

# London Development Institute

June 19, 2012

City of London  
300 Dufferin Avenue  
London, Ontario  
N6A 4L9

Attn.: Harold Usher, Chair and Members of the Civic Works Committee

**Re: Civic Works Committee Agenda, June 19, 2012, Items #16, London 2030 transportation Master Plan**

Dear Mr. Usher and Committee,

The LDI has participated on one of the Advisory Groups for the Transportation Master Plan (TMP) as part of the public consultation process and we have a number of questions related to the approval of the TMP today as follows:

- The Committee is being asked to **Accept** the plan today but what is the status of the plan as it relates to the Official Plan (OP) for implementation and refocusing the City's capital and operating works plan?
- The final Smart Moves meeting held on May 16, 2012 was expected to present the final plan but what was presented was an eight page handout with little information on timing, construction and financing. When will the full plan be available for review?
- The plan relies heavily on Federal and Provincial Government funding and future Development Charge (DC) monies to construct the road and infrastructure works to implement the plan. What will the impact be on the DC's if the government money is not available?
- The LDI has asked for a plan of the road works being proposed in the TMP since the beginning of the Smart Moves process and the first plan of road works that was presented was in the final Smart Moves handout on May 16, 2012. We have since asked Staff for a financial comparison of the proposed road projects to the existing projects in the Growth Management Implementation Strategy (GMIS) to determine the impact on the DC's; this has not been provided at this time.
- There has not been any discussion on the changes to the level of service of the proposed road works that will be required to provide for the future of the TMP compared to the projects in the current GMIS. Changes in level of service are not fundable through DC monies. This requires further review to determine the impact on future DC's.

- The targets for 40% infill and intensification requires further discussion on how this will be achieved and what will be the impact on the TMP if it is not achievable.

The TMP has been a two year process and forms the basis of many City lead initiatives from the OP review (ReTHINK London), to capital budget allocations, operation and maintenance procedures, Development Charges review and the London Transit Commission. This is an important document for the future of the City and we appreciate being a part of one of the advisory groups having input on the Smart Moves process. The LDI will continue to provide input and comments on how the TMP will impact the growth of the City and the future development charge review.

Sincerely,

**London Development Institute**



**Jim Kennedy**  
**President, LDI**

cc LDI Members  
cc John Braam, City Engineer  
cc John Lucas, Transportation Engineer