

London Development Institute

October 24, 2012

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

Attn.: Bud Polhill, Chair and Members of the Planning and Environment
Committee (PEC)

Re: Special PEC Meeting Regarding the SWAP, October 24, 2012,

Dear Mr. Polhill and Committee Members,

The LDI has the following comments on the Staff report regarding the SWAP
presented on October 15, 2012:

Servicing and Phasing Strategy:

- The Staff report clarifies that \$90.7mil is already being collected in the 2009 DC By-law to service the lands in the SWAP
- The Staff report clarifies that there is a comprehensive servicing strategy to allow for the development of the SWAP
- Staff need to review the timing of specific projects to meet the opportunities for development as growth proceeds
- The Municipal Servicing Financing Agreement (MSFA) needs to be completed and the \$5.0mil cap per five years needs to be reviewed

Environmental Review Lands and Natural Heritage Corridors

- Schedule B1 designations should be changed where appropriate to “unevaluated” if an Environmental Impact Study (EIS) has not been completed
- The current Official Plan (OP) policy 15.4.6 ii) (b) should be included in the SWAP
- “15.4.6 ii)(b) The minimum width of Significant River, Stream and Ravine Corridors will be generally comprised of 30 metres on each side of the watercourse measured from the high watermark. The ultimate width of the corridor will be established on a case-by-case basis through application of the Guidelines for Determining Setbacks and Ecological Buffers, as part of an Environmental Impact Study and/or Subject Lands Status Report approved by the City”.
- A policy should be added that all or part of the 30 metre setback can be considered as part of the 5% parkland dedication requirement of the Planning Act

- A policy should be added that an additional means to acquire the 30 metre corridor is for the City to buy the lands at full development value

Transportation Planning:

Fine Grid Road Network

- Staff recommends that the “fine grained road network” be dedicated now without the need to be built to municipal standards: who pays in the future to build the road to municipal standards?
- The SWAP indicates that the future road pattern will be subject to any future Environmental Assessment Study: the SWAP is a Secondary Plan and should meet the requirements of the Integrated Planning Approach recommended in the EA Manual

Frontage Streets, Wonderland Road

- The two examples of frontage streets in the report are taken out of context and do not relate to the proposed design of Wonderland Road
- Will there be a need for 6 lanes of traffic on Wonderland Road based on the transition to transit as proposed in the Transportation Master Plan?
- A cost analysis is required on the timing, cost of construction, maintenance and sources of funding for the innovative design of Wonderland Road

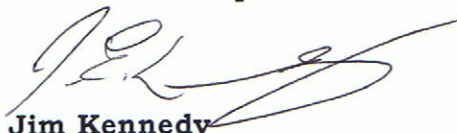
Wonderland Road Enterprise Corridor

- The extension of the Enterprise Corridor to Hamlyn Street will provide for the construction of permanent servicing infrastructure
- The Medium Density Residential designation in the OP allows for 4 storeys and 75uph and this conflicts with the Staff proposal for SWAP to allow 10 storeys at a density of 150uph

These issues are further to issues raised in letters submitted to Staff regarding the SWAP.

Sincerely,

London Development Institute



Jim Kennedy
President, LDI

cc LDI Members
cc Heather Lysynski, Secretary, Planning Committee