monitoring wells and surface water stations were installed prior to 2021 which expanded on the groundwater and surface water data being collected on site. To date, hydrogeological data collected for the property includes (but is not limited to) daily elevation measurements of groundwater and surface water features on the site, multiple rounds of groundwater and surface water quality samples, geological mapping and interpretations, and site-wide water balance calculations.

Key findings of the hydrogeological assessment include the following:

- The site is situated within the Dingman Creek sub-watershed.
- The site is covered with a low-permeability clayey silt or silty clay till with occasional wet sand and silt pockets. Underlying the till in this area is an extensive sand / sand and gravel unit.
- A total of nine (9) domestic groundwater supply wells are located within a 500 m radius of the Site. MECP water well records show these wells were installed into the confined sand / sand and gravel aquifers and are all deeper than 10 m below ground surface (bgs).
- Overall, groundwater elevations are found to be close to surface in the monitoring wells screened at shallow depth within the shallow till/clayey silt/alluvial silt.
- All wetlands identified on and immediately surrounding the property (three on site and one off site) are regulated by the Upper Thames River Conservation Authority (UTRCA). Two seasonal streams are present in the eastern portion of the site and converge along the south edge.
- Surface drainage follows site topography and generally drains towards the seasonal streams and water features. Due to the low permeability surficial soils across the site, the surface water ponds at these locations during periods of rainfall.
- Based on the water balance calculations for pre-development conditions of Wetlands A, B and C, the overall estimated combined runoff for the wetlands is 33,888 m³/year and the estimated combined infiltration for the wetlands is 13,228 m³/year. The overall estimated runoff to the existing drain is 29,387 m³/year and the estimated existing infiltration within the catchment of the drain is 11,588 m³/year.

- Preliminary construction dewatering calculations estimate dewatering volumes to be low (less than 50,000L/day) based on the low hydraulic conductivity of the surficial soils anticipated to be encountered during construction (clayey silt till). As such, construction dewatering permits may not be required.

The complete Hydrogeological Assessment has been submitted with these applications and can be reviewed for further detail and information.

12.4 TRAFFIC IMPACT ASSESSMENT

A Traffic Impact Assessment (TIA) was completed by Paradigm Transportation Solutions for the proposed development. The TIA included an analysis of existing and future traffic conditions, and assessment of development-related traffic impacts with recommendations as appropriate to accommodate the proposed development. Key findings of the report are summarized below:

- The study area intersections are currently operating at acceptable levels of service.
- Phase 2 is forecast to generate 188/240 trips during the AM and PM peak hours.
- Full development of the subdivision will generate 374/480 trips during the AM and PM peak hours.
- 2033 background traffic conditions indicate that north-south roadway traffic volumes on Colonel Talbot Road are projected to exceed the two-lane roadway capacity (900 vph per lane) both north and south of Pack Road, with several critical movements at various intersections.
- 2033 total traffic conditions for Phase 1 are forecast to operate at deteriorating levels of service for the critical movements as noted under 2033 background traffic conditions, with additional critical movements at the intersections of Colonel Talbot Road/Pack Road, Colonel Talbot Road/Clayton Walk, Colonel talbot Road/Street A and Pack Road/Pioneer Parkway.
- 2033 total traffic conditions for full development of Phases 1 and 2 are forecast to operate at similar levels of service as under Phase 1 2033 total traffic conditions, with additional critical movements at some left-turn movements at Colonel Talbot Road/Pack Road and Pioneer Parkway/Pack Road.
- Site access at the Colonel Talbot Road and Street A intersection is noted to operate with high delays and v/c ratios for outbound traffic during the AM and PM peak hours. A southbound left-turn lane with 40-metre storage is identified as warranted under 2033 total traffic conditions.
- It is noted that fewer than 50 site trips to/from the subject development are expected to use the Pioneer Parkway access at Pack Road. The site trips at the access are forecast to have an insignificant impact on intersection operations.

The report concluded that capacity constraints are noted at the three Colonel Talbot intersections under 2033 background conditions and continue under total traffic conditions analyzed in the study. The issues are primarily due to the increases in overall study area development traffic volumes and the existing two-lane cross-section on Colonel Talbot Road. The projected traffic volumes could be accommodated within a four-lane cross-section on Colonel Talbot Road.

It should be noted that Hudson Park Phase 2 only represents approximately 5% of the AM and PM traffic generation, therefore is a very minor contributor to any traffic impacts that may occur on the surrounding road network.

The full Traffic Impact Assessment has been submitted with the application and can be reviewed for all calculations and details.

13.0 PLANNING RATIONALE

The following section of the report provides a more detailed analysis of how the proposed draft plan of subdivision, official plan and zoning by-law amendment applications have regard for matters of provincial interest, are in conformity with the Provincial Planning Statement (PPS) and The London Plan.

13.1 ONTARIO PLANNING ACT

The Ontario Planning Act identifies matters of provincial interest that are to be considered by municipal councils, planning boards and the Tribunal. Following is a brief summary of relevant matters of provincial interest as they pertain to the Phase 2 applications.

MATTERS OF PROVINCIAL INTEREST	HOW APPLICATIONS HAVE REGARD FOR PROVINCIAL INTERESTS
2 The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as, (a) the protection of ecological systems, including natural areas, features and functions;	Natural features on the site are being appropriately retained, protected and integrated into a larger open space system through their incorporation into the proposed completed corridor.
(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;	Archaeological investigations have been completed for the subject site, and no further evaluation is required.
(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;	The proposed subdivision will make use of existing and planned municipal services that are in proximity to the site.
(h) the orderly development of safe and healthy communities;	The proposed subdivision is contiguous to existing and planned development within the urban growth boundary.
(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;	Recreational facilities (parks and multi-use trails) have been integrated into the proposed draft plan of subdivision.
(j) the adequate provision of a full range of housing, including affordable housing;	The proposed subdivision and associated zoning will provide for a broad spectrum of housing types and densities, ranging from single to low-rise apartment forms of development.
(l) the protection of the financial and economic well-being of the Province and its municipalities;	The claims and revenues calculations demonstrate that the proposed subdivision will generate net revenues in excess of \$15M.
(o) the protection of public health and safety;	There are no natural or human-made hazards on the subject site.
(p) the appropriate location of growth and development;	The proposed subdivision is contiguous to other existing

	and planned and within areas designated for residential development.
(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;	The proposed development is compact and efficient and of a pattern that promotes active mobility through its incorporation of sidewalks, multi-use trails and road connections to adjacent lands.
(r) the promotion of built form that, (i) is well-designed, (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;	Future development will adhere to design policies of the London Plan. A sense of place will be created through the public park and open space features of the plan.

13.2 PROVINCIAL PLANNING STATEMENT

As noted previously, the PPS was updated in 2024 to help accelerate housing opportunities, promote affordability and support a strong and competitive economy. Following is a detailed review of the most relevant sections of the PPS that apply to the proposed development.

PPS POLICY	HOW APPLICATION ADDRESSES POLICY
2.1 Planning for People and Homes 4. To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall: a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.	The proposed subdivision and ZBA provides a suitable range of housing that will contribute to the 3 year and 15 year supply of approved and available land and residential units.
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... c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;	The proposed development, through the requested ZBA, will permit a range of housing including single, semi-detached, triplex, fourplex, street townhouses, cluster housing and potential low-rise apartments to accommodate future residents in the western part of London. Densities for multi-family housing are proposed to be up to 100 uph, resulting in efficient use of land, servicing and public facilities. Active transportation opportunities are provided through the proposed multi-use trail system in and near the proposed complete corridor.
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.	The proposed subdivision is within a settlement area that has been intended for development for many years. It provides a wide range of housing options in a compact and efficient plan, along with park, open space and active transportation features.

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;	
2.9. 1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that: a) support the achievement of compact, transit-supportive, and complete communities; b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;	Climate change considerations are incorporated into the proposed complete corridor which integrates stormwater management, active transportation through multi-use trails, buffers and wetland compensation areas. This corridor connects to an existing natural heritage area. The overall open space system represents approximately 22% of the total land area of the proposed subdivision.
3.6 Sewage, Water and Stormwater 1. Planning for sewage and water services shall: a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services... 2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas...	The subdivision will be provided with municipal servicing that has adequate capacity for the development and is in immediate proximity to the site.
8. Planning for stormwater management shall: 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; g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.	The proposed stormwater system is considered green infrastructure through the complete corridor approach and is in general conformity with the Dingman Creek Subwatershed Study recommendations.
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....;	The proposed development is generally grid-oriented and will have sidewalks on one or both sides of all streets. A public park along with multi-use trails/linear parks and open spaces/natural(ised) areas have been incorporated into the plan to provide all residents with opportunities for recreation, social connection, active transportation and access to nature.
4.1 Natural Heritage 1. Natural features and areas shall be protected for the long term. 2. The diversity and connectivity of natural features in an	A small natural heritage area that extends into the proposed subdivision is being retained and protected through adequate buffering. With the integration of wetland compensation areas in the proposed complete

area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features. 7. Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.	corridor for stormwater management, a more integrated, connected and larger natural heritage system will be created. A 100 m setback has been provided between all residential development and a heron nesting area, until such time as the nest has been vacant for 2 years. Holding provisions or draft plan conditions will be used to limit development and restrict timing of construction activities (e.g. for site works, SWM facility, etc.) within the 100 m setback.
4.6 Cultural Heritage and Archaeology 2. Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.	Archaeological assessments have been completed, and no archaeological resources remain on the site.
5.1 General Policies for Natural and Human-Made Hazards 1. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.	There are no natural or man-made hazards on the subject site.

13.3 THE LONDON PLAN

The London Plan contains many policies that are applicable to the proposed subdivision and associated OPA and ZBA applications. Following is a detailed review of the most relevant policies. Applicable policies that have been added from the former SWAP have also been included and are italicized.

LONDON PLAN POLICY	HOW APPLICATION ADDRESSES POLICY
OUR STRATEGY SECTION	
55_ Direction #1 Plan strategically for a prosperous city...	The proposed subdivision: - Creates / expands new neighbourhoods - Offers quality recreational opportunities - Proposes cost-efficient development
58_ Direction #4 Become one of the greenest cities in Canada	Proposed development will enhance London's ecosystem by: - Protecting natural heritage features which connect to tributaries of the Thames River (Dingman Creek); - Supporting green and active forms of mobility by inclusion of multi-use trails; - Implementing green infrastructure through inclusion of a complete corridor for SWM.
59_ Direction #5 Build a mixed-use compact city	The proposed subdivision: Contains a mix of housing types and densities that result in compact, efficient development;

5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. 7. Build quality public spaces and pedestrian environments that support walking. 8. Manage outward growth through the use of an Urban Growth Boundary and by supporting infill and intensification in meaningful ways.	- Includes park and multi-use trail blocks for recreation; - Is within the Urban Growth Boundary.
60_ Direction #6 Place a new emphasis on creating attractive mobility choices. 7. Utilize a grid, or modified grid, system of streets in neighbourhoods to maximize connectivity and ease of mobility.	The proposed subdivision is based on a general grid pattern to the extent possible. One cul de sac is proposed to allow for efficient use of land and to minimize access and impact on adjacent natural heritage features.
61_ Direction #7 Build strong, healthy and attractive neighbourhoods for everyone. 2. Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services. 9. Integrate well-designed public spaces and recreational facilities into all of our neighbourhoods.	The subdivision proposes a range of low and medium density housing types as well as parks, multi-use trails and open spaces. Commercial uses and recreational facilities are located in proximity to the site, and no additional uses of that type are required or appropriate in the proposed subdivision as it is an internal property with no exposure to higher-order streets.
62_ Direction #8 Make wise planning decisions	The proposed subdivision development is consistent with the PPS, conforms to the London Plan, and is also a good fit with surrounding existing / planned development.
CITY BUILDING POLICIES SECTION	
198_ All proposals for new neighbourhoods will be required to establish a vision to guide planning for their character and sense of place.	This report includes a section that outlines the vision for the new neighbourhood.
199_ All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context....	This has been provided in the Subdivision Vision and Design section of the FPR.
201_ New neighbourhoods should be designed with consideration for the character of existing landscapes and topography. The street network and civic infrastructure will be established in consideration of this goal.	There is little existing character in this area, as it consists of current/recently farmed lands with generally flat topography and few on-site natural features. There is no existing development constructed adjacent to the site yet. The proposed 'complete corridor' consisting of stormwater management, multi-use trails and wetland compensation areas will result in an extensive natural corridor that connects to existing landscape features and makes use of the existing topography.
203_ Neighbourhoods should be planned to include one or more identifiable and accessible focal points	The primary focal point in the proposed neighbourhood is the open space corridor that is centrally located and will be a significant component of the neighbourhood's

that contributes to the neighbourhood's character and allows for community gathering.	character and sense of place. In addition, Block 29 is an extension of the Phase 1 park block. This park will be a focal point for community gathering and activity.
204_ Natural heritage is an important contributor to the character of an area and influences the overall street network. Neighbourhoods should be designed to preserve or create views to natural heritage features and landmarks through lotting patterns, street patterns, or building placement.	The proposed complete corridor, integrating stormwater management, compensation areas and open space/parkland/multi-use trails along with a connection to the woodland/wetland feature north of the site will be the primary natural feature. Views to these features will primarily be created from the multi-use trail system.
210_ Trees should be recognized as important features of a neighbourhood's planned character and sense of place.	Trees will be planted in accordance with street tree planting requirements, as well as within park and buffer blocks.
212_ The configuration of streets planned for new neighbourhoods will be of a grid, or a modified grid, pattern. Cul-de-sacs, deadends, and other street patterns which inhibit such street networks should be minimized. To ensure connectivity and integration with existing and planned neighbourhoods, new neighbourhood street networks will generally be designed to have connections to existing and future neighbourhoods.	The proposed street pattern is of a modified grid pattern, where possible. Connections to all surrounding lands have been provided. Due to the inability to incorporate a road crossing over the complete corridor, one cul de sac is proposed. Pedestrian connections facilitate non-vehicular movement across the proposed corridor.
213_ Street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services.	Transit service is not anticipated to be provided to the interior of the subdivision. Access will ultimately be provided through lands to the west and north where proposed developments are grid oriented and have direct connections to the surrounding major street network.
216_ Street networks, block orientation, lot sizes, and building orientation should be designed to take advantage of passive solar energy while ensuring that active mobility and other design criteria of this chapter are satisfied.	The majority of streets are oriented east-west, allowing for passive and active solar energy opportunities on the south facing roofs/facades of buildings.
217_ Neighbourhood street networks and block sizes will be designed to ensure connectivity and support transit and active mobility. Infrastructure and amenities to support transit and active mobility will be incorporated. <i>217A_ Subdivision design shall incorporate and provide connections of linear pathway/trail and park systems within residential neighbourhoods and between neighbourhoods where possible and provide significant exposure of the open space feature to the residential community.</i> <i>217B_ The length of the block contributes significantly to creating a pedestrian friendly environment. Blocks should be short and regular in length to make walking efficient and allow for variation in routes. Where it is impossible or undesirable to provide short blocks, wide public mid-block corridors should be provided to shorten walking distances.</i>	A multi-use trail system supports active mobility within and between adjacent neighbourhoods through the linear pathway and park/open space system. Street connections to the west and north will facilitate connections to public transit if and when it is extended to this area. The proposed block lengths are generally short in length. Where they are longer, walkways and trail connections will offer shortcuts for the convenience of pedestrians and cyclists.

218_ Street networks should be designed to support connections to transit and other neighbourhood amenities within a ten minute walk.	
220_ Neighbourhoods should be designed with a diversity of lot sizes to support a range of housing choices, mix of uses and to accommodate a variety of ages and abilities.	The proposed plan and associated zoning will provide for a wide range of lot sizes and building types to accommodate a broad population base. Mixed uses are not anticipated as the site is internal to surrounding neighbourhood and not adjacent to primary streets.
222A_ The proportion of building and street frontages used for garages and driveways should be minimized to allow for street trees, provide for on-street parking and support pedestrian and cycling-oriented streetscapes.	Garage and driveway widths will be in conformity with zoning by-law requirements.
229_ Except in exceptional circumstances, rearlotting will not be permitted onto public streets and side-lotting will be discouraged on Civic Boulevards and Urban Thoroughfares.	No rear-lotting is proposed, and no development is located adjacent to higher order streets.
233_ Wherever possible, utilities should be located underground to reduce their visual impact.	Utilities will be located underground.
243_ Public facilities, parks, trails, seating areas, play equipment, open spaces and recreational facilities should be integrated into neighbourhoods to allow for healthy and active lifestyles. 244_ Public spaces will be located and designed to help establish the character and sense of place of the surrounding area and, where applicable, the positive image of our city	A neighbourhood park extension is proposed in Block 29, allowing integration with Phase 1. Multi-use trail blocks have been incorporated into the proposed complete corridor providing for safe and attractive, off-street pedestrian and cycling access through the neighbourhood.
246_ Public spaces should be designed and located as part of, and to support, the active mobility network.	A multi-use trail integrated with the proposed complete corridor will support active mobility.
247_ Public spaces should be located and designed within neighbourhoods to ensure access, visibility, safety, and connectivity to the adjacent street network. To accomplish these objectives, public spaces within neighbourhoods should have wide exposure to public streets.	The proposed park (Block 29) has full access along its entire eastern boundary for ease of access, visibility and safety.
333_ Neighbourhoods should be designed to use public spaces and parks to serve as mobility linkages through and between neighbourhoods. 346_ Active mobility, with a key focus on walking and cycling, is recognized as a mode of transportation that can play a positive role in improving mobility and quality of life as part of a balanced mobility system. 347_ The active mobility network is shown on Map 4 of this Plan. This planned network will be considered in the evaluation of all planning and development applications 348_ Active mobility features will be incorporated into the design of new neighbourhoods and, where possible, enhanced in existing neighbourhoods to ensure connections to the street and transit system.	As noted previously, a multi-use trail connecting east to west and north to south will facilitate active modes of transportation and serves as a mobility linkage within the subdivision itself, between the adjacent neighbourhoods and to the surrounding street network.

357_ Cycling routes and pedestrian pathways will provide linkages between open space areas, neighbourhoods, centres, corridors, employment areas and the public transit services and will enhance the convenience, safety and enjoyment of walking and cycling.	
408_ In the development of the system, we will strive to develop facilities, amenities and programming that are flexible, serve multiple users and can be linked to broader community strategies and initiatives related to health, economy, development, mobility, education, sustainability, and growth management....	The proposed park plan extends a park in Phase 1, retains a natural area and creates a park and trail system that will serve and connect the neighbourhood and broader community, as well as enhance the City's multi-use trail and cycling network.
409_ To achieve our objectives, we will plan and provide for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parkland, public spaces, open space areas, trails and linkages... 410_ All planning and development applications, plans, public works, and by-laws will conform with the following policies: 3. Priorities for parkland acquisition will be based on existing and proposed population densities within a park's service area,and the potential to create a more continuous or linked park system. 5. Through the Development Charges Bylaw, and in accordance with provincial legislation, development charges will pay for the development of new parkland and recreational amenities that are to accommodate growth. 6. Wherever possible, the creation of a continuous linked open space system utilizing linear parks in addition to more traditional block-shaped parks will be achieved by linking parks and public spaces in new subdivisions, establishing linkages through acquisition as opportunities arise..... 7. Where applicable, pedestrian pathways and bicycle pathways will be acquired by the City in accordance with the municipal land dedication requirements of the Planning Act or through purchase, donation, bequest, and/or expropriation, or any other means authorized by bylaw. 11. Linear open space parks will serve to provide a cycling infrastructure that is primarily recreational in nature, but will also allow for lower speed cycling that will accommodate commuting.	The proposed park and multi-use trail system are in accordance with these London Plan policies and acquisition priorities and are intended to satisfy the parkland dedication requirements of the subdivision. Overall land dedication for park purposes exceeds the 5% requirement by approximately 0.5%. Credit or compensation should be provided for this exceedance.
452_ Civic infrastructure will be planned, budgeted, and developed to conform with the City Structure Plan, the Natural Heritage policies, and all of the policies of this Plan. The Civic Infrastructure policies of this Plan will be implemented based on long-term, coordinated infrastructure studies and plans prepared by the City	The proposed subdivision will use / construct sanitary, water and SWM infrastructure that has been planned and approved within the City's GMIS.

for water, stormwater management, sanitary sewerage, and transportation, the Growth Management Implementation Strategy and the Corporate Asset Management Plan...	
473_5. Within the Urban Growth Boundary, new development will be permitted only if it can be connected to adequate municipal sanitary sewage infrastructure.	An extension of existing municipal sanitary servicing is proposed for the subdivision.
474_4. All development within the Urban Growth Boundary will be serviced by the City of London water supply system for its potable water supply and fire protection, which meets or exceeds all regulatory standards.	An extension of existing municipal water servicing is proposed for the subdivision through adjacent lands.
475_3. Stormwater management facilities shall be integrated into the design of neighbourhoods as focal points for communities. The design should promote buildings fronting the facilities, and ensure that the size and positioning of the facility does not impede convenient mobility throughout the neighbourhood.	SWM facilities are integrated into the proposed complete corridor, adjacent to a natural feature, and will incorporate wetland compensation areas as well. The corridor will create a focal point for the neighbourhood.
475_4. Stormwater infrastructure, with the exception of stormwater outlets, will be located outside of the Natural Heritage System and natural hazard lands.	The SWM facility is located outside of the natural heritage feature that extends slightly into the north-central portion of the site.
616_ An archaeological assessment is required where a proposal involves development or site alteration, and if it is determined through the application of the Archaeological Management Plan model that any part of a subject area possesses archaeological resource potential or known archaeological resources.	Archaeological assessments have been completed for the site and no further investigation or action is required.
724_ Green mobility will be promoted by establishing a city structure that supports rapid transit, transit-oriented design, active mobility, transportation demand management, intensification, and cycling infrastructure throughout the city.	The proposed multi-use trail system supports active mobility and the provision of cycling infrastructure in London.
PLACE TYPE POLICIES	
761_1. Provide for a continuous linear green space network which generally follows the Thames River and its tributaries.	The retention of natural heritage features will provide a continuation of the green space network that follows tributaries of the Thames River (i.e. – Dingman Creek system) through the complete corridor proposed in the subdivision.
918_ We will realize our vision for the Neighbourhoods Place Type by implementing the following in all the planning we do and the public works we undertake: 1. Through the review of all planning and development applications, neighbourhoods will be designed to create and enhance a strong neighbourhood character, sense of place and identity.	The integration of proposed uses, natural areas, parks and street layout will create a neighbourhood with its own character and identity.
2. Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms.	The proposed draft plan and associated ZBA provide opportunities for a range of low and medium density housing types, intensities and forms at both the neighbourhood and street level.

3. Affordable housing will be planned for, and integrated into, all neighbourhoods.	The range of housing forms, lot sizes and potential tenure options will offer opportunities for affordable forms of housing.
7. Street networks within neighbourhoods will be designed to be pedestrian, cycling and transit-oriented, giving priority to these forms of mobility.	The proposed street network is generally grid-oriented, and includes multi-use trail connections to facilitate non-vehicular modes of transportation.
10. Public parks and recreational facilities will be designed to support a strong sense of identity and place and to serve as a meeting place with appropriate infrastructure to attract and support neighbourhood residents of all ages and demographics. 11. Our public spaces and facilities within neighbourhoods will be designed to be accessible to all populations.	An extension of the Phase 1 public park has been proposed to increase its size, further enhancing opportunities for gathering, special events, and passive and active recreation for the neighbourhood as a whole.
12. Neighbourhoods will be designed to protect the Natural Heritage System, adding to neighbourhood health, identity and sense of place.	Natural heritage features have been protected both on and adjacent to the site.
921_ Table 10 - Range of Permitted Uses in Neighbourhoods Place Type, shows the range of permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification	The proposed draft plan and associated zoning are in accordance with the permitted uses of the proposed Neighbourhoods place type.
935_ The following intensity policies will apply within the Neighbourhoods Place Type: 1. Table 11 - Range of Permitted Heights in Neighbourhoods Place Type, provides the range of permitted heights in the Neighbourhoods Place Type, based on street classification.	The proposed draft plan and associated zoning are in accordance with the permitted heights of the proposed Neighbourhoods place type and associated street network.
936_ The following form policies will apply within the Neighbourhoods Place Type: 2. New neighbourhoods, or parts thereof, should be designed to avoid rear lotting and to avoid noise walls that are required to protect amenity areas...	Rear-lotting is not proposed and no noise walls are required as the subdivision is not adjacent to higher order streets.
1334_ For non-provincially significant wetlands there shall be no net loss of the wetlands' features or functions. In some instances, and in consultation with the conservation authority having jurisdiction, the City may consider the replacement of wetlands rather than in situ protection where the features and functions of the wetland may be provided elsewhere and would enhance or restore the Natural Heritage System. Such replacement will be on at least a one-to-one land area basis except:	Wetland compensation areas have been provided along the proposed complete corridor to address wetland removal in Phase 1. Compensation has been provided on a one-to-one basis.
1349_ Development and site alteration shall not be permitted in significant valleylands unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.	There are no significant valleylands on the subject site.
1389_ The following uses may be permitted in the Green Space Place Type: 2. Recreational uses associated with the passive enjoyment of natural features including pathways and trails...	The proposed multi-use trail system will be within the area being redesignated from a Neighbourhoods to a Green Space place type and is identified as a permitted use.

1390_ Development and site alteration shall not be permitted within a provincially significant wetland.	There are no PSWs on or adjacent to the subject site.
1393_ Development and site alteration shall not be permitted on adjacent lands to natural heritage features and areas until appropriate studies have been completed to satisfy provincial and municipal policy and the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural heritage features or on their ecological functions.	An EIS has been completed that demonstrates no negative impact to on-site and adjacent natural heritage features.
1413_ Ecological buffers will generally be required on lands contiguous to a specific natural heritage feature or area. Ecological buffer requirements shall be determined as part of an Environmental Impact Study.	A minimum 20m ecological buffer has been provided between the woodland to the north and proposed residential development. A 30 m buffer has been provided to the wetland area. In addition, a 100 m setback has been applied to a heron nesting site until such time as the nest is vacated for at least 2 years.

14.0 SUMMARY

The proposed subdivision plan is in general accordance with the London Plan, relevant sections of the Southwest Area Plan and the Dingman Creek Stormwater Servicing Study. It will be a compatible extension of existing and proposed development to the west, north, east and south. A range of single and multi-family housing opportunities will be offered for future residents in a neighborhood anchored by extensive natural heritage and park spaces. Pedestrian and cycling connectivity is also an important element of the plan, both within and to the surrounding community.

Natural heritage features are being addressed appropriately through the retention of a significant woodlot feature extending into the site along the northern boundary with a recommended buffer, and the incorporation of wetland compensation areas within the proposed complete corridor that will also provide connectivity to natural heritage features and other open space areas. This results in a larger open space system overall which comprises over 22% of the Phase 2 draft plan.

The proposed Draft Plan of Subdivision has regard for matters of provincial interest under Section 2 of the Planning Act, is consistent with the PPS, conforms to The London Plan, and as such, represents good planning and is in the public interest.

Report prepared by:



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MAZunti Planning on behalf of Sifton Properties Limited

15.0 BIBLIOGRAPHY AND ATTACHMENTS

Attachments

- Appendix A – Proposed Draft Plan of Subdivision
- Appendix B – Proposed Official Plan Amendment
- Appendix C – Proposed Zoning & Special Provisions
- Appendix D – Proposed Draft Plan Conditions
- Appendix E – Claims and Revenues Worksheet

Reports Submitted Separately With FSR and Applications

- Hudson Park Phase 2 Scoped Environmental Impact Study, MTE – July 2026
- Archaeological Assessments, Stages 1 through 4, AECOM - 2018
- Functional Servicing Report, Hudson Park Phase 2, Stantec – July 2026
- Geotechnical Investigation, Hudson Park Phase 2, Exp – June 2026
- Hydrogeological Assessment – Hudson Park Subdivision, Exp – July 2026
- Transportation Impact Assessment, 3614 & 3630 Colonel Talbot Road, Paradigm – July 2026
- Tree Protection Plan (to be provided)

Existing Background Studies and Documents (not attached)

- Provincial Planning Statement (2024)
- The London Plan (Approved December 2016, Consolidated Version January 16, 2026)
- City of London Zoning By-law
- Southwest Area Secondary Plan (Updated 2019)
- Dingman Creek Subwatershed: Stormwater Servicing Study, 2020
- City of London Parkland Dedication By-law CP-25
- City of London Environmental Management Guidelines, July 2025
- 3614, 3630 Colonel Talbot Rd and 6621 Pack Road-Phase 1 Urban Design Brief, March 2024
- Proposal Review Meeting Summary and Record of Consultation, Dec. 23, 2020

APPENDIX A – PROPOSED DRAFT PLAN OF SUBDIVISION

APPENDIX B – PROPOSED OFFICIAL PLAN AMENDMENT

APPENDIX C – PROPOSED ZONING & SPECIAL PROVISIONS

APPENDIX D – PROPOSED SITE-SPECIFIC ECOLOGICAL DRAFT PLAN CONDITIONS

PROPOSED DRAFT PLAN CONDITIONS**General conditions**

- No site alteration, tree removal, grading, or construction activity shall occur within the 100m heronry buffer, as defined by the EIS authored by MTE Consultants, between March 15 and August 15 on Lots 5 through 9 and Block 23, or until 2 yrs of non-nesting activity has been confirmed by an ecological consultant, to the satisfaction of the City.

Single detached conditions

- There shall be no residential construction of Lots 5 through 9, until 2 yrs of non-nesting activity has been confirmed by an ecological consultant, to the satisfaction of the City.

Medium Density Block conditions

- No construction of any residential use shall be approved nor constructed within Block 23, within the 100 metre buffer, as outlined in the EIS document authored by MTE Consultants, until 2 yrs of non-nesting activity has been confirmed by an ecological consultant, to the satisfaction of the City.
- Development of Block 22, being the medium density block with frontage onto Street 'B' may be approved and constructed outside of the 100 metre heronry buffer.

APPENDIX E – CLAIMS AND REVENUES WORKSHEET