



April 23, 2013

City of London  
Planning Division  
P.O. Box 5035  
300 Dufferin Avenue  
London, ON, N6A 4L9

And via e-mail to Travis Macbeth [tmacbeth@london.ca](mailto:tmacbeth@london.ca)

Re: **``Industrial lands Strategy`` and Expansion of Urban Growth Area  
Re-Think London** Director of Planning, Development and Information Services

Mainline Planning represents the owners of a variety of land holdings in the south west area of the City of London. We have been requested to provide comment on the ``Industrial Lands Strategy`` study contents and direction of the study and indicate the general support of an expansion concept that has the intent to expand the economic potential of the City of London. We would like to thank the Council and staff of the City of London for providing this opportunity.

We support the direction of the Study, recognizing the important role that the 401 and 402 Provincial Highway corridors play in support of the continued economic growth of the City of London. The Highways provide primary access to London as well as the means of moving products created in London to move to other market areas both national and international. The economic success of Canada and Ontario is marked by the ability to move our products to markets and conversely to access products that benefit our citizens in the most efficient manner possible. In this day of a knowledge based economy, we continue to depend on our ability to use transportation corridors to their best advantage, including locating our economic engines in proximity to those corridors.

In addition we agree with the criteria for the selection of lands onto which to expand the employment base but would suggest that the criteria be weighted in a manner that reflects the needs of the ultimate users. That weighting, in our opinion would place the access to transportation as a priority for reasons that include the fact that the networks are already in place, that they have the ability to carry the additional traffic and that interchanges exist on all major connecting north-south link areas. It is important to note that in addition to existing interchanges on Colonel Talbot Road at the 401 and the 402, and on Wonderland Road at the 402, the municipality in partnership with the Province committed investment capital to a new interchange on Wonderland Road at the 401. These interchanges along major north-south arterial roads will leverage business connections to the US market and the Greater Golden Horseshoe providing better employment opportunities in London.

We believe that the lands adjacent and in close proximity to Highways 401 and 402, within the legal boundaries of the City would be the best placed for further consideration of the expansion of the Urban Growth Area for economic purposes. The use of these lands would appear to be consistent with other similar directions approved by other regional and provincial authorities. The locations continue to utilize the assets associated with the City of London, including the presence of the variety of post secondary educational facilities that can provide a basis for an educated and knowledgeable workforce.

We welcome this and further opportunities to discuss the criteria to be used in the choice of lands that will be included in the expanded Urban Growth Area. Thank you.

I trust that our comments are well received and that staff will process our conversion application at the next available council meeting.

Sincerely,  
**mainline planning services inc.**

A handwritten signature in black ink, appearing to read "J. Plutino", is written over the typed name and title.

Joseph P. Plutino, M.C.I.P., R.P.P.  
Presentation Outline:

**1. Future Employment Land Designation to Provide Flexibility**

By designating the entire Triangle for 'future employment use', the municipality will ensure landuse compatibility from other uses and provide for the long term economic health of the community.

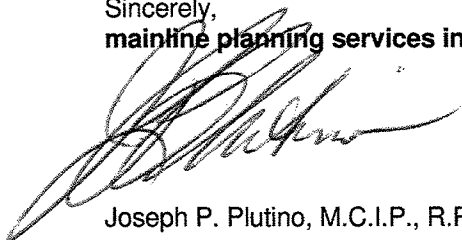
**2. Take Advantage of Existing Municipal Infrastructure**

- There are two existing and major transportation north south corridors into London with 4 interchanges (3 existing and 1 funded interchanges), 2 on Hwy 401 and 2 on Hwy 402.
- Taking advantage of infrastructure you have is a win-win situation for the taxpayer and the municipality.
- Superior access and visibility is paramount for attracting major employment anchors to locate their corporate headquarters and facilities in London.
- Utilizing north-south direct arterial road linkages including both Wonderland and Colonel Talbot Roads will ensure direct access to the City core including the South-west Secondary Plan Area (OPA 541). This will create an immediate linkage between where people live and work and expand in a meaningful and economically feasible way public transit systems and supporting services.
- It is also important to note that in addition to existing interchanges on Colonel Talbot Road at the 401 and the 402, and on Wonderland Road at the 402, the municipality in partnership with the Province committed investment capital to a new interchange on Wonderland Road at the 401. These interchanges along major north-south arterial roads will leverage business connections to the US market and the Greater Golden Horseshoe providing better employment opportunities in London.

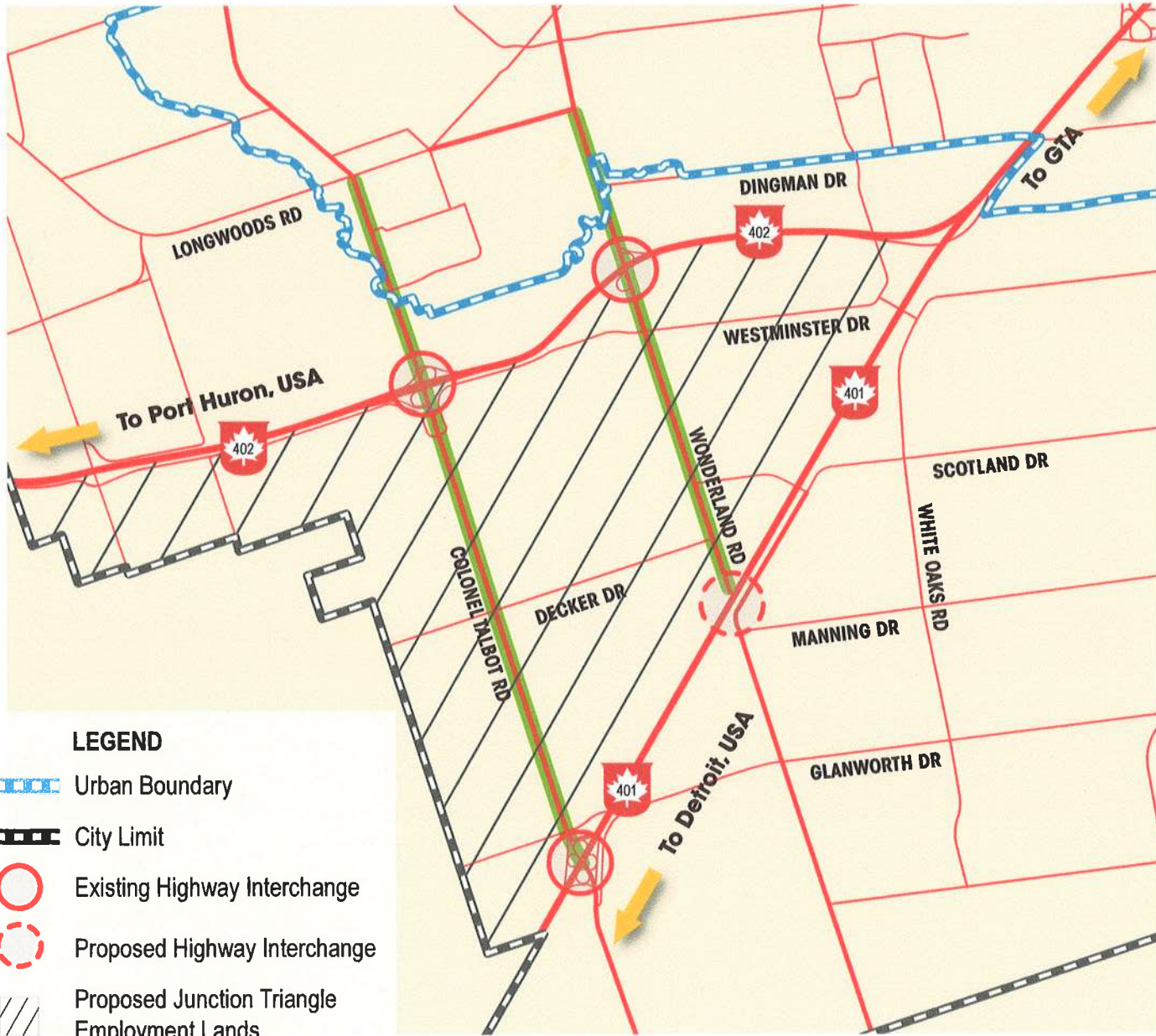
**3. Acknowledge Council and Staff Initiatives to Ensure Good Planning**

- I reviewed some of the material including the Panzer Industrial Land Needs Study including the determination of how much land is needed to support a future employment population for the City.
- I understand that Panzer accounts for approximately 620 hectares of land needed including some allowances for infrastructure including roads, stormwater quantity and quality control ponds etc. Clearly, there needs to be additional land designated to allow for environmental buffers, structural setbacks, community improvement areas, parkland dedication etc.
- I caution staff to ensure that more land is designated to account for such matters and that any land needs assessment include an ability to provide for development without necessarily needing an Official Plan Amendment. A future employment designation regulated by a holding zone could provide additional flexibility for major anchor tenants to kick start development and assist in funding infrastructure by using a development charges bylaw.
- Thank you for the opportunity to speak on this matter and on behalf of my clients, your ratepayers, we trust that you will consider our comments well received.







Sincerely,  
**mainline planning services inc.**



Joseph P. Plutino, M.C.I.P., R.P.P.



**LEGEND**

-  Urban Boundary
-  City Limit
-  Existing Highway Interchange
-  Proposed Highway Interchange
-  Proposed Junction Triangle Employment Lands
-  Existing Transportation Corridors