



Highway 401 Corridor Land Use Strategy

Thames Centre, Ontario

Final Report

September 30, 2006

Prepared For:
The Municipality of Thames Centre

4305 Hamilton Road
Dorchester, Ontario
N0L 1G3

Prepared By:

mbpc
Monteith♦Brown
planning consultants

610 PRINCESS AVENUE, LONDON, ON N6B 2B9
Tel.: (519) 686-1300 Fax: (519) 681-1690
E-Mail: mbpc@mbpc.ca

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610 Princess Avenue, London, Ontario, N6B 2B9
Tel: (519) 686-1300, Fax (519) 681-1690
e-mail: mbpc@mbpc.ca

Table of Contents

1.	Introduction	1
1.1.	Industrial Focus of 401 Corridor	1
1.2.	Protection of Potable Water Supply	1
1.3.	Study Purpose	2
2.	Background	2
3.	Planning Framework	3
3.1.	County of Middlesex Official Plan Direction (5 Year Review)	3
3.2.	Municipality of Thames Centre Official Plan Direction	4
4.	Industry in Thames Centre	5
4.1.	Introduction	5
4.2.	Industrial Property Assessment	6
5.	Trends in Industry	7
5.1.	Introduction	7
5.2.	Increased Reliance on Efficient Freight Movement	8
5.3.	Importance of Industry Clusters	8
5.4.	Access to Skilled Labour Force	8
5.5.	Sufficient Land Availability to Accommodate Future Expansion	8
5.6.	Increasing Encroachment from Non-Industrial Uses	9
5.7.	Emerging Sectors	9
6.	Demographic Characteristics	9
6.1.	Population Report	9
6.2.	Factors Influencing Employment Demand	10
6.3.	Summary of Population and Employment	11
7.	Regional Characteristics	11
7.1.	Strategic Location	11
7.2.	Truck Transportation Routes	12
7.3.	Railway Access	13
7.4.	Deep Port Facilities	13
7.5.	Air Transport Facilities	13
8.	401 Corridor Study Area	14
8.1.	Introduction	14
8.2.	Primary Area of Interest	14
8.3.	Secondary Area of Interest	14
9.	Existing Highway 401 Interchanges (Study Area Land use Analysis)	16
9.1.	Introduction	16
9.2.	Westchester Bourne	16
9.3.	Dorchester Road	18
9.4.	Elgin Road	20
9.5.	Putnam Road	20
10.	Existing Supply of Industrial Lands	23
10.1.	Introduction	23
10.2.	Identification of Supply	23
10.3.	Location of Supply	23
10.4.	Summary of Industrial Land Supply	25
11.	Identification of Potential Sites	26
11.1.	Introduction	26
11.2.	Site Identification Process	27
11.3.	Site Evaluation Criteria	28
11.4.	Limitations of Planning Assessment	34
11.5.	Potential Sites Identified	35
11.6.	Site Evaluations	36
11.7.	Site Scores	36
11.8.	Short-List of Sites	37
11.9.	Summary of Short Listed Sites in Primary Area of Interest	39
11.10.	Summary of Short List of Sites in Secondary Area of Interest	43
12.	Recommended Land Use Strategy	44
12.1.	Introduction	44
12.2.	Recommended Land Use Strategy - Primary Area of Interest	45
12.3.	Recommended Land Use Strategy - Secondary Area of Interest	47

APPENDIX I – Detailed Site Evaluations

APPENDIX II – Site Evaluation Criteria Matrix

1. Introduction

In February of 2006, Monteith Brown Planning Consultants Limited was retained by the Municipality of Thames Centre to identify a strategy for providing a range of employment land opportunities to accommodate and promote new industrial development along the 401 corridor. To be included in this study was the identification of a large-scale industrial site (400 to 800 ac.) together with other potential sites to accommodate smaller-scale employment land uses which would benefit from the access to Highway 401 and the growing regional industrial sector that Thames Centre provides.

1.1. Industrial Focus of 401 Corridor

Recently, Municipal Officials in Thames Centre have received a number of inquiries from the Province of Ontario and private industries seeking large (400 – 800 acres) available industrial sites with access to Highway 401. These inquiries, coupled with recent announcements with respect to the development of a new Toyota auto-manufacturing plant in the Woodstock area, and other manufacturing industries in London and Middlesex County have lead to significant interest in industrial lands located along the Highway 401 corridor in Middlesex and Oxford Counties. In addition to this existing demand, the Thames Centre Official Plan had identified a need to establish serviced industrial lands.

As a result of the heightened industrial focus on the 401 Corridor in this area, and the findings of the recent Official Plan update, the need for additional employment lands within Thames Centre was established. Pursuant to this demand, the Municipality identified the need to assess the lands within the 401 corridor in Thames Centre to identify the suitability of the area for the provision of employment lands to meet the growing needs of industrial development in the region.

1.2. Protection of Potable Water Supply

Further to the interest of Thames Centre's 401 corridor for economic development purposes are the recent findings of an Ontario Municipal Board hearing which dealt with the new Thames Centre Official Plan. Of primary concern in the findings from that hearing was the protection of the ground and surface water feeding the Dorchester municipal well located in proximity to the 401 corridor. This well supplies the drinking water to the adjacent Dorchester Settlement Area as well as a portion of the Thorndale Settlement Area. Evidence presented to the Ontario Municipal Board identified a "preliminary estimate" of a capture zone, recently designated as a Well Head Protection Area in the Official Plan (See Figure 2), which extends across Highway 401 south of Dorchester east of Dorchester Road and west of Elgin Road.

While the thrust of the OMB hearing dealt with proposed land uses to the north of the municipal well, information presented at the hearing revealed the impact that a spill on this stretch of Highway 401 would have on the supply of municipal drinking water to the community of Dorchester. As a result, the Municipality identified the need to examine the relationship of the 401 corridor and the municipal drinking water supply and the potential for providing piped municipal water to the community of Dorchester to replace the municipal well.

Increasing awareness and concern surrounding the protection of Thames Centre's groundwater drinking supply has prompted the Municipality to identify potential solutions and consideration of contingency plans to provide alternative solutions for the provision of a potable water supply to the residents of the Municipality. Recognizing that a motor vehicle collision on the 401 within the area of groundwater susceptibility has the potential to contaminate the municipal water source, and correlating that realization with the understanding that one of the limitations to industrial development of any scale in Thames Centre has been the lack of adequate supply of water for

fire suppression, the Municipality is seeking a land use strategy which may offer potential solutions to address both of these issues in a complimentary fashion.

1.3. Study Purpose

The purpose of this Study involves a number of facets which include:

- Identify and recognize lands capable and appropriate for development adjacent to the highway 401 corridor, particularly in proximity to its interchanges, as a finite economic development resource, to be protected and promoted to assist in ensuring the economic sustainability of the community by offsetting the existing imbalance of employment and assessment base in the Municipality;
- Develop a strategy for the provision and protection of employment lands at key locations along the Highway 401 corridor to accommodate a range of small, medium and large scale industrial operations;
- Consider potential solutions to resolve existing groundwater protection issues in association with the economic development goals of this study; and
- Take measures to create a balanced community with respect to the principles of smart growth.

Key components of the Study include a review of the planning and economic development direction for Thames Centre, a review of industry in the Municipality, identification of emerging trends in industry, demographic and employment characteristics, regional characteristics, a review of available sites both designated for industrial development, or available to be designated; a detailed site selection and evaluation process; and the recommendation of a land use strategy to give focus and direction to its economic development efforts.

2. Background

The Thames Centre Official Plan, adopted by Council in 2003 and approved by the County of Middlesex in 2004, was a consolidation of the Official Plans for the former municipalities of the Township of North Dorchester and the Township of West Nissouri. In the process of updating the Official Plan it was identified that Thames Centres needed to attract new employment opportunity to offset the outflow of labour force and reduce the economic impact of being a bedroom community to the City of London. Since that time, significant shifts in global market economies have targeted South-western Ontario for investment in major manufacturing plants in the automotive and trucking industries. As a result, Thames Centre has identified the need to re-examine their approach to the supply of an appropriate range and type of employment lands along the Highway 401 corridor through the municipality.

It is recognized that a tremendous amount of background research went into the Background Reports to the Official Plan with respect to detailed population analysis, employment participation rates, economic opportunities and preliminary servicing analysis. The final product of the Background Reports identified that the municipality required serviced industrial lands to attract new industry. Due to financial reasons at the time, the provision of serviced industrial lands was not feasible. As a result, decisions were made to identify limited amounts of industrial lands in strategic locations along the Highway 401 corridor for dry industrial uses. The premise for this decision was that if dry industry could be added to the tax base, additional revenues from that taxation could be used to service key industrial locations in the future.

This study will examine the recent Official Plan background research undertaken to date in the context of new information and the identified interest in Thames Centre by large industry. From this, a strategy to satisfy the short, medium and long term demands for employment lands will be identified. A framework will then be developed to assist the Municipality in achieving each unique stage of development in achieving diversity in employment land uses necessary to maintain economic prosperity.

The allocation of employment lands must be staged in such a manner as to promote diversification of land use types in appropriate locations. The successful strategy will effectively consider the opportunities and constraints of transportation routes, existing and proposed servicing scenarios, impacts/opportunities for improvement to the protection of groundwater/supply of potable water to municipal residents, promote efficient use and/or development of infrastructure, implement measures to protect the environment, ensure compatibility with surrounding land uses and not detract from the economic vitality of other established areas.

3. Planning Framework

3.1. County of Middlesex Official Plan Direction (5 Year Review)

The County of Middlesex operates under a two-tier planning system which divides planning responsibilities between the County and the local municipal level. It is important to note that London is a separated City which is not part of the county of Middlesex. As such, the City's assessment base does not form part of the assessment base for the County of Middlesex.

The County of Middlesex Official Plan serves as the overall guiding document providing a framework for planning policy for the local Official Plan. The County of Middlesex is currently undergoing a five-year review of the Official Plan and has prepared a draft Official Plan update for review. One of the key components to this five-year review was the examination and updating of the Economic Development policies of the Plan.

Section 1.3 of the County of Middlesex Official Plan identifies that the purpose of the Plan is to act a planning tool to be used in working towards the long term vision for the County in land use policy and physical planning on a broad basis.

Policies pertaining to the direction of economic development within Middlesex County are contained in Section 2.3.4. of the County Official Plan and recognize that many of the long-term goals and objectives of the Plan are dependant upon economic prosperity. The County Plan also recognizes the significant importance of developing a diversified economic base which protects the agricultural community and fosters new economic development opportunities.

Through their analysis, the County Planning and Economic Development Department identified the short-comings of the existing Economic Development Policies contained in the County Official Plan. In their review paper entitled Five Year Review of the County Official Plan Economic Development Paper, it was identified that the County Official Plan does not appropriately recognize the importance of the presence of the provincial 400 Series Highway corridors with respect to economic development opportunities. The paper concluded with a recommended amendment to the County Official Plan which adds a policy to Section 2.3.4. of the Economic Development Section of the Plan which states that through the policies of the Plan the County will:

- "e) support local municipalities to promote economic development opportunities adjacent to Provincial 400 series highways where justified through an amendment to the local Official Plan."**

The county concluded that the inclusion of such a policy in the County Plan would allow local municipalities the flexibility to consider development at interchanges through an amendment to the local Official Plan without the requirement of an amendment to the County Official Plan.

3.2. Municipality of Thames Centre Official Plan Direction

The Municipality of Thames Centre undertook an Industrial Land Needs Review as part of the background research prepared for the Municipality's Official Plan. This report entitled Background Reports for the Official Plan (November 27, 2001) identified that with respect to new opportunities for industrial/commercial development, Thames Centre was caught in a "chicken and egg" scenario. Without serviced employment lands, new businesses were deciding to locate elsewhere. The Report concluded however, that if there was a concerted effort made to attract "dry industry", being industries not reliant upon municipal water and sanitary services, that the municipal tax base could be broadened thereby generating more tax dollars for the upgrading of the municipal servicing system.

The Background Reports also identified that given Thames Centre's accessibility to the 400 series of Highways (i.e. 401, 402 and 403) together with its proximity to the London International Airport, that transportation and warehousing based business would be a natural fit for the municipality. The essence of the report concluded that diversification of the Municipality's employment land base is the key to achieving sustainable economic growth.

While the Municipality has satisfactory opportunities for small, general industrial uses, there are no parcels of industrially designated land upon which manufacturing or warehousing operations of significant magnitude could be developed in conjunction with other associated requirements for transportation and existing municipal infrastructure.

Section 1.10 of the Thames Centre Official Plan establishes that the general purpose of the Plan is to provide strategies and policies to provide for the orderly growth and physical development of the Municipality to the year 2022. In particular, the Plan's purpose is, amongst others, to:

- (3) *"provide a policy framework which: encourages growth and prosperity in the Municipality; promotes the Municipality as a desirable place to work, live, and visit by maintaining and enhancing the Municipality's physical and cultural resources; strengthens the community's tax base; and provides ample opportunities for employment;[...]"*
- (8) *[...] specific land use designations identified for development to accommodate a variety of housing and employment opportunities to meet current and future needs;"*

Section 1.10.2 identifies issues and general land use strategies for the Official Plan. Specifically, subsection (2) identifies that Thames Centre's proximity to the City of London has a dramatic impact on the employment and commuting patterns in the Municipality. The Plan further identifies that the Municipality needs greater diversification in the local economy to provide more employment opportunity and a broadened economic focus in order to provide a greater self-reliance to reduce the amount of commuting.

The Plan further identifies that "***there is a need to set aside sufficient lands for industrial and commercial development in locations attractive to industry, particularly at or near Provincial Highway No. 401. The development of "dry" industrial uses in appropriate locations is also encouraged and shall be promoted by the Municipality.***"

Section 4 of the Plan contains the Settlement Area Land Use policies and identifies the structure and hierarchy of Settlement Areas in Thames Centre. Dorchester and Thorndale are the only two “Urban Settlement Areas” in the municipality; however, Section 4.1 also identifies that in addition to the Urban Settlement Areas and 9 Hamlet Areas, **“there are areas designated for specific land uses, such as industrial or commercial development, which are also referred to as Settlement Areas, but are outside of the defined Urban and Hamlet Settlement Areas.”** Section 4.1 further establishes that an Amendment to the Thames Centre Official Plan will be required to expand existing Settlement Area boundaries.

Section 4.5 contains the policies of the Industrial designations which identify that industrial activity will generally be directed toward the Urban Settlement Areas with the exception of limited small-scale opportunities in Hamlets for local activities, **“and at strategic locations along Provincial Highway 401.”**

Section 6.3 establishes the specific Economic Development policies of the Thames Centre Official Plan which state that *“it is the intent of the Plan to develop the Municipality to its fullest economic potential, while maintaining the quality of life existing residents have come to expect.”* It is also the intent of the Plan *“to achieve greater diversification in the Municipality’s overall economic base, while continuing to encourage and promote development of the traditional agricultural, industrial and commercial base of the Municipality.”*

The General Economic Development policies contained in Section 6.3 of the Plan include:

- (1) *The Municipality shall encourage the expansion and diversification of the Municipality’s economic base in order to maximize the number and types of employment opportunities and to stabilize the impact of cyclical and long-term economic trends in various agricultural, industrial , service and commercial sectors upon the municipality and its residents.”*
- (2) *The Municipality may undertake and adopt an economic development strategy for the Municipality in order to give focus and direction to its economic development efforts. This economic development strategy shall serve as a basis for the promotion of economic development in the Municipality and may be undertaken in cooperation with neighbouring municipalities and in particular the County of Middlesex.*

4. Industry in Thames Centre

4.1. Introduction

While manufacturing, agriculture and tourism have been a foundation for the regional market economy, many municipalities are now realizing that if they are to remain competitive in an increasingly global economy they must increase the diversification of their local economy.¹ The Ministry of Municipal Affairs and Housing, when analyzing the London Area for their Regional Profile Series¹, identified that in addition to Thames Centre, many other Middlesex County municipalities are bedroom communities to the City of London and have high proportions of persons in younger age groups and are experiencing significant growth and development. The Ministry of Municipal Affairs and Housing also identified that **“while the City of London will remain as the major employment, cultural, health and service centre, most of the projected population growth is expected to occur in existing smaller communities and those adjacent to the City of London.”**

¹ London Area in Profile, Provincial Planning and Environmental Services Branch, Ontario Ministry of Municipal Affairs and Housing, 2003. Region in Profile Series, No. 2.

The economy in Thames Centre is significantly influenced by the City of London in that the economic impacts felt by the City of London are reciprocally felt within Thames Centre. While a healthy and prosperous economy in the City of London has provided demand for housing and growth for Thames Centre as a commuter-shed of London, a down-turn in the London economy could have serious negative impacts on the employment opportunities and earning capacity of Thames Centre residents. This economic down-turn would then ripple through the existing local businesses that provide many of the essential goods and services to the local residents.

The Background Reports to the Thames Centre Official Plan indicate that Thames Centre has not experienced any significant changes in its employment levels in the various employment sectors, reflective of a relatively stable economy. There was modest growth in the manufacturing sector at both the local and County levels, and while manufacturing and trade industries are representative of the largest employment sectors in Thames Centre, the majority of the employment sources are located outside of the municipality, primarily within the City of London. This is also true with the majority of the employment in the government, education, health care and social service sectors as well.

As a result, a significant portion of the employed population is employed outside of the Municipality of Thames Centre. **The County of Middlesex Official Plan Review (2006) identified that approximately 83.4% of the total employed labour force in Thames Centre worked outside the Census Subdivision of residence (Thames Centre).**

Furthermore, a review of all major industrial employers in Thames Centre in 2006 reveals that there are only 14 employers in the municipality with greater than 25 employees (see Table 1). The majority of these businesses are “dry” or related to agriculture with the largest full-time employer being Sylvite Agri-Services Ltd. with 111 full time employees.

Table 1 – Industrial Employers in Thames Centre (With 25 or More Employees)

Business Name	Full-Time Employees	Part-Time Employees	Seasonal Employees	Total Employees
Bow Metallics Inc	30	0	0	30
Bre-Ex Ltd	75	0	0	75
Canusa Automotive	41	3	0	44
Classic Excavating Inc	35	5	5	45
Coyle & Greer Awards Canada Ltd	61	0	25	86
Fifth Wheel Travel Centre	35	10	0	45
KDM Erectors	25	5	0	30
Knoch Manufacturing Co Limited	95	1	0	96
Nu-Gro Corporation, The	30	0	30	60
Stevens Transport Ltd	44	2	0	46
Sundance Balloons	25	0	75	100
Sylvite Agri-Services Ltd	46	20	45	111
United Agri Products	70	0	10	80
Universal Forest Products	75	0	0	75

Source: County of Middlesex Business Directory, March, 2006.

4.2. Industrial Property Assessment

In identifying that the majority of the employed population of Thames Centre works beyond the municipal boundary, data on the municipal property assessment was gathered to identify how this out-migration of employment was affecting the municipal assessment base of Thames Centre.

Traditional assessment analysis will usually see an approximate 60/40 split between residential assessment and employment assessment respectively, including other sectors of assessment.

Table 2 below identifies that Thames Centre has approximately 61% of its assessment based in the residential property classes as is typically desired. However, with respect to the employment class, it has been identified that only 2% of the assessment base comes from lands in the industrial class and just under 4% coming from the commercial classes. As a result, only 6% of the total municipal tax base is being generated from the traditional employment class which illustrates the dominance of the agricultural community (28.7%) in the provision of municipal assessment.

TABLE 2 – 2006 Municipal Tax Assessment for Thames Centre

Aggregated Tax Class	Total Assessment	%
Total Industrial	\$31,319,234.00	2.05%
Total Commercial	\$59,443,880.00	3.90%
Total Shopping Centre	\$581,060.00	0.04%
Total Farm	\$438,769,961.00	28.77%
Total Multi-Residential	\$4,487,000.00	0.29%
Total Residential	\$926,140,189.00	60.72%
Total Pipeline	\$30,552,000.00	2.00%
Total Managed Forest	\$988,975.00	0.06%
Total Assessment*	\$1,492,282,299.00	

* Excluding exempt property
Source: Municipality of Thames Centre Treasury Department – 2006

While a strong, healthy and viable agricultural sector is a key component to a sustainable community, the heavy reliance on the agricultural sector for tax assessment limits revenue to the municipality. Agricultural lands are charged significantly lower tax rates than industrial and commercial class lands. The impacts of this reduced revenue generation through taxation is then felt in all areas of municipal service provision, from the ability to provide servicing and infrastructure which is critical to promoting growth and establishing a healthy and diversified economy, to providing all other forms of hard and soft services from fire and police protection to parks and recreation facilities and programming.

As a result, this further illustrates the importance of generating additional employment opportunities within the industrial and commercial sectors to offset the existing imbalance of employment in Thames Centre.

5. Trends in Industry

5.1. Introduction

Over the last 15 to 20 years a new economy has emerged in North America and although industrial jobs are still defined by the goods and services that are provided, there are a number of factors that have evolved which have changed the way industry locates and operates. Many of these factors will have a significant bearing on a land use strategy for the Highway 401 Corridor in Thames Centre, including:

5.2. Increased Reliance on Efficient Freight Movement

Efficient transportation networks are now mandatory for businesses to compete in the global marketplace. The trend towards specialization and global business-to-business trading patterns are increasing the dependence on all modes of transportation and as a result freight volumes are increasing twice as fast as standard economic growth.² Preferred industrial locations should therefore be in proximity to as many modes of transportation as possible including direct access to national/international trucking, air, rail and shipping.

Thames Centre is excellently positioned to provide efficient freight movements with its access and frontage along the 401 corridor, proximity to the London international airport which used to be on former Township lands prior to annexation by the City of London, access to the CPR rail line at the Putnam Road interchange and access to the deep port facilities in Sarnia and the Niagara Region via the 400 Series highway network.

5.3. Importance of Industry Clusters

Recent studies have documented an emergence in the importance of industrial clustering which is essentially a desire for a specific industry to locate or cluster within a region. While most industrial clusters are measured on a regional level, they tend to grow out from a central activity or core industry then extend out into the region. Factors relating to the success of the clustering are attributed to the availability of highly-skilled labour and locational synergies with like industry both at the core and support levels. Recent developments in the automobile manufacturing sector in Middlesex and Oxford Counties will continue to attract additional core and support automotive industry jobs. As a result, new development is highly likely to spur additional related development in the Region.

An automotive sector is taking shape in the London to Woodstock corridor of Highway 401 with the recent development of 11 new automotive related industries in the area over the last 5 years which resulted in the creation of over 1800 new jobs. That statistic does not include the CAMI and future Toyota plants and other related automotive businesses in Oxford County. Secondary plants already exist in the region producing everything from seat frames to rear chassis and will continue to expand as more businesses are introduced such as the announcement of the new Toyota plant.

5.4. Access to Skilled Labour Force

Another factor to a successful industry cluster is a highly-skilled workforce. The combination of a regional population which is approaching 450,000 and an increasing automotive sector will ensure a specialized workforce and be a key component to the success of a related business. Access to a skilled labour force in Thames Centre is supported through access to the University of Western Ontario, Fanshawe College and other skills and trades education centres situated in proximity to the municipality.

5.5. Sufficient Land Availability to Accommodate Future Expansion

Given the rapid changes that now occur in global market opportunities and shorter time frames to respond quickly to new markets, businesses must be able to change quickly. Industrial sites are

² Susie Lahsene, The New Economy, Do We Need a Vision for Transportation with More Emphasis on Freight?, The Westsider, Second Quarter, 2001.

planned to accommodate future buildings and/or expanded facilities to address the needs of planned growth.

Industry recognizes that the market economy, technology and manufacturing techniques are fluid and ever-changing. It is also necessary to recognize that large industries invest millions and even billions of dollars into their land base and physical plant (buildings/ machines/ infrastructure). This scale of investment often precludes relocating existing operations if a current site is unable to accommodate a necessary expansion or addition. Additionally, these large industrial land holdings help to ensure that adequate buffers exist to protect existing operations from any future location or expansion of non-compatible land uses in the area.

5.6. Increasing Encroachment from Non-Industrial Uses

As land uses intensify in a region, potential conflicts between industrial and non-industrial uses can arise. Conflicts due to offensive migratory emissions such as sound, odour, vibration, dust, increased truck movements and visual impacts become more apparent. If left unchecked, encroachment can result in an out-migration of certain industries to locations with adequate land resources and buffer separations. As a result, a variety of parcel sizes are required to meet future industrial demands that will foster flexible and efficient production and distribution layouts.

Given the enormous level of capital investment required to establish large industries, standard practice is to oversupply the land base at the time of initial purchase. This practice assists in eliminating many risk factors attributed to development including expansions and growth on-site. Relocation is rarely a financially viable option for most industries.

5.7. Emerging Sectors

One of the primary employment sectors that is well positioned for growth in the Region is the transportation and warehousing sector according to the Ministry of Municipal Affairs and Housing *Region in Profile Series No. 2* for the London Area, 2003. The Ministry has identified that regionally, this sector has experienced rapid increases in employment numbers since 1996. Attributed to this growth are the “extensive linkages” to other key sectors in the region being principally agri-business and manufacturing which are Thames Centre’s top industrial sectors. These sectors are well positioned to continue to experience growth in Thames Centre due to the Municipality’s excellent location along the Highway 401 corridor in proximity to linkages to the 402 and the 403 together with its proximity to the London International Airport.

6. Demographic Characteristics

6.1. Population Report

The population of Thames Centre in 2001 was 12,473 based on data obtained from Statistics Canada’s 2001 Census Report. The Thames Centre Official Plan projects that 15,910 persons will be residing in the municipality by 2021 based on a cohort survival model utilizing data from Statistics Canada and Health Supplement Reports. Adjustments in population growth were made to reflect the recent installation of a sewage treatment facility in Dorchester which will have a positive influence on the growth potential of the Municipality. In reviewing the age composition of the projected population the Official Plan identified that while experiencing an aging population, as the rest of the Country will experience in this time-frame, Thames Centre has a high number of young families which provides an excellent labour market.

The County of Middlesex has recently published their population projections as part of the five-year review to the County of Middlesex Official Plan. In their projections, the County provided a low, medium (Reference) and high scenario population forecast to 2026. In the Middlesex County Report entitled *County of Middlesex Population Projection, 2001- 2026* the County identified that the reference scenario utilizes current trends in constituent municipalities and indicates a strong retirement scenario for the entire area. However, as previously identified, Thames Centre has a large population of younger adults and it is not unreasonable to expect that growth in Thames Centre may exceed that of surrounding areas. The Reference scenario prepared by the County identifies a 2026 population of 14,092 persons while the high scenario identifies a projected 2026 population of 19,419 persons. As a result, the County population projections identify a potential population growth of between 1,612 and 6,939 persons from 2001 to 2026.

6.2. Factors Influencing Employment Demand

The background study to the current Thames Centre Official Plan identified the need for industrial/employment lands to accommodate planned “average” population growth. However, the Study could not account for the opportunity associated with the location of a large-scale industrial use in the Municipality.

Furthering this argument is the presence of the 401 Corridor through Thames Centre. This transportation corridor is not just a conduit to support regional traffic movement. The corridor is a finite resource providing a limited supply of strategically located lands necessary to support a wide range of transport dependant industries such as manufacturing, warehousing, distribution and logistics operations. As a result, this resource needs to be protected and preserved, to ensure that Thames Centre is appropriately positioned to respond to local, regional, national and international demand for employment lands.

The potential opportunity for a new large-scale industrial development and demands for transport dependant industrial sites along the 401 corridor transcend traditional projection methodologies and analysis, in that one is not attempting to anticipate future need for industrial land. In this instance the need has been proven to exist based on current interest in Thames Centre and recent announcements in neighbouring areas for this type of use together with the potential for planned and proposed uses to stimulate additional needs.

This new growth is predicted to occur over and above traditionally projected growth due to the additional attraction of employment opportunities available in the Municipality. As new industry is attracted to Thames Centre, additional in-migration is likely to occur in order to satisfy the employment needs of those industries. The larger the industry, and the greater the numbers of new industries, the larger the employment requirement will be, resulting in a greater ability to attract additional population.

Evidencing the spin-off effects associated with the location of large-scale industry in the region was an article published in the March 6, 2006 issue of the London Free Press which identified that as a result of the establishment of the new Toyota plant in Oxford County, “as many as 9,000 spin-off jobs could be created across Southwestern Ontario. Included among those, the new plant is expected to produce about 3,000 higher paying manufacturing jobs spanning from Kitchener to London.”³

As a result, Thames Centre has identified that it must have a strategy in place with an appropriate range and scale of available employment lands to meet the needs of future employment demands to increase the opportunities to diversify the employment base, attract new growth, offset the existing imbalance in employment and generate new assessment. In doing so the Municipality

³ The London Free Press, By Joe Bellanger, Free press City hall Reporter, Monday March 6, 2006, City-Region, page C1, Article Titled: “Land Parcel Sale further evidence London booming”.

needs lands designated, and zoned for employment uses, situated in a strategic location to capitalize on the existing Highway 401 Corridor and appropriately positioned to other industrial lands to increase operational synergies amongst supportive industrial uses.

6.3. Summary of Population and Employment

- Thames Centre is anticipated to experience modest growth based on current projection scenarios.
- Traditional population based employment forecast methodologies cannot be used to identify the required employment lands within the 401 corridor.
- The 401 corridor is an important Economic Development resource which must be protected that will act as a catalyst for development and growth opportunities.
- One factor that could not be anticipated in the population growth modeling for the Official Plan is that should new industries be attracted to Thames Centre, particularly large-scale industries, and industries associated with the 401 corridor, additional population growth is likely to occur over and above traditionally projected growth due to the additional attraction of employment opportunities available in the municipality.
- As new industry is attracted to the Municipality, additional in-migration is likely to occur in order to satisfy the employment needs of those industries. The larger the industry, the larger the employment requirement may be, resulting in a greater ability to attract additional population.
- Current and future large-scale industrial uses, such as the newly developing Toyota Plant in Woodstock, have been forecasted to generate significant spin-off jobs throughout the Region.
- The ability to provide municipal services has traditionally limited growth in Thames Centre.
- Creative strategies for the establishment of a large employment use would assist in funding servicing which provides an additional catalyst for increased population growth and development in the Municipality.
- Synergies may emerge between development potential and the potential to extend municipal services.

7. Regional Characteristics

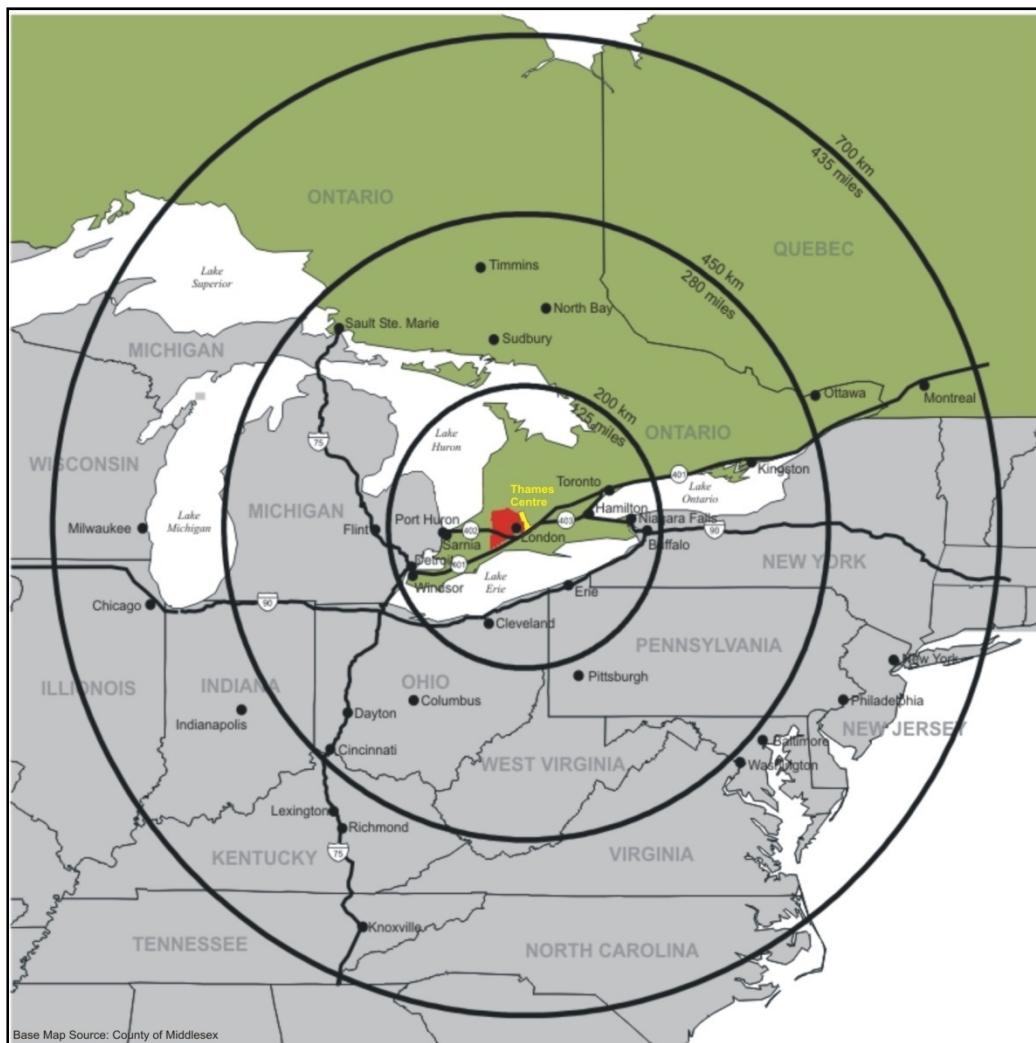
7.1. Strategic Location

Thames Centre is located in the heart of southwestern Ontario immediately east of the City of London, southwestern Ontario's largest urban centre, and immediately west of Oxford County approximately 12 kilometers west of the City of Woodstock. Thames Centre occupies a strategic position at the crossroads of commerce between Canada and the United States and is within a two hour drive of Detroit, Michigan; Toronto, Ontario; and Buffalo, New York and a day's drive of over 150 million people, representing over 40% of the population of North America.

Highway 401, which runs through the southern portion of the municipality, links Ontario to the United States and is designated as part of the NAFTA Superhighway system. Linking with the

400 series highway network which stretches from Michigan in the west, Quebec in the east and New York in the southeast, the NAFTA Super-Highway provides a seamless linkage to major centres of commerce throughout Canada, the United States and Mexico.

FIGURE 1 – Regional Location Map



7.2. Truck Transportation Routes

Highway 401, being a major link in the NAFTA Superhighway system, is the longest of the 400 series Highways in Ontario and is one of the busiest highways in the world. Dissecting the southern portion of Thames Centre the municipality has a frontage along the 401 corridor of approximately 17 km with a total of four full interchanges. Thames Centre's location along the Highway 401 corridor is conveniently situated approximately 34km west of the Highway 403 connection to the Niagara Region and New York and approximately 14 km east of the 402 connection to Sarnia-Port Huron. Combined with the 401, Thames Centre is immediately accessible to three direct routes to major truck crossings from Canada to the United States via Windsor-Detroit, Sarnia-Port Huron and Niagara Falls-Fort Erie which are recognized as Canada's busiest and fastest growing truck crossings.

The presence of interchanges to the 400 series Highway network generates a specific resource to the economic development base of a municipality/region that other areas do not have. These interchange resources are limited and provide “*an opportunity to diversify the economic base by capitalizing on the high traffic volumes and the increased access afforded by the highways*”⁴ As a result; the opportunity exists to establish industrial and/or commercial employment nodes in proximity to these interchanges to effectively and efficiently capitalize on the existence of this valuable economic commodity.

The importance of the presence and access to the 400 series highway network is immense with respect to economic development opportunity. In 2002 the Ministry of Transportation authored a study entitled, *Southwestern Ontario Strategic Transportation Directions*. The findings of this study identified that “*significant growth is projected for the region of Waterloo, the counties of Simcoe and Middlesex and in urban areas of Kitchener-Waterloo, London, Barrie, Cambridge and Guelph*” as a direct result of their location in proximity to the 400 series highway network.

The County of Middlesex identified in their *Economic Development Paper*⁴ that in 2000, 30% of Canada’s international trade was shipped through Southern Ontario to the border crossings at Windsor/Detroit and Sarnia/Port Huron. Additionally, Ontario is the primary gateway for tourism into Canada with approximately 55% of the total American vehicles travelling in Ontario, injecting close to \$3 billion to the regional economy.⁴

The Province of Ontario has recently approved significant capital dollars to improve access to the United States through a new crossing at Windsor-Detroit and upgrades to the Bluewater Bridge at Sarnia-Port Huron and Niagara Falls to combat the growing trade and reduce wait times between USA and Canada. The County of Middlesex has further identified forecasts which anticipate that traffic volumes on Ontario provincial highways will increase by 2.5% annually between now and 2026.⁴

7.3. Railway Access

Thames Centre is located next to the City of London which has one of only six inter-modal or “piggyback” facilities located in Ontario, providing a close access point to receive or ship products over a long distance at cheaper rates than could be achieved by truck. Additionally, the Canadian Pacific Railway (CPR) and The Canadian National Railway (CNR) both traverse the municipality. Thames Centre is the only municipality in Middlesex County with rail access adjacent to an interchange to the 401 corridor. The CPR provides access to the ports of Montréal, Vancouver and the US Midwest, in addition to that the CNR spans directly across Canada and down to the Gulf of México.

7.4. Deep Port Facilities

Thames Centre has direct rail and road access to three deep port facilities at Hamilton, Sarnia and Windsor. All of these ports are part of the St. Lawrence Seaway system and can be used to access the Atlantic Ocean and further international markets.

7.5. Air Transport Facilities

The London International Airport is located approximately 10 km north of the western portion of the Thames Centre 401 corridor. Control of the Airport was transferred from Transport Canada to the Greater London International Airport Authority in 1998 and the facility provides 24 hour a day

⁴ Five Year Review of the County of Middlesex Official Plan, Economic Development Paper, May 2002, Department of Planning and Economic Development.

seven day a week all weather air facilities. Canada Customs are located on the grounds of the facility and also operate 24 hours a day seven days a week as air cargo is a growing component of the airport's operations. Connector services to Toronto's Pearson International Airport and other international airports in the U.S. offer Thames Centre convenient access to air connections to North America and the world.

8. 401 Corridor Study Area

8.1. Introduction

In consultation with Municipal Staff, a Study Area was delineated for the Highway 401 Corridor Land Use Strategy. As illustrated in Figure 2, the study area boundary encompasses all lands north of Thompson Drive/Mossley Drive in the south to Cow Path Road/Byron Avenue in the north and extending from the westerly boundary to the easterly boundary of Thames Centre along the 401 corridor. This represents an approximate 4.5 km swath through the southern end of the municipality approximately 2.2 km either side of the 401 encompassing approximately 7,400 hectares (18,285 ac.) of land. Within this study area boundary, certain land use constraints, such as the Dorchester Swamp and limitations to the potential future extension of services, lead to the identification of an area of primary interest and an area of secondary interest.

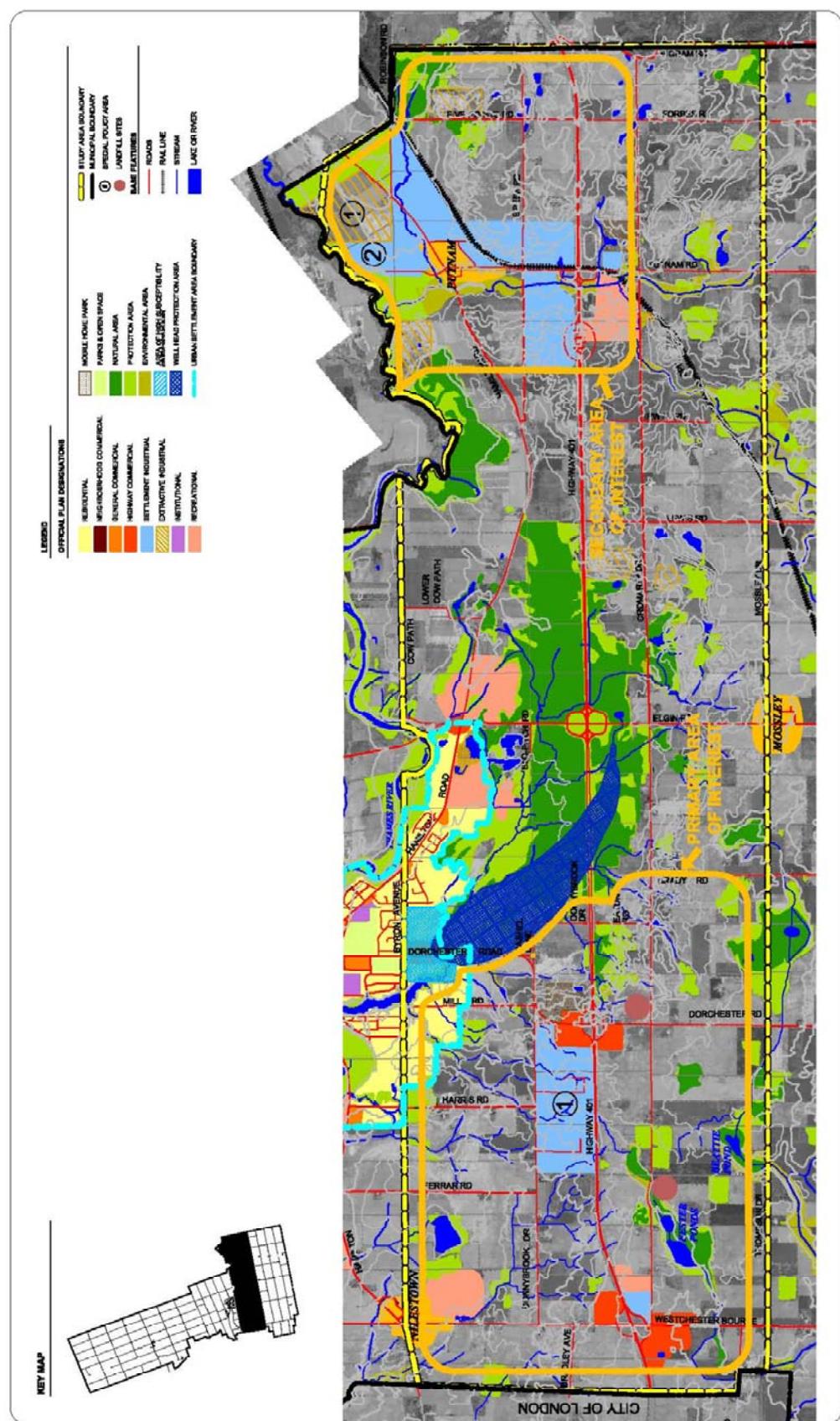
8.2. Primary Area of Interest

The area of primary interest was chosen for its proximity to an existing stub of the Elgin Area Water supply at Bradley Ave in the City of London, its proximity to the Dorchester Settlement Area and existing industrial supply. The Primary Area of Interest is located in the western portion of the 401 corridor and is approximately 2,202 hectares (5,441 ac.) in size extending from the westerly municipal boundary north to Byron Ave and south to Thompson Drive east to the Dorchester Swamp/Brady Road.

8.3. Secondary Area of Interest

The Secondary Area of Interest, chosen for its existing supply of industrial lands and the presence of the Canadian Pacific Railway line is approximately 1,195 hectares (2,954 ac.) in area and is located in the eastern portion of the municipality along the 401 corridor. This Secondary Area of Interest extends from the easterly boundary of Thames Centre to the westerly extent of the existing industrially designated lands west of the Putnam Road interchange south to Cromarty Drive and north to the Thames River, including Putnam.

FIGURE 2 – Project Study Area



9. Existing Highway 401 Interchanges (Study Area Land use Analysis)

9.1. Introduction

The geographic extent of the London-Middlesex Region contains 15 interchanges to the 400 series highway network. Nine of these interchanges are situated in lower-tier municipalities of Middlesex County, 5 of those are accessible to Highway 402 and exist in the western portion of the County and 4 of those, including Thames Centre, are accessible to Highway 401 and exist in the eastern portion of the County. Six of these interchanges occur within the boundaries of the City of London and access both Highways 401 and 402.

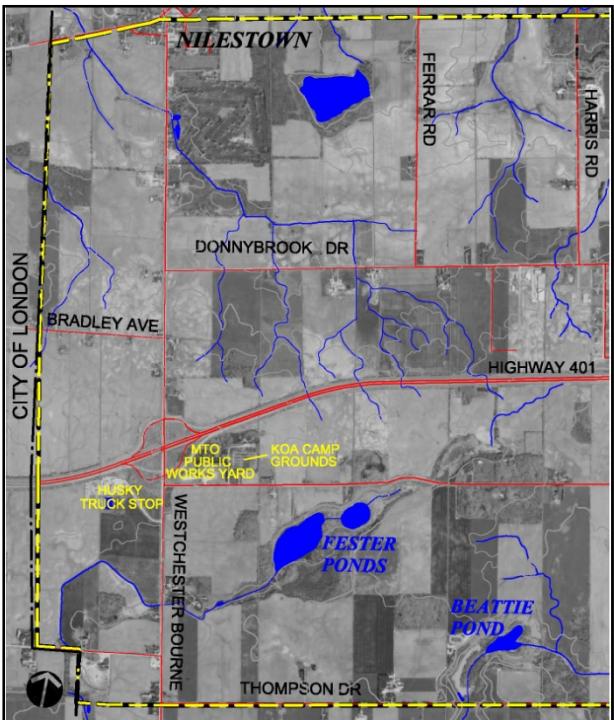
All of the above interchanges have experienced varying degrees of development. Most interchanges through the City of London have access to full municipal services and not only serve the travelling public but also serve the local residents as well. One quarter (4) of these interchanges through the London/Middlesex region are situated within Thames Centre.

The following inventories the existing interchanges throughout the Municipality of Thames Centre and identifies the opportunities and constraints to development associated with each location.

9.2. Westchester Bourne (Middlesex County Road 74) – Exit 195 to Highway 401

Westchester Bourne is the most westerly interchange in Thames Centre located approximately 900 metres east of the limits of the City of London and approximately 1.8 km from the Airport Road interchange in London which runs due north to the London International Airport. Westchester Bourne is designated as an arterial County Road (74) in the Local Official Plan with an average daily traffic count of 5,192 vehicles.

Visibility and access to the surrounding lands is good from the 401 corridor in this location. Existing land uses include:



Westchester Bourne Interchange

Northwest

Lands to the north and west of the interchange are relatively flat agricultural lands in field crop production and are designated for Agricultural use in the Thames Centre Official Plan. Bradley Avenue which is a primary arterial road through the City of London is located approximately 500 metres north of the interchange. Information provided by the Municipality indicates that there is a stub to the Elgin Area Water Supply System in proximity to this location within the City of London and may be an appropriate location to extend water services into Dorchester. There is also a natural gas pipeline running in an east-west direction north of Bradley Avenue.

A Hydro One corridor extends across the lands north and west of the interchange and then crosses over the interchange to continue south of the 401 extending

to the east. Part of this corridor to the west has been deeded to Hydro One. This quadrant of the interchange is limited in land area with respect to consideration of large-site employment uses due to its proximity to the City of London boundary. There are currently no municipal services in this area but opportunities may exist to extend services.

Northeast

Lands northeast of the interchange are predominantly flat and used for field crop production. Approximately 29 acres of land are designated for Highway Commercial development in the Thames Centre Official Plan and are available for development. Livestock operations (cows) exist to the east approximately 1.1 km just to the west of the Silver Moon Innovation Park on Donnybrook Drive.

This quadrant, extending north to the southern extent of Nilestown and east to Dorchester Road, represents the largest portion of land with appropriate topography and limited constraints which is suitable for large land-based employment use. There are currently no municipal services in this area but opportunities may exist to extend services.

Southeast

Lands to the southeast of the interchange (approximately 22 acres) are used for an MTO/County/Municipal roads maintenance facility with an open sand storage area, salt dome and service garage. Immediately east of the maintenance facility is a KOA campground (approximately 23.4 acres). An additional approximately 18 acres of lands are designated for Highway Commercial uses in the Thames Centre Official Plan along the eastern side of Westchester Bourne south of Cromarty Drive. Topography in the area is generally flat to gently rolling to the east. The Hydro One corridor extends from the interchange east to just south of and parallel to the Highway 401 corridor.

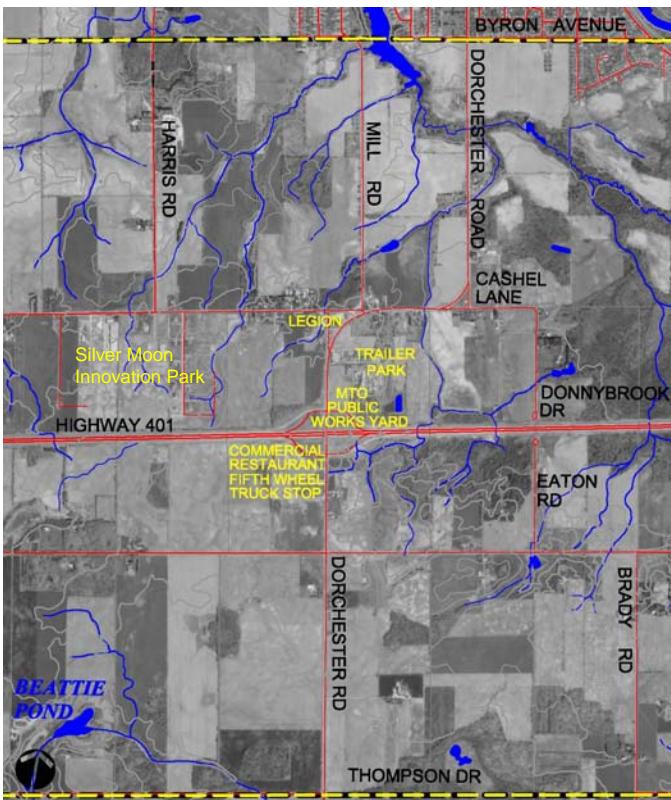
The remaining land uses in the area are generally agricultural predominated by field crop production. Further east and south the lands are predominantly wetland around the Fester Ponds which are designated Natural Area, Protection Area and Environmental Area in the Thames Centre Official Plan. These designations either preclude or significantly constrain the development potential of the lands east and south of the interchange. A former landfill site has also been identified in the Thames Centre Official Plan in the area south of Cromarty Drive, east of the Fester Ponds. There are currently no municipal services in this area.

Southwest

Topographically, the lands southwest of the Dorchester Road interchange are generally flat. A Husky Service Centre is located on the southwest corner of the interchange where approximately 43 acres of land is designated for Highway Commercial uses in the Thames Centre Official Plan. The site contains its own stormwater pond and utilizes a greywater recovery system. The Hydro One corridor extends to the east through this area south of and parallel to the 401 corridor. South of Wilton Grove Road there is a truck accessory commercial operation and the Mustang Drive-in movie theatre. The remainder of the lands are agricultural utilized for field crop production. There are currently no municipal services in this area.

9.3. Dorchester Road (Middlesex County Road 32) – Exit 199 to Highway 401

The Dorchester Road interchange is located approximately 3.7 km east of the Westchester Bourne interchange and approximately 4.5 km east of the boundary of the City of London. Dorchester Road is designated as an arterial County Road (32) heading north of the 401 in the Thames Centre Official Plan and designated as a local road heading south of the 401. The average daily traffic count on Dorchester Road heading north is 4,143 vehicles and heading south is 2,020 vehicles.



Dorchester Road Interchange

Visibility and access to the surrounding lands is good from the 401 corridor in this location although the grade elevation starts to drop off to the east as the corridor descends into the Dorchester Swamp area. Existing land uses include:

Northwest

The topography of the lands in the northwest quadrant is typically flat to gently rolling in spots and the lands are used predominantly for agricultural field crop production. The Thames Centre Official Plan designates approximately 23 acres of land immediately northwest of the interchange for Highway Commercial development. The community of Dorchester is located approximately 1.3 km north of the ramps of the interchange to the 401. There is a Royal Canadian Legion located at the southwest corner of Donnybrook Drive and Dorchester Road approximately 500 metres north of the interchange.

West of the Legion there is a small cluster of dwellings along Donnybrook Drive. To the north of that the lands are again utilized for the production of field crops and the topography starts to roll. To the west, between the 401 and Donnybrook Drive there is approximately 294 acres of land designated Rural Industrial in the Thames Centre Official Plan. These lands are predominantly utilized by the Silver Moon Innovation Park, an integrated industrial-residential park. The park is approximately half developed with a number of additional properties sold and awaiting development in the older phase. A large livestock operation (cows) was identified north of Donnybrook Dr. east of Harris Road and two smaller livestock operations exist west of the Silver Moon development on the south side of Donnybrook Drive. There are currently no municipal services in this area but there is potential for extension.

Northeast

The topography of the lands is flat to gently rolling in the area. The parcel of land immediately northeast of the interchange is owned by the MTO. These lands are vacant, are approximately 8.7 acres in size and are designated for Highway Commercial uses in the Thames Centre Official Plan. To the east of this there is a trailer park approximately 45 acres in size. Extending north Dorchester Road veers to the east and Mill Road continues north at the intersection of Donnybrook Drive. Dorchester Road continues north again approximately 500 metres to the east. Lands in this area are generally used for agricultural purposes, predominantly tobacco production. The natural gas pipeline continues its east-west traverse across the municipality in this area.

The Municipality's leading municipal well, HL-1 (High Lift), is located approximately 650 metres north of Donnybrook Drive on the east side of Dorchester Road. A significant portion of the lands north, south and east of this well in a plume shape are designated as Well Head Protection Area in the Thames Centre Official Plan which constrains the lands development opportunity. A further area of High Susceptibility is designated to the north of this plume shaped designation south of Byron Avenue in the Community of Dorchester. This area of well head protection extends to the east into the Dorchester Swamp which is a protected provincially significant wetland, Area of Natural and Scientific Interest and significant woodlands. Their designations as such preclude their development. Additional concerns with respect to the impact that land uses and the Highway 401 corridor have on the area of Well Head Protection will be addressed later in this Report. There are currently no municipal services in this area but there is potential for extension.

Southeast

Southeast of the interchange at Dorchester Road the topography is varied with rolling to steep hills and significant changes in elevation at times. There is a difference (+/- 6m in some areas) in the elevation between Dorchester Road and the lands to the east. The predominant use of the land in the area is agricultural field crop production. The Hydro One corridor extends east through the area south and parallel to the 401.

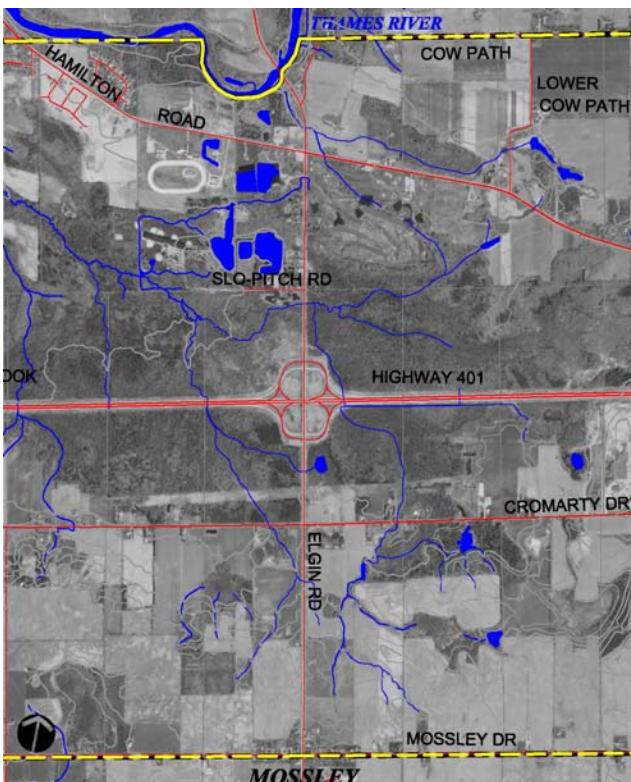
A number of livestock operations were identified along the south and eastern periphery of the identified area of interest for this Study. The Thames Centre Official Plan designates the lands Agricultural in the vicinity of the interchange and south beyond Cromarty Drive. East of the interchange and north of Cromarty Drive the lands are designated Natural Area, Protection Area and Environmental Area where development is precluded or severely constrained. The Official Plan also identifies an abandoned landfill site in this area. Further investigation will be required to pinpoint its location, as historical information obtained from the Ministry of the Environment suggests that the site may actually be located further to the south. There are currently no municipal services in this area.

Southwest

The topography of the lands southwest of the interchange slopes south from Cromarty Drive. Lands to the west are generally flat to rolling with variations in topography starting to increase further to the west. Approximately 20 acres of the lands immediately adjacent the interchange are designated for Highway Commercial uses and are developed as a Fifth Wheel truck stop. Lands beyond this are designated and used for agricultural purposes, predominantly field crop production. The Hydro One corridor extends east through the area south and parallel to the 401. There are currently no municipal services in this area.

9.4. Elgin Road (Middlesex County Road 73) – Exit 203 to Highway 401

The Elgin Road interchange is located approximately 3.7 km east of the Dorchester Road interchange and approximately 8.2 km east of the boundary line of the City of London. Elgin Road is designated as an arterial County Road (73) in the Thames Centre Official Plan. The average daily traffic count on Elgin Road is the highest of the 4 interchanges in Thames Centre with 8,529 vehicles heading north and 6,777 vehicles heading south.

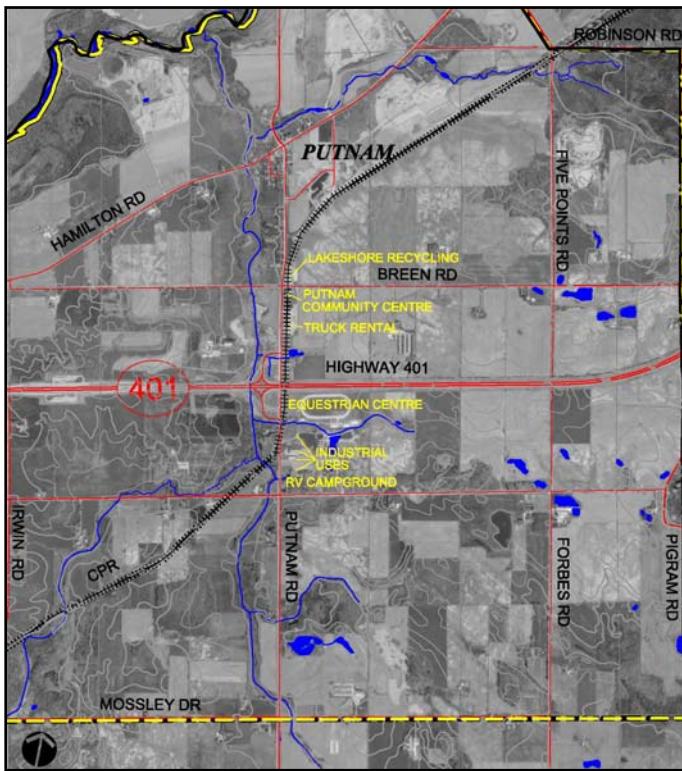


Elgin Road Interchange

The Elgin Road interchange is completely surrounded by the Dorchester Swamp which is a Provincially Significant Wetland and an Area of Natural and Scientific Interest. The area is designated as such in both the County and Thames Centre Official Plan, precluding the area surrounding the interchange from development.

9.5. Putnam Road (Middlesex County 30) – Exit 208 to Highway 401

The Putnam Road interchange is the easterly most access to the 401 corridor in Thames Centre and is the only interchange of the four in Thames Centre to have only a partial cloverleaf, in that access to and from the highway is via two ramps rather than 4. The interchange is located approximately 800 metres south of the Community of Putnam, 5 km east of the Elgin Road interchange, approximately 13.5 km east of the City of London Boundary and approximately 2.6 km west of the Oxford County border and the Township of Southwest Oxford. Putnam Road is designated as a County Collector Road (30) in the Thames Centre Official Plan with an average daily traffic count of 3,346 northbound vehicles and 3,439 southbound vehicles. The highway is elevated in this location to facilitate a pass-over of County Road 30 and the Canadian Pacific Railway line. As a result, this interchange provides excellent visibility of the surrounding lands from the highway corridor. This is also the only interchange in all of Middlesex County that has rail access with a rail spur heading north to service the Coldstream operation in Putnam. Existing land uses include:



Putnam Road Interchange

Centre Official Plan designates approximately 172 acres of lands in the northwest quadrant for Rural Industrial uses between the 401 and Hamilton Road west of Putnam Road, this is predominantly utilized by the research farm. There are currently no municipal services in this area.

Northwest

The topography of the lands to the northwest of the interchange is rolling; steep at times in certain areas with an environmental area immediately adjacent the on-ramp to the westbound lanes. The lands are used primarily for agricultural purposes including an agricultural research farm. Horses were identified adjacent the ramp followed by a small cluster of residential properties and then another cluster of dwellings a short distance to the north at the intersection of Putnam Road and Hamilton Road. Moving north and west from Hamilton Road the topography flattens out and agricultural uses predominate. Moving west down Hamilton Road uses are again predominantly agricultural with scattered dwellings and a large aggregate extraction operation located to the north approximately $\frac{3}{4}$ of a kilometer west of the Putnam Road and Hamilton Road interchange. The Thames

Northeast

The topography of the lands in the northeast quadrant of the Putnam interchange is rolling with significant variations in elevations at times with pockets of flat land to the north and east. There is a horse stable immediately north of the ramp followed by a small trucking company and the Putnam Community Centre at the intersection of Putnam Road and Breen Road. On the north side of Breen Road east of Putnam Road there is a recycling operation and vacant parcel of land for sale.

The Canadian Pacific Railway line runs parallel to the east side of Putnam Road from the underpass at the interchange then starts to veer to the northeast as it crosses Breen Road to the north. Just north of the CPR line is a Sylvite Agri-Services and Nu-Gro fertilizer operation together with Fleet Fuels. There is a small milling operation at the intersection of Hamilton Road and Couch Road and then to east the lands north and south of Hamilton Road are utilized for aggregate extraction and the lands begin to flatten out to the north and east.

Preliminary information from the Municipality indicates that there has been general interest in the area for development of new transportation/warehousing type uses. East of those lands on the north side of Breen Road there is a pre-cast concrete operation and a livestock operation on the south side of Breen Road (4453). Moving east to the municipal boundary the lands are predominantly agricultural in field crop production with an aggregate extraction operation to the north and east and what appears to be a former livestock operation (no longer in use).

The Thames Centre Official Plan designates two large areas of land for Rural Industrial uses, separated by Breen Road north and east of the interchange. These areas are approximately 73 and 90 acres in size respectively, moving south to north. There are two other sizeable portions of land designated for Rural Industrial development on the north and south sides of the CPR tracks, approximately 115 acres and 163 acres respectively, which are currently being utilized primarily for aggregate extraction on both sides of Hamilton Road. There are currently no municipal services in this area.

Southeast

The topography of the lands in the southeast quadrant of the Putnam interchange is relatively flat between Cromarty Drive and the 401. Just south of the ramps to the highway the CPR tracks cross Putnam Road and head south and west. South of Cromarty Drive, heading east and south, the terrain is rolling with significant variations in elevations at times. The Hydro One corridor spans the quadrant running south and parallel to the 401 corridor. There is a large equestrian centre with livestock immediately south and east of the interchange. South of this there is an area approximately 11.6 acres in size designated for Rural Industrial uses in the Thames Centre Official Plan utilized by a courier company, a vacant auto auction facility and H&M silo structures on the northeast corner of Putnam Road and Cromarty Drive. To the east of this is an RV camping area approximately 38.5 acres in size then the land use turns to agricultural field crops as you travel east to the edge of the study area. South of Cromarty Drive the topography is quite rolling with significant variations in the terrain. There is a horse barn located south and west of the intersection of Putnam Road and Cromarty Drive, scattered dwellings and field crop production to the east followed by a logging/milling operation at the southwest corner of Cromarty Drive and Forbes Road. The remainder of the lands in the area are agricultural, predominantly in field crop production, with another livestock operation located to the south, north of Mossley Drive and east of Putnam Road. There are currently no municipal services in this area.

Southwest

The topography of the lands south and west of the interchange is relatively flat starting to roll further to the south and west. Three dwellings are located along the west side of Putnam between the off-ramp of the eastbound lanes of the 401 and Cromarty Drive. Behind them is the Tamarack Ridge Golf Course. There is a livestock operation (poultry) south of the intersection of Putnam Road and Cromarty Drive and the remainder of the lands are used for agricultural field crop production and a limited number of scattered dwellings. South of Mossley Drive at Putnam Road there is an awards manufacturing operation. The Thames Centre Official Plan designates the lands immediately adjacent the interchange as Environmental Area. Beyond this to the west and south, north of the CPR Tracks, approximately 100 acres of the lands are designated Recreational for the golf course use. The remainder of the lands are designated for Agricultural use. There are currently no municipal services in this area

10. Existing Supply of Industrial Lands

10.1. Introduction

The Thames Centre Official Plan designates which lands are permitted for industrial type uses. Some of these lands have already been developed for such uses, while other lands are vacant or are being used for other interim uses such as agriculture. In calculating the existing supply of available industrial land, it is necessary to examine the consumed industrial land versus the total land area designated for industrial development. Any surplus lands designated but not developed forms the available supply.

10.2. Identification of Supply

Area calculations were performed using current Official Plan mapping to determine the total land area of all industrially designated land in Thames Centre. These calculations identified the following land areas:

TABLE 3 - Industrial Land Area by Official Plan Designation

Designation	Land Area Designated Hectares (Acres)	Land Area Used for Aggregate Extraction Hectares (Acres)	Vacant Hectares (Acres)	Developed Hectares (Acres)
Rural Industrial	667.4 (1649.1)	194.4 (480.3)	274.3 (677.8)	199.4 (492.7)
Settlement Industrial	59.0 (145.7)	--	37.2 (92.0)	20.0 (49.4)
Extractive Industrial	1128.5 (2788.7)	1128.5 (2788.7)	0 (0)	0 (0)
Total Industrial Land Area	1854.9 (4583.4)	1322.9 (3269.0)	311.5 (769.8)	219.4 (542.2)

The supply of vacant industrial lands identified within Thames Centre was refined through a process of spatial analysis involving digital mapping techniques of both the designated industrial lands and the County of Middlesex inventory of industrial uses as well as site history provided by Municipal Staff. The vacant land inventory data was then "ground-truthed" using air photo analysis, building permit and assessment map review and detailed field investigations of industrial lands throughout the Municipality. This process identified any parcels which had been developed since the background review of the Official Plan and ensured that the data was current and reliable.

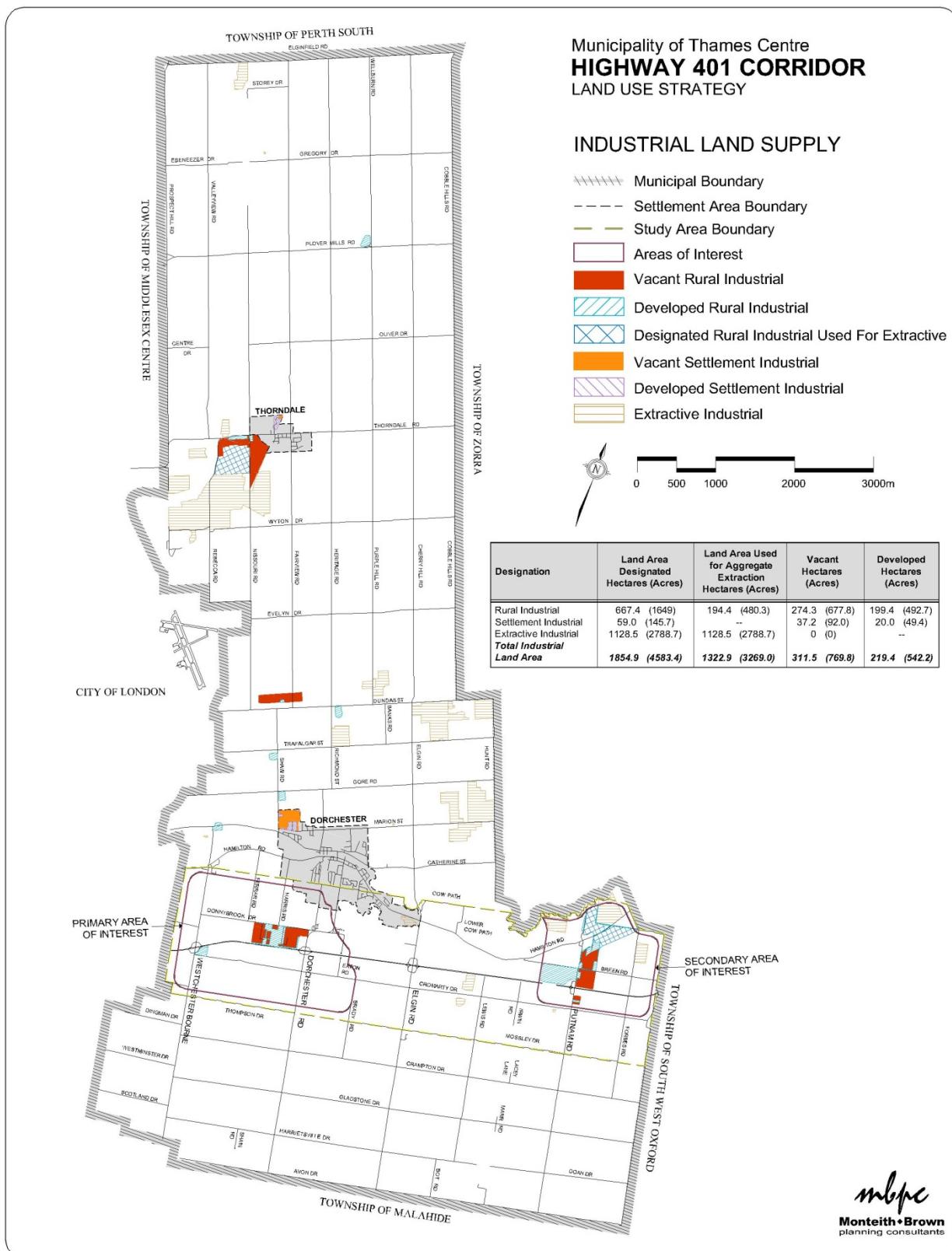
The resulting total vacant industrial land supply is calculated at 311.5 hectares (769.8 acres) and a total consumed industrial land calculation of 219.4 hectares (542.2 acres) excluding lands used designated and utilized for aggregate extraction.

10.3. Location of Supply

The spatial distribution of vacant industrial land was examined using digital mapping illustrating the geographical locations of the vacant lands together with the land use designations from the Thames Centre Official Plan.

Figure 3 below illustrates that there is no single prominent concentration of vacant industrial lands in Thames Centre as the industrial land is typically distributed in small clusters throughout the municipality.

FIGURE 3 – Industrial Land Supply in Thames Centre



Two of these clusters are in proximity to interchanges with Highway 401, two other smaller clusters are associated with the Dorchester and Thorndale settlement areas and there is a linear strip of lands tucked in behind a strip of highway commercial uses along the north side of Dundas Street.

In examining the vacant industrial land inventory in Thames Centre in greater detail a number of issues are identified. Of primary interest to this study are the concentrations of vacant industrial lands in proximity to access points to the Highway 401 corridor. Only two of the 4 interchanges within the 401 corridor, Dorchester Road and Putnam road, have vacant industrial lands available.

The Dorchester Road lands are predominantly (75 hectares) utilized by the Silver Moon Innovation Park, a residential-industrial business park for larger format home occupation uses such as welding, distributing, etc.

The Putnam Road lands provide approximately 69 hectares (171 ac.) of vacant industrial land to the Municipal supply. There is an additional 95 hectares (234 ac.) of lands which extends north to the community of Putnam which are designated for rural industrial uses that are actively being utilized for aggregate extraction and will not be available for development until after the resources have been depleted and the sites restored.

Throughout the rest of Thames Centre the largest concentration of vacant industrial lands is located southwest of the Thorndale Settlement Area. Thorndale is the northernmost Settlement Area in Thames Centre and is located approximately 20 km north of the 401. There is approximately 369 hectares (913 ac.) of vacant industrial land in this location, straddling both sides of Nissouri Road. The easterly portion is configured in a wedge shape while approximately 100 hectares (246 ac.) of the vacant lands designated for "Rural Industrial" uses on the west side of Nissouri Road are actively used for aggregate extraction and will not be available for development until after the resources have been depleted and the sites restored. The Thorndale Settlement Area itself has approximately 1.2 hectares (3 ac.) of lands designated for "Settlement Industrial" in the north end.

Moving south there is a small linear pocket of vacant industrial land approximately 9 hectares (23 ac.) in size stretched across the rear of a number of parcels with their frontages designated and developed for Highway Commercial uses. These lands are limited in size and heavily constrained for access by the existing uses.

The last remaining pocket of vacant industrial land in Thames Centre is located in the northwest corner of the Dorchester Settlement Area. There is approximately 36 hectares (89 ac.) of vacant lands designated "Settlement Industrial" dispersed over a number of parcels in this location.

10.4. Summary of Industrial Land Supply

Almost every major urban centre in North America has made steps to ensure that adequate industrial lands exist to capitalize on established transportation corridors. These corridors were developed first for the transportation of goods and materials, and second for the movement of people. Sound land use planning requires that suitable lands in these locations be protected for industrial type uses. These uses include those which are dependant upon the frequent movement of large quantities of goods and materials, and those that require locations with access to highway/freeway interchanges. By locating industry in these locations the impacts of truck traffic through inner-city road networks and rail movements and more sensitive land uses are reduced and industry further benefits from reduced transportation costs and reductions in delays due to inner-municipal traffic.

While there is still a limited supply of vacant lands designated for industrial development throughout the Municipality, there are a number of additional factors which must be examined with respect to the utility of these lands for the adequate provision of employment lands for medium to large-scale industry in Thames Centre. The Thames Centre's Official Plan designates industrial land uses into three different classifications: Rural Industrial; Settlement Industrial; and Extractive Industrial. Of these designations, both the Rural Industrial and the Settlement Industrial designations provide the flexibility in land use and controls for the development of a major, large-scale (+/-165 to 325 ha.) contiguous industrial site. However, the Rural Industrial Designation requires all industrial and associated uses to be "dry" in nature as the potential for servicing these lands was identified as a challenge to their use.

Furthermore, within the existing vacant industrial land inventory there is no area of a sufficient size (approximately 165 to 325 ha.), contiguous in shape with immediate access to Highway 401 and the rest of the 400 series corridor to accommodate large-scale industrial uses. A further constraint analysis of the vacant land supply identifies that there is a great amount of land area currently designated for Rural Industrial development that is currently being utilized for the extraction of aggregate resources. Although the future anticipated land use of these lands is envisioned to be industrial these lands are tied up for the extraction until the resources have been depleted, thereby removing these lands from consideration in the short and medium term planning horizon, at least.

Many other sites possess similar limitations to their development and support the need for the assembly of one large-scale contiguous parcel of industrially designated lands to support a major industrial development. In examining the supply of vacant and designated Industrial lands for a potential large-scale industrial operation, being a developable land area of at least 165 to 325 hectares, it is clear that the Municipality does not have any available designated industrial areas within its boundaries, not to mention with direct access to the 401 corridor.

A review of the developable industrial land supply referenced in Table 2 above clearly illustrates that the Municipality has a total of 311.5 hectares (769.8 acres) of available Industrial lands within its inventory. The potential development of one large-scale site between 165 and 325 hectares in size would then be required to consume all of the available/developable industrial lands within the Municipality through its development.

Furthermore, many of the designated industrial lands are dispersed across numerous separate parcels in variety of locations throughout the Municipality. An examination of the composition of vacant industrial land, as illustrated in Figure 3, identifies that these vacant parcels are dispersed into 14 separate contiguous areas. The largest of those areas is 59.7 hectares (147.6 ac.) existing in a triangular pattern south and west of the Thorndale Settlement Area.

11. Identification of Potential Sites

11.1. Introduction

A comprehensive process was developed to consider all possible opportunities for the provision of employment lands to accommodate a range of sites to accommodate small, medium and large-scale industrial operations at key locations along the Highway 401 corridor. Detailed site information was then collected for each respective candidate site and an extensive site evaluation matrix was then designed to evaluate each site based on its merits for the proposed industrial use.

11.2. Site Identification Process

11.2.1. Phase One: Preliminary Screening Process

The selection and assessment of potential sites for the 401 Corridor Land Use Strategy was undertaken in a number of steps. The first step involved a high level screening process based on general locational criteria. As previously identified, the initial step involved the delineation of a general study area. This area was identified as a parallel corridor along Highway 401 which included all of the lands within 2.25 kilometers of either side of the highway (See Figure 2).

A preliminary review of the Thames Centre Official Plan and aerial photography indicated that a large amount of land within the central portion of the general Study Area was not appropriate for consideration for the development of employment land uses. This area is composed primarily of the Dorchester Swamp, a Provincially Significant Wetland and an Area of Natural and Scientific Interest which has been designated as a no development area in the County and local Official Plans. Further, along the westerly boundary of the Dorchester Swamp is an area identified for Well Head Protection, and Area of High Susceptibility in the Thames Centre Official Plan. These lands have been protected from certain land use developments for they are situated within the sphere of influence for the Dorchester Municipal Well. As a result, these lands were screened from further consideration.

The Second Step involved examining the composition of the lands within the defined study area. Based on the findings of the analysis noted above two areas of interest, one primary and one secondary area, where then defined within the Study Area.

Primary Area of Interest

The Primary Area of Interest was identified adjacent to the Westchester Bourne and Dorchester Road interchanges in the western portion of the corridor. This portion of the Study Area was identified as the Primary Area of Interest due to the presence of existing employment uses, including two truck stop centres and a developing integrated industrial-residential park and a number of additional land use synergies which include the areas proximity to Dorchester, the largest Urban Settlement Area in Thames Centre containing limited municipal services; the proximity to the Nilestown Hamlet Area; proximity to the neighbouring City of London; proximity to the available connection with the Elgin Area Water Supply System located at the Municipal Boundary at Bradley Avenue in the adjacent City of London; and the proximity to the London International Airport located approximately 5 kilometers north of the 401 in this location.

Secondary Area of Interest

The Secondary Area of Interest was identified adjacent to the Putnam Road interchange, the easterly most interchange with Highway 401 in Thames Centre. This portion of the Study Area was chosen as the Secondary Area of Interest due to the presence of existing employment uses; designated industrial lands and the location of the CPR Rail Line. Again, the Putnam Road interchange is the only interchange in Middlesex County which has available rail access. While this area offers synergies with existing employment uses and the presence of a rail line the area is geographically separated from the primary Urban Settlement Areas in the Municipality and has no forecasted opportunity for municipal servicing. As a result, the scale and potential for development is anticipated to be limited in this location, but the existing uses and rail access should be preserved and promoted for additional employment opportunity.

11.2.2. Phase Two: Site Identification Process

Based on parcel fabric configurations, road patterns, land areas and identified natural environment constraints, sites suitable for the provision of short, medium and long-term development lands for both typical and large-scale employment uses were identified for further evaluation. Due to the variety of land areas necessary to accommodate typical and large-scale industrial land uses, each site is comprised of a multitude of parcels, and in some instances include road allowances which may need to be closed and re-directed in order to accommodate larger-scaled sites.

The site selection process included the identification of potential candidate sites using digital aerial photography together with mapping of assessment information, vacant industrial lands, Official Plan designations and zoning. Once assembled, this information was integrated into a GIS (Geographic Information System) to enable detailed spatial analysis of all lands within the Study Area. Using these tools, suitable sized parcels of land were identified for inclusion in the evaluation process.

Once identified, each site was inventoried for information including:

- General location
- Site area
- Sanitary, water & storm servicing
- Existing land use
- Surrounding land use
- Official Plan designation
- Zoning
- Exposure to roadway
- Frontage on roadway
- Classification of roadway
- Proximity to livestock operations
- Presence of known constraints
- Proximity to rail, air, water transport
- Topographical characteristics

This information was gathered and catalogued into a database to assist in the application of the site evaluation criteria and can be found in Appendix I.

11.3. Site Evaluation Criteria

The site evaluation developed for this Study utilizes a wide range of criteria designed to narrow the selection process and identify the preferred site(s) appropriate to meeting the Municipality's employment land needs within the Highway 401 corridor.

Each criterion was evaluated based on a ranking system developed to provide a consistent method of measure. The system requires that a numerical rating from 0 to 3 be applied to each criterion where:

- 3 = strong support;
- 2 = reasonable support;
- 1 = limited support; and
- 0 = no support.

Once ranked, a weighting system, varying by importance or necessity to the proposed development, was applied to each ranking to ensure that the valuation of each criterion was properly assessed. This weighting system is shown on the site evaluation sheets presented later in the report.

Tiers were then identified to assist in narrowing the number of potential sites based on the assembly of criterion which are critical to specific phases of the evaluation process. These Tiers were developed and organized in terms of their critical function to the selection of a short-list of potential sites.

The following indicates the Tiers that were utilized for the evaluation, the criteria developed for each Tier and a summary of the factors used in analyzing each criterion.

11.3.1. Tier 1 – Developable Land Area

Purpose

Tier 1 examines each site on its potential to supply the Municipality with additional employment opportunity associated with the highway 401 corridor. A developable land area of approximately 75 acres (30 hectares) minimum, exclusive of natural or physical constraints was identified as being the smallest parcel of land capable of providing flexibility in the range of uses capable of being developed.

A minimum Tier 1 score of 30 was necessary to be achieved for a site to advance to the second Tier. If a site could not achieve a perfect score for site development potential, the site was eliminated from further consideration.

NOTE: In evaluating this Tier, land area calculations were made to remove areas constrained by natural heritage features and water bodies, flood plains etc. From this a numerical land area was derived which was then analyzed against the topographical elevations identified on the mapping and to the field notes from the site inventory. As a result, although some sites may have a numerical developable area greater than 30 hectares (75 acres), some sites may not achieve a full score based on the limitations to development imposed by a site's topography.

Criteria

Tier 1.1	Developable Land Area
	<i>Site has approximately 30 hectares (75 acres) minimum of developable land or greater which is not unduly restricted by natural or physical constraints such as flood prone lands, steep uneven terrain, swampy lands, large existing structures or other known constraints.</i>

Sites were analyzed based on their land area, any implications associated with land area such as swampy, marshy lands, steep and uneven terrain, flood prone areas and other natural constraints that would preclude the development of an appropriately scaled industrial building were also analyzed.

11.3.2. Tier 2 - Access

Purpose

Tier 2 was designed to analyze the accessibility to transportation networks of each potential site. Next to sufficient developable land area, these site qualities are the most critical factors for prospective industrial operators as they directly impact the ability of a site to receive raw material and transfer finished goods.

The accessibility of a site to the Highway 401 corridor is key. Secondary access to a rail line or proximity to the London international Airport provided a bonus for the site evaluation.

A minimum Tier 2 score of 22 was necessary for a site to advance to the next Tier. If that minimum score was not achieved, the site was eliminated from further consideration.

Criteria

Tier 2.1	<p>Access to Highway 401 Corridor</p> <p><i>Site has appropriate/immediate access to an interchange to Highway 401.</i></p> <p>A key factor in industrial location is the ability of a site to obtain direct access to a major transportation corridor in order to facilitate the efficient movement of goods. As such, the highest rankings occurred for sites situated adjacent or in direct proximity to interchanges along Highway 401.</p> <p>Sites which do not have direct access to Highway 401 but are located in reasonable proximity to the corridor and are serviced by arterial roads or service roads designed for the transportation of industrial truck movements were provided with reasonable support.</p>
Tier 2.2	<p>Access to Active Rail Line</p> <p><i>Site is accessible to an active rail line; either direct or via a spur.</i></p> <p>Beyond the accessibility of a site to highway transportation corridors, certain large-scale industrial uses can benefit from access to rail facilities. Sites adjacent to a rail line or in proximity, with the capability to extend a spur were given strong support.</p>
Tier 2.2	<p>Access to Airport Facilities</p> <p><i>Site is reasonably accessible and in proximity to the London International Airport.</i></p> <p>Many manufacturing and research and development industrial uses benefit from access to air transport facilities. Sites with reasonable access and proximity to the London international Airport were given strong support.</p>

11.3.3. Tier 3 – Site Services

Purpose

The Third Tier of the evaluation matrix addresses a number of technical site servicing and infrastructure issues including the ability to provide or extend adequate municipal sanitary and water services; to accommodate on-site stormwater management facilities; and to provide a sufficient supply of electrical power and natural gas which limits the need to extend services great distances across vacant lands.

These criteria were developed to identify the opportunities and constraints to the provision of appropriate servicing for a large-scale industrial operation at each of the identified locations. A minimum Tier 3 score of 19 had to be achieved for a site to advance to the next Tier. If that minimum score was not achieved, the site was eliminated from further consideration.

Criteria

Tier 3.1	<p>Sanitary Services</p> <p><i>Site is capable of being serviced by municipal sanitary sewers and treatment facilities or by an on-site package plant capable of accommodating the proposed industrial land use.</i></p> <p>As no sites in the Study Area are serviced with municipal sanitary sewers reasonable support was given to sites that had the potential to extend municipal sanitary sewerage. Limited support was provided to those sites requiring on-site package plant solutions or unreasonable extensions of sewers.</p>
Tier 3.2	<p>Water Services</p> <p><i>Site is serviced; <u>or</u> is reasonably capable of being serviced by a municipal water supply capable of providing appropriate volume and pressure to support a proposed industrial land use and capable of meeting mandatory fire protection requirements.</i></p> <p>Strong support was given to those sites in proximity to adequate water supply lines and reasonable support to those sites that would require lengthy extensions to provide adequate supply. No support was given to those sites that could not provide sufficient water supply for fire protection.</p>
Tier 3.3	<p>Stormwater Services</p> <p><i>Site is serviced; <u>or</u> is reasonably capable of being serviced for stormwater.</i></p> <p>Site has sufficient land area to provide the necessary on-site containment facility required to properly control stormwater for quality and quantity. Strongest support was given to sites with the least distance to an appropriate stormwater outlet and or requiring the least amount of land consumption for on-site storage.</p>
Tier 3.4	<p>Electrical Supply</p> <p><i>Site is serviced; <u>or</u> reasonably capable of being serviced to accommodate the provision of sufficient electrical power to accommodate a proposed industrial land use.</i></p> <p>Strongest support was given to sites closest to energy sources capable of accommodating the required power load.</p>

Tier 3.5	Natural Gas Supply
	<i>Site is serviced; or reasonably capable of being serviced to provide sufficient natural gas to accommodate a proposed industrial land use should it be required.</i>
	Strongest support was given to sites closest to natural gas sources capable of accommodating the required volume of natural gas.

11.3.4. Tier 4 – Site Development Potential

Purpose

The Fourth Tier of the evaluation matrix evaluates the development potential of each site through an assessment of the known physical and natural constraints of the site that would have a negative impact on development or would be negatively impacted by development. Issues reviewed include the existence of natural heritage features such as provincially significant wetlands, ANSIs, significant woodlands, soil composition, topographical conditions and site contamination.

A minimum Tier 4 score of 22 had to be achieved for a site to advance to the next Tier. If that minimum score was not achieved, the site was eliminated from further consideration.

Criteria

Tier 4.1	Natural Environment Constraints
	<i>The proposed development of the site does not significantly negatively impact identified natural heritage features.</i>
	A review of the natural environmental features identified in the Thames Centre Official Plan was used to identify the potential of a site to impact on and be impacted by the location of significant environmental features.
	A site's proximity to Environmental Protection Areas, Provincially Significant Wetlands, ANSIs and other Natural and Environmental Areas was used in calculating the rank for each site.
Tier 4.2	Topographical and Soil Characteristics
	<i>There are no known constraints to the topography or the soil composition to preclude the site from developing industrial type buildings and associated structures.</i>
	This criterion was established to identify any sites with known topographical or soil constraints which would preclude the development of an industrial type building. Strong support was given to relatively flat sites with lands <u>believed</u> to be composed of stable soils. Reasonable support was given to sites assumed

to have moderately fluctuating site topography and adequate soil structure and no support was given to sites situated in areas of steep topography or on wet or swampy soils.

Tier 4.3	Site Contamination
	<p><i>Site is not known to be contaminated; or the appropriate development of the site will not be unduly impacted through the necessary site remediation measures.</i></p> <p>This criterion was established to identify any sites with known or potential contamination.</p>

11.3.5. Tier 5 – Planning Constraints

Purpose

The Fifth and final Tier of the evaluation matrix assesses the land use planning considerations of the site. A review of the sites current land use designations and zoning is considered as well as the sites compatibility with adjacent land uses including proximity to existing livestock operations and the availability of the site was also considered.

There is no minimum Tier Five score.

Criteria

Tier 5.1	Planning Approval Status
	<p><i>Site complies with the policies of the County and local Official Plans and has acceptable/amendable Zoning By-Law regulations.</i></p> <p>Strong support was given to those sites with lands already in industrial designations or predominantly in industrial designations and adjacent Settlement Areas while reasonable support was given to those sites adjacent existing employment designations, Settlement Areas or a highway interchange and limited support was provided for those sites not located adjacent to existing designated employment areas or within reasonable proximity to an interchange.</p>
Tier 5.2	Land Use Compatibility
	<p><i>Site is compatible with surrounding area/buildings/land uses.</i></p> <p>Consideration was given to the number and type of land uses in proximity to the prospective sites with regard to Ministry of Environment Guideline D-6 "Compatibility Between Industrial Facilities and Sensitive Land Uses". Support was gauged in relation to the number and types of surrounding land uses and the ability of the site area and composition to provide a mitigative buffer area suitable for providing transitional intervening land uses.</p>

Tier 5.3 Proximity to Livestock Operations

Site is not impacted by proximity to livestock operations; and site does not impact adjacent livestock operations.

Due to the complexity of information and calculations necessary to determine accurate Minimum Distance Separation (MDS) a proximity measure was implemented to identify sites which posses the potential for impact on or by adjacent agricultural operations. For the purpose of this Study, all sites within 300m of a significant livestock operation were identified as being within the area of influence of a large livestock operation. This distance was based on a review of MDS Tables provided by the Ministry of Agriculture, Food and Rural Affairs.

Due to the reduced sensitivity of the proposed industrial development and analysis of the number of intervening land uses between the agricultural operations reasonable to strong support was given to the majority of the identified sites. Only sites in immediate proximity of a livestock operation were given limited support, and again, detailed analysis may prove that adequate separation already exists.

Tier 5.4 Availability of Site

There is a reasonable expectation that the site can be assembled and purchased; and the site has a manageable number of property owners for land assembly convenience.

Strong support was given to lands which may be known to be for sale and which involve a limited number of parcels. The number of land owners was also examined in relation to the amount of land held.

11.4. Limitations of Planning Assessment

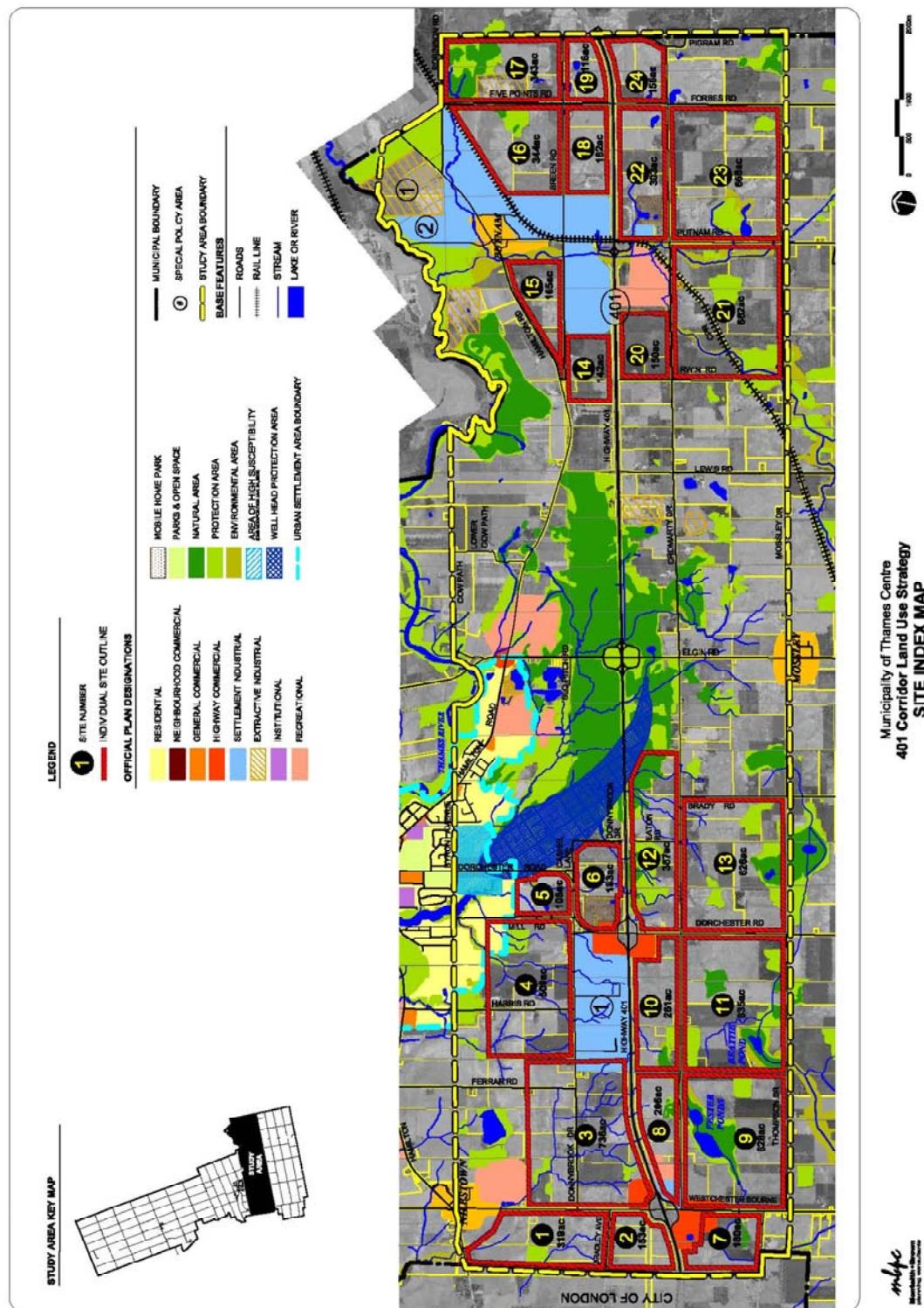
The above criteria were developed and analyzed based on data available to the Consultant at the time of preparation of the Study. Detailed Technical Studies were not included within the scope of the Study. As a result, the final list of recommended sites may require further, more detailed technical analysis including, but not limited to:

- Detailed engineering assessments of site servicing alternatives;
- Geotechnical evaluation;
- Hydrological evaluation;
- Environmental assessment including tests for soil contamination;
- Traffic study; and
- Archaeological assessment.

11.5. Potential Sites Identified

A total of 24 sites have been identified throughout the 401 Corridor for inclusion in the evaluation process for additional employment land opportunities. Thirteen sites were identified in the Primary Area of Interest and 11 sites in the Secondary Area of Interest. The location of each evaluated site is provided in Figure 4 below.

FIGURE 4 – Site Index Map



11.6. Site Evaluations

Comprehensive site data sheets and evaluation analysis sheets were prepared for each of the 24 identified sites and have been provided as Appendix I to this Report. Each data sheet lists the specific location of the site, the background data collected for each site including a detailed aerial photograph of the site and its surroundings including property line information. Immediately following each site data sheet is the corresponding site evaluation listing the scores of each evaluated criterion and the supporting rationale together with an overall site score.

11.7. Site Scores

Once evaluated, all sites were required to successfully satisfy the minimum cut-off score of each Tier in order to advance to the final Tier and produce an overall score. Table 4 below identifies the individual Tier sub-totals and overall site score for each of the 24 evaluated sites. Sites highlighted in gray shading failed to maintain a minimum Tier score through the evaluation and were subsequently removed from final consideration. A copy of the full evaluation matrix is provided in Appendix II of this Report.

TABLE 4 - Evaluation Summary by Site

Site	Tier 1 Sub-Total	Tier 2 Sub-Total	Tier 3 Sub-Total	Tier 4 Sub-Total	Tier 5 Sub-Total	Overall Score
1	30	26	33	30	21	140
2	30	36	33	30	20	149
3	30	36	36	26	23	151
4	30	26	36	18	13	123
5	10	23	36	18	8	95
6	30	33	33	26	17	139
7	30	36	22	26	24	138
8	30	36	22	22	24	134
9	30	36	22	14	20	122
10	30	33	22	26	21	132
11	30	20	22	18	19	109
12	30	30	16	14	18	108
13	30	20	22	14	19	105
14	10	13	19	18	22	82
15	20	16	19	10	21	86
16	30	29	19	22	21	121
17	30	16	19	14	20	99
18	30	23	22	26	21	122
19	30	10	19	26	19	104
20	30	13	19	26	15	103
21	20	29	19	10	14	92
22	30	39	19	22	20	130
23	20	26	19	14	18	97
24	30	10	22	22	20	104

Note: All sites that have been shaded were eliminated from further consideration for failure to maintain a minimum Tier score through the evaluation process. See Appendix 1 for a detailed summary of all site scores.

As Illustrated in Figure 4 above, 14 of the 24 sites evaluated were removed from consideration based on their failure to achieve a minimum Tier Score throughout the evaluation process. As a result, a short list of 10 sites was identified for consideration for inclusion in the Highway 401 Land Use Strategy.

11.8. Short-List of Sites

Table 5 below identifies the 10 sites which successfully satisfied the minimum requirements of each Tier through the evaluation process. Each of these sites are of varying sizes and locations and have been identified for their specific attributes which make them appropriate and desirable for the provision of employment lands throughout the Highway 401 corridor in Thames Centre. Figure 5 on the following page identifies the geographic locations of the short-listed sites in both the Primary and Secondary Areas of Interest.

Each of the short-listed sites was then ranked from highest to lowest using their overall score. As a result the top 3 sites identified included Site 3, ranked highest with an overall score of 151 out of a maximum possible score of 171. Site 2 came in second with an overall score of 149; and site one raked third with an overall score of 140. Table 5 below illustrates the standing of each of the short-listed sites in the ranking.

TABLE 5- Evaluation Summary by Final Score (Short-List of Sites)

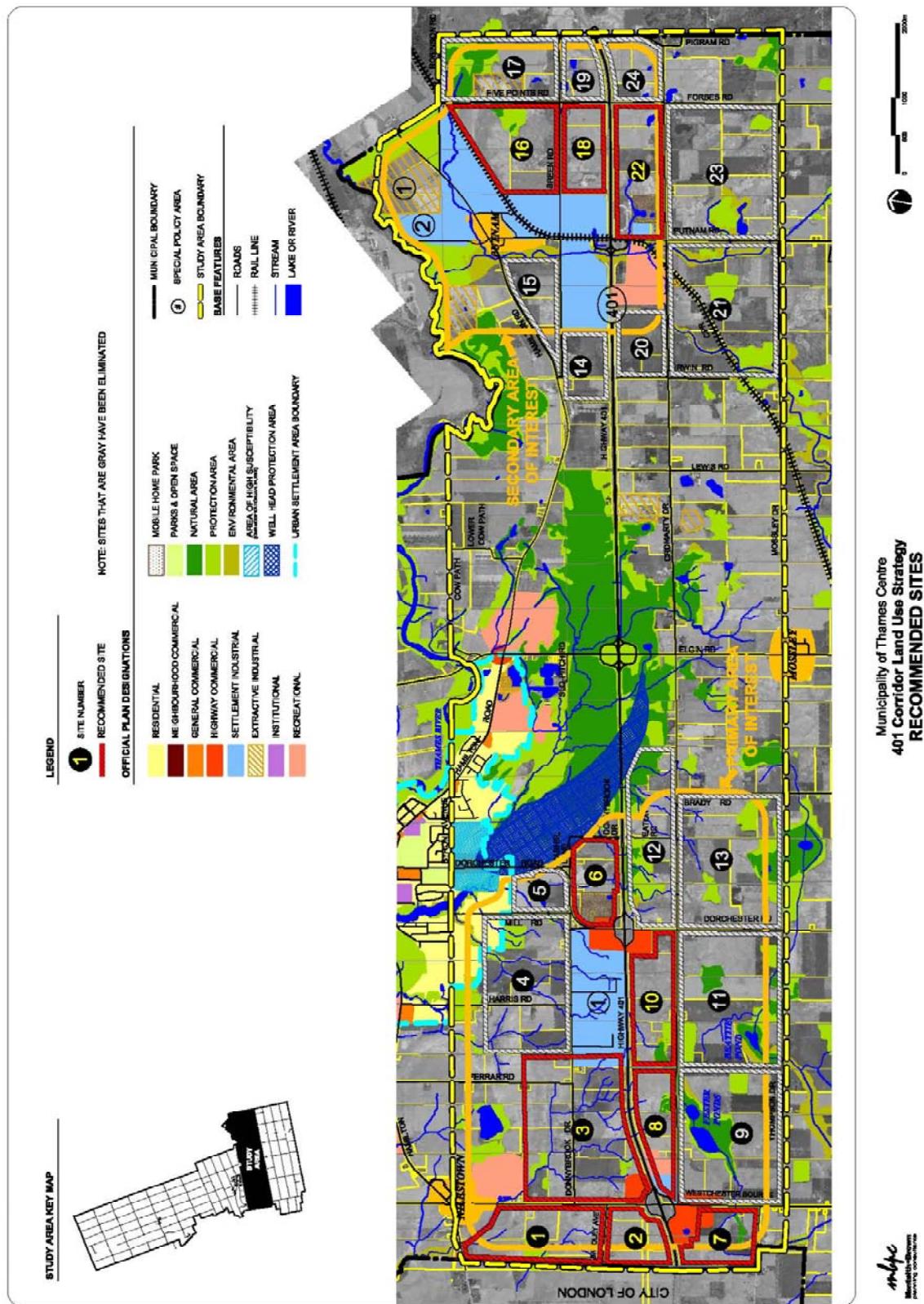
Site	Area of Interest	Tier 1 Sub-Total	Tier 2 Sub-Total	Tier 3 Sub-Total	Tier 4 Sub-Total	Tier 5 Sub-Total	Overall Score
3	Primary	30	36	36	26	23	151
2	Primary	30	36	33	30	20	149
1	Primary	30	26	33	30	21	140
6	Primary	30	33	33	26	17	139
7	Primary	30	36	22	26	24	138
8	Primary	30	36	22	22	24	134
10	Primary	30	33	22	26	21	132
22	Secondary	30	39	19	22	20	130
18	Secondary	30	23	22	26	21	122
16	Secondary	30	29	19	22	21	121

Note: All sites that have been shaded were eliminated from further consideration for failure to maintain a minimum Tier score through the evaluation process. See Appendix 1 for a detailed summary of all site scores.

Of the 10 short-listed sites identified, the top seven sites are located within the Primary Area of interest, chosen for their geographic location in proximity to the Elgin Area Water Supply, proximity to the Settlement Areas of Dorchester, and to a lesser extent, Nilestown. Other key site considerations include synergies with other existing or designated land uses and site topography. Many of the sites examined along the 401 corridor throughout Thames Centre had significant topographical constraints which would either preclude development or make development too expensive for consideration.

Sites short-listed within the Secondary Area of Interest were identified based on their topographical attributes, synergies with existing industrially designated lands and potential access to an active rail line.

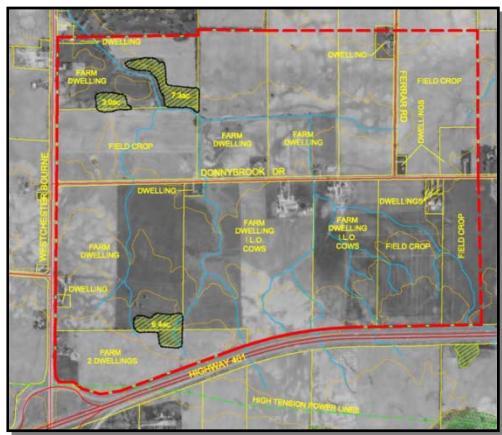
FIGURE 5 – Recommended Site Locations



The following provides a brief synopsis of the development opportunities identified for each of the short-listed sites in the order they were ranked. For organizational purposes, and to assist the reader in tracking the site rankings each recommended site in the Primary Area of interest will contain the Prefix "P" followed by its rank "1" then its original "Site 3" number. For example, the top ranked site in the Primary Area of Interest is P1 – Site 3, and so on. The same applies for all those recommended sites within the Secondary Area of Interest save and except the Prefix will begin with an "S" for Secondary (i.e. S1 – Site 22).

11.9. Summary of Short Listed Sites in Primary Area of Interest

P1 - Site 3



Site 3 is the largest of the short-listed sites, with approximately 297.7 hectares (735 acres) of land abutting the Westchester Bourne intersection to the northeast. The lots situated immediately north and south of the 401 corridor are shallower than those lots beyond the corridor. As a result, in order to assemble an appropriately shaped site with a sufficient land area to satisfy the need for a large-scale industrial site, site 3 included portions of two municipal roads. Donnybrook Drive, which runs east/west, parallel and north of Highway 401 connecting Westchester Bourne to Dorchester Road. The second road, Ferrar Road, is a short north/south road which extends from the north at Byron Avenue and terminates in the south at

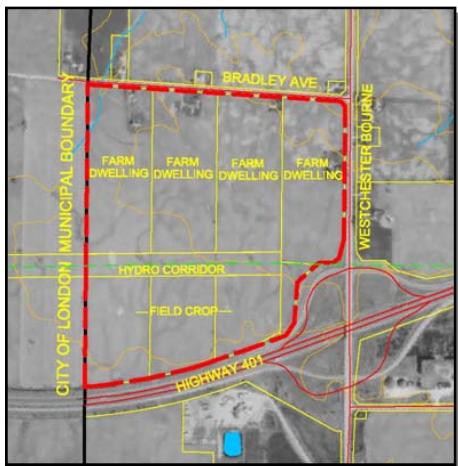
Donnybrook Drive within the site. Options to site development may include incorporation of the existing road network into the site, re-direction of the public roads or the potential closure of one or both of these roads.

The Municipality has advised that there is a major natural gas trunk line traversing the site adjacent Donnybrook Drive. Although specific mapping identifying the specific location and amount of land consumed by the pipeline was not available, preliminary analysis indicates the site is in excess of 32 million square feet in area with well over 10 million square feet of land north of Donnybrook and west of Ferrar Rd. and over 15 million square feet of land south of Donnybrook. For comparative analysis, a major manufacturing plant might typically construct approximately 2 to 3 million square feet of building. As a result, there is ample lands within this site for consideration of development without encroachment of the pipeline.

The site has excellent frontage and visibility along the 401 corridor. The topography of this site is relatively flat, a characteristic which is very difficult to find throughout the remainder of the corridor, particularly with respect to a site of this magnitude. A number of watercourses traverse the site and will have to be examined in further detail with respect to lot grading and drainage and the potential for the underground conveyance of storm and surface waters from other areas prior to site development.

Site 3 is conveniently located approximately 880 metres east of the City of London boundary at Bradley Ave. which is the approximate location of the Elgin Area water supply line within the City of London. This site's position in proximity of the water supply line and the southwest limit of the Dorchester Settlement Area make it an ideal catalyst for providing a municipal water supply alternative to Dorchester.

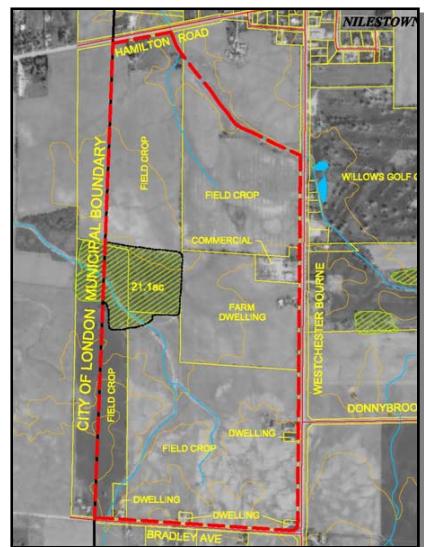
P2 - Site 2



Site 2 is a smaller sized site with approximately 62 hectares (153 acres) of land located on the northwest corner of the Westchester Bourne interchange and abutting the City of London boundary along its western limit. Site 2 is also located along the southern frontage of Bradley Avenue, which places it in an excellent location to benefit from a potential future expansion of the Elgin Area water system at Bradley Avenue immediately abutting the west limit of the site in the City of London and extending north and east to the established settlement areas of Dorchester and possibly Nilestown as well. The site is well positioned to benefit from the established Settlement Area surrounding the interchange.

The topography of the site is relatively flat and the site maintains excellent visual frontage along the 401 corridor. The site contains no natural heritage constraints; however, a high tension power line corridor traverses the site from west to east about the middle of the site which is owned as a separate parcel by Hydro-One.

P3 - Site 1



Site 1 is a long narrower site located between Bradley Ave in the south and Hamilton Road in the North, from the City of London Boundary in the west to Westchester Bourne in the East containing approximately 129 hectares (319 acres) of land. The lands in this area are relatively flat and begin to roll gently. Again, the site possesses excellent opportunity to capitalize on a potential future expansion of the Elgin Area Water Supply System to tie potential tie in the Settlement Areas of Nilestown to the north and Dorchester to the East.

Site 1 is a second tier site which does not have actual frontage or exposure to Highway 401. The site is located approximately 700 metres from the 401 interchange and extends north toward the Nilestown Settlement Area.

P4 - Site 6



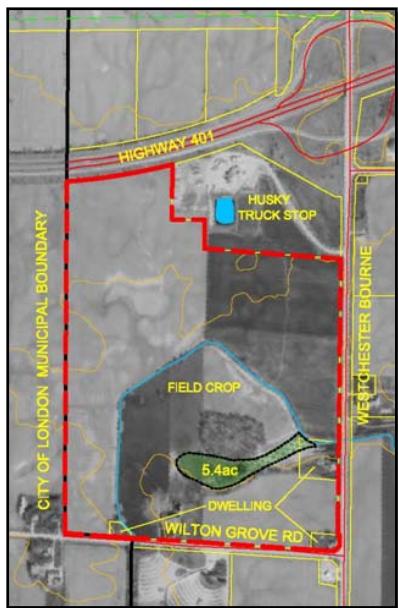
Site 6 is a medium sized site approximately 74.2 hectares (183.3 acres) in size located northeast of the Dorchester Road interchange with Highway 401 and is another smaller site.

The topography of the sites is gently rolling, and there is an exiting trailer park operating on one of the parcels within the site. Additionally, the southwesterly most parcel, immediately abutting the interchange ramp is owned by the Ministry of Transportation.

Transportation. While there are no significant constraints within the site, the easterly boundary of the site abuts the Well Head Protection Area for the Dorchester Municipal Well. Any proposed development in this area must be of an appropriate land use which will not pose a threat to the municipal water supply and be adequately and appropriately buffered from the area of influence. Although further removed than other short-listed sites, Site 6 still possesses opportunity to tie into an extension of the Elgin-Area water supply system together with the Dorchester Settlement Area, which would alleviate concerns pertaining to the groundwater supply to the municipal well.

This site would be an excellent candidate for prestige industrial uses with its gateway location to Dorchester subject to strict controls on land use.

P5 - Site 7



Site 7 is a medium sized site comprised of relatively flat topography and is approximately 72.7 hectares (189 acres) in area, located southwest of the Westchester Bourne interchange in the west end of the 401 corridor. This site is located south and west of the Husky Truck stop and is well positioned to benefit from land use synergies created by the Truck Stop and the position of the site to the 401 and the Westchester Bourne Interchange.

The extent of development in this area will be limited due to the sites location south of the 401 away from the established Settlement Areas, without the benefit of a municipal water supply.

P6 - Site 8



Site 8 is another medium size site comprised of approximately 83 hectares (206 acres) of land which is relatively flat offering excellent frontage and exposure along the 401. There is some constraint from natural heritage features along the easterly portion of the site as well as the presence of the Hydro One corridor which runs west to east parallel to the 401. The westerly portion of the site is already designated for industrial use and is utilized by the County and Municipal Roads Departments for highway maintenance facility. East of the public works yard is a KOA campground and the remainder of the site is agricultural. The site is excellently positioned at the southeast corner of the Westchester Bourne interchange and provides an opportunity to build on synergies created by the existing Husky Truck Stop and existing industrially designated lands.

The extent of development in this area will be limited due to the sites composition, being somewhat long and narrow and its location south of the 401 away from the established Settlement Areas, without the benefit of a municipal water supply.

P7 - Site 10

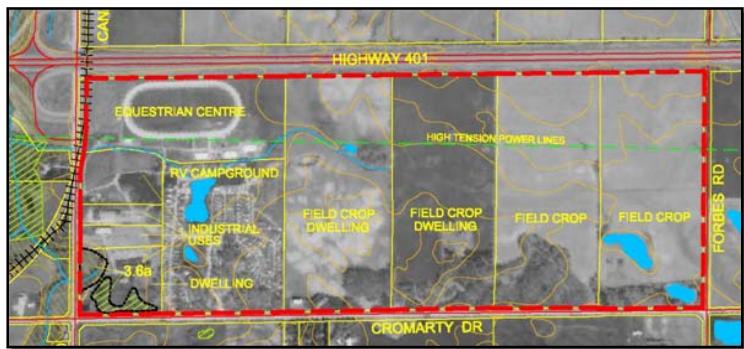


Site 10 is a medium sized site with approximately 106 hectares (261 acres) of land which is relatively flat building to gently rolling topography in the sites west end. The site is excellently positioned just south of the Dorchester Road interchange to the 401 and has excellent frontage and exposure along the 401 and Dorchester Road, 250 metres from the 401 interchange. The site is also well positioned to benefit from synergies with the established Fifth Wheel Truck Stop operation located immediately east of the site adjacent the interchange with the 401. There is limited constraint by natural heritage features at the extreme western end of the site and the Hydro One high tension lines traverse the site from west to east.

The extent of development in this area will be limited due to the sites composition, being somewhat long and narrow and its location south of the 401 away from the established Settlement Areas, without the benefit of a municipal water supply.

11.10. Summary of Short List of Sites in Secondary Area of Interest

S1 - Site 22



Site 22 is a medium sized site located south and east of the Putnam interchange with approximately 123 hectares (303 acres) of land; however, the topography of the site is varied with hilly sections that may encumber portions of the site. Additionally, there is a small natural heritage feature in the southwest corner and the Hydro-One high tension power

lines traverse the site from west to east. The site has direct access to Putnam Road as well as Cromarty Drive. Existing uses on the site include an equestrian centre and existing small scale light industrial uses along Putnam Road as well as an RV camp site. Immediate access to the CPR rail line is provided along the Putnam Road Frontage of the site.

The extent of development in this area is limited due to the site's topography, its location south of the 401 away from the established Settlement Areas, and without the benefit of a municipal water supply.

S2 - Site 18



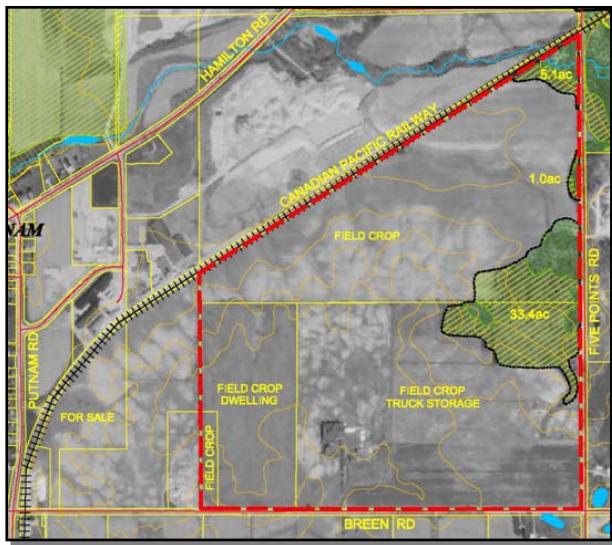
Site 18 is a smaller site, located north and east of the Putnam Road interchange along the south side of Breen Road. Although the site does not immediately front a road that interchanges the 401, it is within approximately 1 kilometre of the 401 and approximately 600 metres from Putnam Road. The topography

of the site is primarily rolling to hilly in areas and does not contain any natural heritage constraints. Although there is no direct rail access to the site, the CPR line is located approximately 600 metres to the west with access required to only a limited number of properties to make a connection. Lands to the west are designated and partially utilized for industrial development. As such, the site provides an excellent opportunity to round out the industrial designation in this location.

The site itself contains a large intensive livestock operation and is within 300 metres of other livestock operations but contains a good land base for the provision of a suitable buffer. The industrially designated lands to the west were identified as being for sale.

The extent of development in this area is limited due to the site's topography, the limited access to the 401 at this interchange and without the benefit of a municipal water supply.

S3 - Site 16



Site 16 was the final short-listed site, being a medium to larger-scaled site; it contains approximately 140 hectares (345 acres) of land located along the north side of Breen Road east of Putnam Road. Although the site does not immediately front a road that interchanges the 401, it is within approximately 1 kilometre of the 401 and approximately 600 metres from Putnam Road. A CPR rail line extends across the entire rear of the site to the north. The topography of the site is rolling throughout and there is a 23 acre natural area along the easterly boundary of the site about midway through its depth.

This site is excellently positioned to benefit from the CPR rail line and forms an extension of the existing industrial lands in the Putnam Settlement Area.

The extent of development in this area is limited due to the site's topography, the limited access to the 401 at this interchange and without the benefit of a municipal water supply.

12. Recommended Land Use Strategy

12.1. Introduction

Based on the results of this comprehensive review and comparative site evaluation process, a number of sites have been identified for the provision of employment lands at key locations along the Highway 401 corridor. These sites have been identified to accommodate a range of small, medium and large scale employment uses to satisfy the short, medium and long-term planning goals of Thames Centre.

This Study has identified and recognized lands capable and appropriate for development adjacent the highway 401 corridor, particularly in proximity to its interchanges, and recognizes the importance of these lands as a finite economic development resource. A resource which must be protected and promoted to assist in ensuring the economic sustainability of the community by assisting wherever possible to offset the existing imbalance of employment and assessment base in the Municipality.

In identifying these recommended sites, consideration was given to a variety of key factors which also included the consideration of a strategy for potential solutions to resolve existing groundwater protection issues and the incorporation of the principles of smart growth to further promote a balanced community.

As a result of this analysis, it is recommended that the following Land Use Strategy be implemented with respect to the provision, protection and promotion of employment lands within the Highway 401 corridor of Thames Centre.

12.2. Recommended Land Use Strategy - Primary Area of Interest

Number	Site	Recommendations	Priority	Timing
1	P1 – Site 3	<ul style="list-style-type: none"> That Site P1 be protected through appropriate land use designation and zoning control to permit a “large-scale” industrial use. Site 3 is the only recommended site of a magnitude capable of supporting a large-scale industrial use in proximity to the 401 with opportunity for the extension of an adequate municipal water supply. That appropriate policy be put in place to preclude the fragmentation of the designated lands into smaller industrial uses which are not conducive, or which are prohibitive to the planned function of the site for a large-scale industrial use. 	High	Short-Term
2	P2 – Site 2	<ul style="list-style-type: none"> That Site P2 be protected through appropriate land use designation and zoning control to permit a blend of Industrial and Highway Commercial type uses to promote this interchange on highway 401. That consideration for the provision of a piped municipal water supply system be given to promote and support the development of this site. 	High	Short-Term
3	P3 – Site 1	<ul style="list-style-type: none"> That Site P3 be protected through appropriate land use designation and zoning control to permit a blend of Industrial and Highway Commercial type uses. That appropriate land use policy and zoning regulation be put in place to ensure adequate buffers are implemented to ensure harmony between the site and the existing Nilestown Settlement Area to the north. That consideration for the provision of a piped municipal water supply system be given to promote and support the development of this site. 	High	Short - Term

Recommended Land Use Strategy - Primary Area of Interest (Continued)

Number	Site	Recommendations	Priority	Timing
4	P4 - Site 6	<ul style="list-style-type: none"> That Site P4 be protected through appropriate land use designation and zoning control to permit a blend of "Prestige" Industrial and Highway Commercial type uses to promote the interchange with highway 401. That stringent land use policy and zoning regulation be put in place to ensure adequate buffers are implemented and land uses are restricted to those which are dry or are properly serviced, as available, so as not to pose any risk or threat to the continued protection of the adjacent Well Head Protection Area. 	Medium	Medium-Term
5	P5 – Site 7	<ul style="list-style-type: none"> That Site P5 be protected through appropriate land use designation and zoning control to permit a blend of Industrial and Highway Commercial type uses to compliment existing uses in the area. That appropriate land use policy and zoning regulation be put in place to restrict development to "dry" uses unless a solution to the provision of a piped municipal water system is identified to service lands south of Highway 401. 	Medium	Medium-Term
6	P6 – Site 8	<ul style="list-style-type: none"> That Site P6 be protected through appropriate land use designation and zoning control to permit a blend of Industrial and Highway Commercial type uses to promote the interchange location with 401. That appropriate land use policy and zoning regulation be put in place to restrict development to "dry" uses unless a solution to the provision of a piped municipal water system is identified to service lands south of Highway 401. That consideration be given to the amount of land designated at this location given the natural constraints existing at the easterly extent of the site. 	High	Short-Term

Recommended Land Use Strategy - Primary Area of Interest (Continued)

Number	Site	Recommendations	Priority	Timing
7	P7 – Site10	<ul style="list-style-type: none"> • That Site P7 be protected through appropriate land use designation and zoning control to permit a blend of Industrial and Highway Commercial type uses to promote the interchange location with 401. • That appropriate land use policy and zoning regulation be put in place to restrict development to “dry” uses unless a solution to the provision of a piped municipal water system is identified to service lands south of Highway 401. • That consideration be given to the amount of land designated at this location given the natural constraints existing at the westerly extent of the site. 	High	Short-Term

12.3. Recommended Land Use Strategy - Secondary Area of Interest

Number	Site	Recommendations	Priority	Timing
1	S1 – Site22	<ul style="list-style-type: none"> • That Site S1 be protected through appropriate land use designation and zoning control to permit a blend of Industrial and Highway Commercial type uses to promote the interchange location with 401 and the sites access to the CPR rail line. • That appropriate land use policy and zoning regulation be put in place to restrict development to “dry” uses. 	Low	Long-Term
2	S2 – Site18	<ul style="list-style-type: none"> • That Site S2 be protected through appropriate land use designation and zoning control to permit a blend of Industrial and Highway Commercial type uses to round out the existing industrial designation in the area and allow the lands to benefit from the location in proximity to the active CPR rail line. • That appropriate land use policy and zoning regulation be put in place to restrict development to “dry” uses. 	Medium	Medium-Term

Recommended Land Use Strategy - Primary Area of Interest (Continued)

Number	Site	Recommendations	Priority	Timing
3	S3 – Site16	<ul style="list-style-type: none">• That Site S3 be protected through appropriate land use designation and zoning control to permit a blend of Industrial and Highway Commercial type uses to round out the existing industrial designation in the area and allow the lands to benefit from their access to the active CPR rail line.• That appropriate land use policy and zoning regulation be put in place to restrict development to “dry” uses.	Low	Long-Term

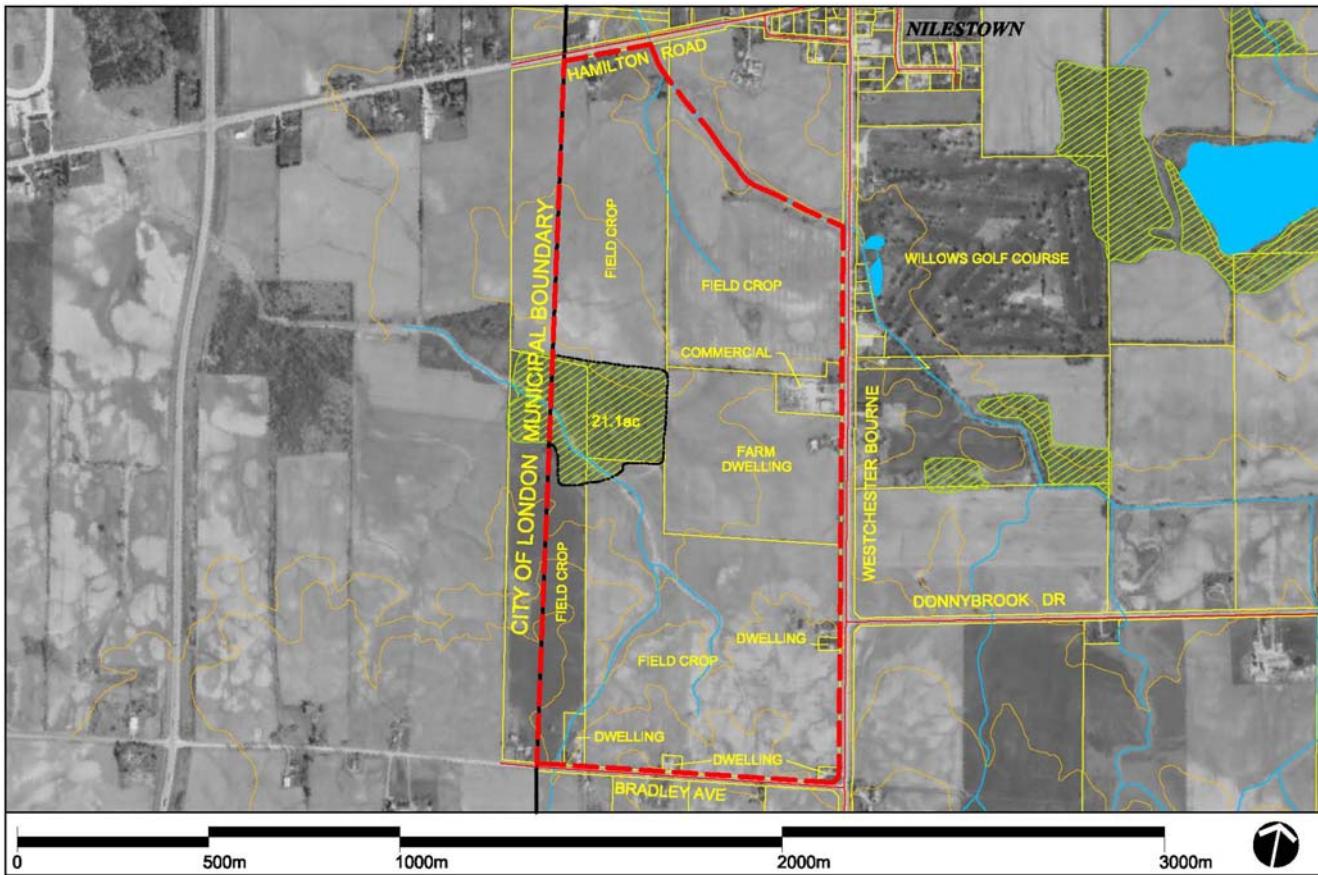
APPENDIX I

Detailed Site Evaluations

General Location:

North of Bradley Ave/East of the City of London/
South of Hamilton Rd/West of Westchester Bourne

SITE 1



SITE DATA

SITE AREA: 129.2 ha (319.4 ac) (medium size)
DEVELOPABLE AREA: 120.7ha (298.3ac)
EXISTING USE(S): Field crop, 5 Dwellings (1 farm), 1 Commercial Operation
OFFICIAL PLAN: Agricultural and Protection Area
EXISTING ZONING: A, LA, C2-2
PROPOSED ZONING: A, EP, HC-7
SURROUNDING LAND USES: Field crops and 4 Farm Dwellings to the south, The hamlet of Nilestown to the north (mix of residential and commercial uses), 7 dwellings, field crops and the Willows Golf Course to the east, The City of London boundary to the west
KNOWN CONSTRAINTS: The centre of the site

contains a Protection Area approximately 8ha (20ac). Two watercourses traverse the site and empty into the Thames River. A natural gas pipeline traverses the southern half of the site

NUMBER OF PARCELS: 7 full and 3 part
FRONTAGE ON: Westchester Bourne ± 1440m (Arterial Rd - County) and Hamilton Rd ± 230m (Arterial Rd - County)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: No
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: Possible extension
STORM SERVICES PRESENT: No
TERRAIN: Gently rolling to relatively flat

NOTES

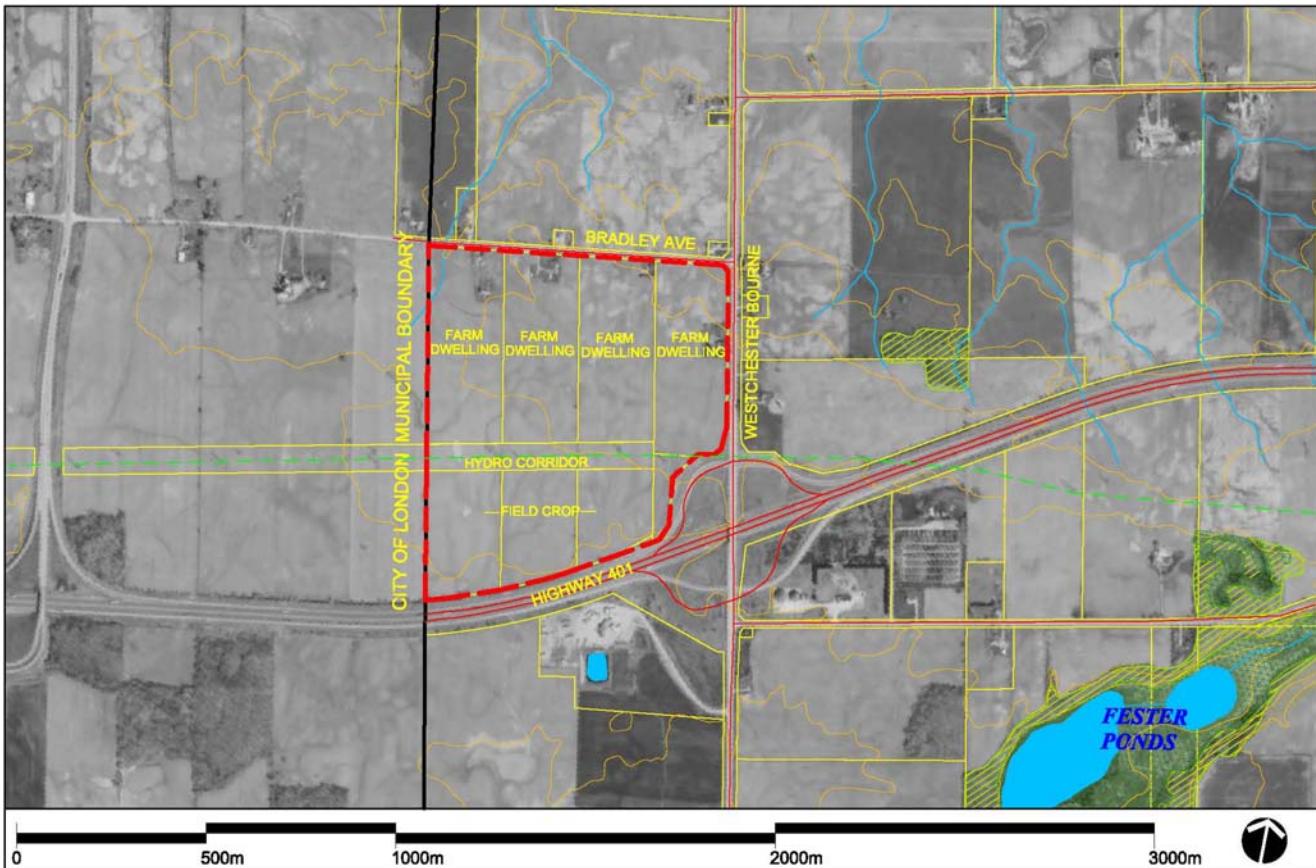
- The Elgin Area Water Supply has services along Bradley Avenue in the City of London with the possibility of an extension to the site
- The topography of the site is relatively flat with gentle rolling slopes
- The site has little to no constraints with respect to natural features, the major one being an 8ha woodlot
- The site is ± 700 m away from the Westchester Bourne/ 401 interchange
- The Hamlet of Nilestown is ±300m to the north east of the site

SITE EVALUATION ANALYSIS		SCORE	ANALYSIS	SITE:1
Tier 1	Land Area	30	<ul style="list-style-type: none"> Site is 319.4 acres with a developable potential of 298.3 acres 	
	Tier 1 Sub Total	30		
Tier 2	Access to Highway 401 Corridor	20	<ul style="list-style-type: none"> Site is located on Westchester Bourne approximately 700 metres away from the 401 interchange 	
	Access to Active Rail Line	0	<ul style="list-style-type: none"> None Present 	
	Access to Airport Facilities	6	<ul style="list-style-type: none"> The London International Airport is located approximately 5500m to the north 	
	Tier 2 Sub Total	26		
Tier 3	Sanitary Services	3	<ul style="list-style-type: none"> No municipal services present. There may be potential to construct a treatment facility in proximity to service Dorchester 	
	Water Services	9	<ul style="list-style-type: none"> Possible extension of the Elgin Area Water Supply along Bradley Avenue 	
	Stormwater Services	9	<ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls 	
	Electrical Supply	6	<ul style="list-style-type: none"> Site is in proximity to Hydro One corridor 	
	Natural Gas Supply	6	<ul style="list-style-type: none"> A natural gas supply line traverses the property 	
	Tier 3 Sub Total	33		
Tier 4	Natural Environment Constraints	12	<ul style="list-style-type: none"> Only one Natural Area approximately 20 acres in size exists in the centre part of the site along west boundary (woodland) Small watercourses traverse the property and feeds the Thames River 	
	Topographical and Soil Characteristics	12	<ul style="list-style-type: none"> The topography of the site is flat to the north with a gentle roll to the south No known constraints to soil composition 	
	Site Contamination	6	<ul style="list-style-type: none"> No known site contamination 	
	Tier 4 Sub Total	30		
Tier 5	Planning Status	4	<ul style="list-style-type: none"> The lands are not designated or zoned for development 	
	Land Use Compatibility	12	<ul style="list-style-type: none"> North east of the site is the hamlet of Nilestown and to the east is a golf course, the remaining uses are agricultural uses Site is large enough to accommodate for development setbacks and buffers 	
	Proximity to Livestock Operations	3	<ul style="list-style-type: none"> No livestock exists within 300m 	
	Availability of Site	2	<ul style="list-style-type: none"> Lands within the site are not known to be for sale; site is comprised of a relatively small number of parcels (7 full 3 part) 	
	Tier 5 Sub Total	21		
	SITE TOTAL	140		

General Location:

North of Highway 401/East of the City of London/
South of Bradley Avenue/West of Westchester Bourne

SITE 2



SITE DATA

SITE AREA: 61.8 ha (152.8 ac) (small size)
DEVELOPABLE AREA: 57.6 (142.3ac)
EXISTING USE(S): Agriculture, 4 Farm Dwellings
OFFICIAL PLAN: Agricultural
EXISTING ZONING: A
PROPOSED ZONING: A
SURROUNDING LAND USES: Field Crops and 3 dwellings to the north, 3 dwellings and field crops to the east, Hwy. 401 to the south with field crops and a truck stop, The City of London boundary to the west
KNOWN CONSTRAINTS: A Hydro One corridor divides the site in half with a parcel area of 4.2 ha (10.5ac). A small watercourse traverses the north western corner of the site

NUMBER OF PARCELS: 8 full and 1 part
FRONTAGE ON: Highway 401 ± 690 m (Provincial Highway) and Westchester Bourne ± 480m (Arterial Rd Country)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: No
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: Possible extension
STORM SERVICES PRESENT: No
TERRAIN: Relatively flat

NOTES

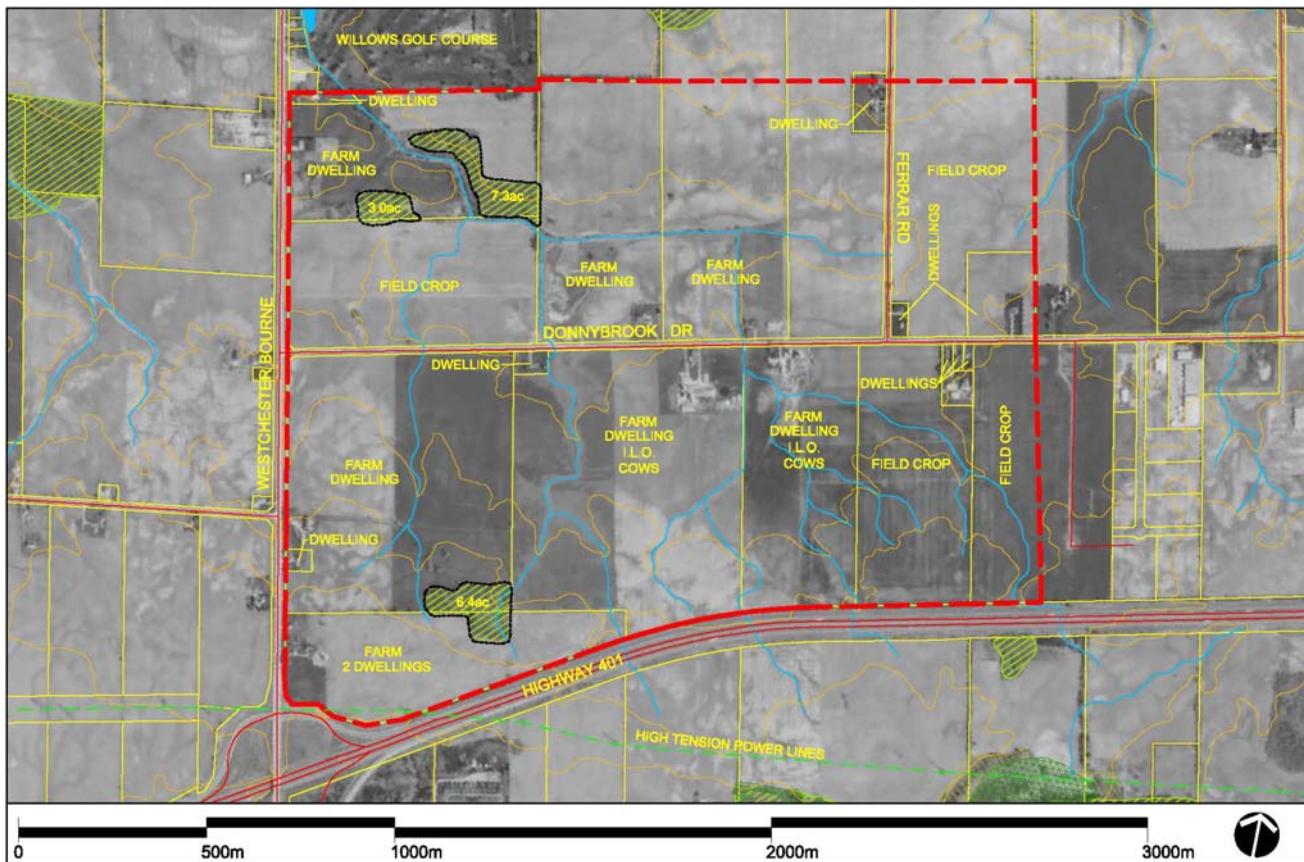
- The Elgin Area Water Supply has services along Bradley Avenue in the City of London with the possibility of an extension to the site
- The topography of the site is relatively flat
- Excellent visual frontage from Highway 401 and the Husky Truck Stop
- Adjacent to the Westchester Bourne/ 401 interchange
- High tension power lines divide the site in half

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:2
Tier 1	Land Area	30		<ul style="list-style-type: none"> • Site is 152.8 acres with a developable potential of 142.3 acres 	
	Tier 1 Sub Total	30			
Tier 2	Access to Highway 401 Corridor	30		<ul style="list-style-type: none"> • Adjacent to the Westchester Bourne/ 401 interchange 	
	Access to Active Rail Line	0		<ul style="list-style-type: none"> • None Present 	
	Access to Airport Facilities	6		<ul style="list-style-type: none"> • The London International Airport is located approximately 7500m to the north 	
	Tier 2 Sub Total	36			
Tier 3	Sanitary Services	3		<ul style="list-style-type: none"> • No municipal services present. There may be potential to construct a treatment facility in proximity to service Dorchester 	
	Water Services	9		<ul style="list-style-type: none"> • Possible extension of the Elgin Area Water Supply along Bradley Avenue 	
	Stormwater Services	9		<ul style="list-style-type: none"> • Site does not have sufficient land area to accommodate on-site controls 	
	Electrical Supply	6		<ul style="list-style-type: none"> • Site is in proximity to Hydro One corridor 	
	Natural Gas Supply	6		<ul style="list-style-type: none"> • A natural gas pipeline exists to the north 	
	Tier 3 Sub Total	33			
Tier 4	Natural Environment Constraints	12		<ul style="list-style-type: none"> • A small watercourse traverses the north west corner of the property and feeds the Thames River 	
	Topographical and Soil Characteristics	12		<ul style="list-style-type: none"> • The topography of the site is relatively flat • No known constraints to soil composition 	
	Site Contamination	6		<ul style="list-style-type: none"> • No known site contamination 	
	Tier 4 Sub Total	30			
Tier 5	Planning Status	4		<ul style="list-style-type: none"> • The lands are not designated or zoned for development 	
	Land Use Compatibility	12		<ul style="list-style-type: none"> • The surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	3		<ul style="list-style-type: none"> • No livestock exists within 300m 	
	Availability of Site	1		<ul style="list-style-type: none"> • Lands within the site are not known to be for sale; site is comprised of a relatively small number of parcels (8 full and 1 part) • Hydro One property is in use and not for sale and may present a constraint to development 	
	Tier 5 Sub Total	20			
	SITE TOTAL	149			

General Location:

North of Highway 401/East of Westchester Bourne/
South of the Willows Golf Course/West of Harris Rd

SITE 3



SITE DATA

SITE AREA: 297.7 ha (735.6 ac) (large size)
DEVELOPABLE AREA: 290.9ha (718.9ac)
EXISTING USE(S): Field crops, 2 Intensive livestock operations (cows), and 17 dwellings (8 farm)
OFFICIAL PLAN: Agricultural, Highway Commercial, Protection Area, and Settlement Industrial
EXISTING ZONING: A and LA
PROPOSED ZONING: A and EP
SURROUNDING LAND USES: Field Crops, 4 dwellings and a golf course to the north, Light industrial and field crops to the east, Hwy. 401 to the south, field crops and a commercial use to the west
KNOWN CONSTRAINTS: A natural gas pipeline traverses the southern part of the site. 2 intensive

livestock operations exist in the middle of the site. Watercourses that feed the Thames River traverse the entire site. 3 Protection Areas exist on the western half of the property totaling 6.8ha (16.7ac)

NUMBER OF PARCELS: 17 full and 4 part
FRONTAGE ON: Highway 401 ± 1880 m (Provincial Highway) and Westchester Bourne ± 1610m (Arterial Rd - Country)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: No
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: Possible extension
STORM SERVICES PRESENT: No
TERRAIN: Relatively flat

NOTES

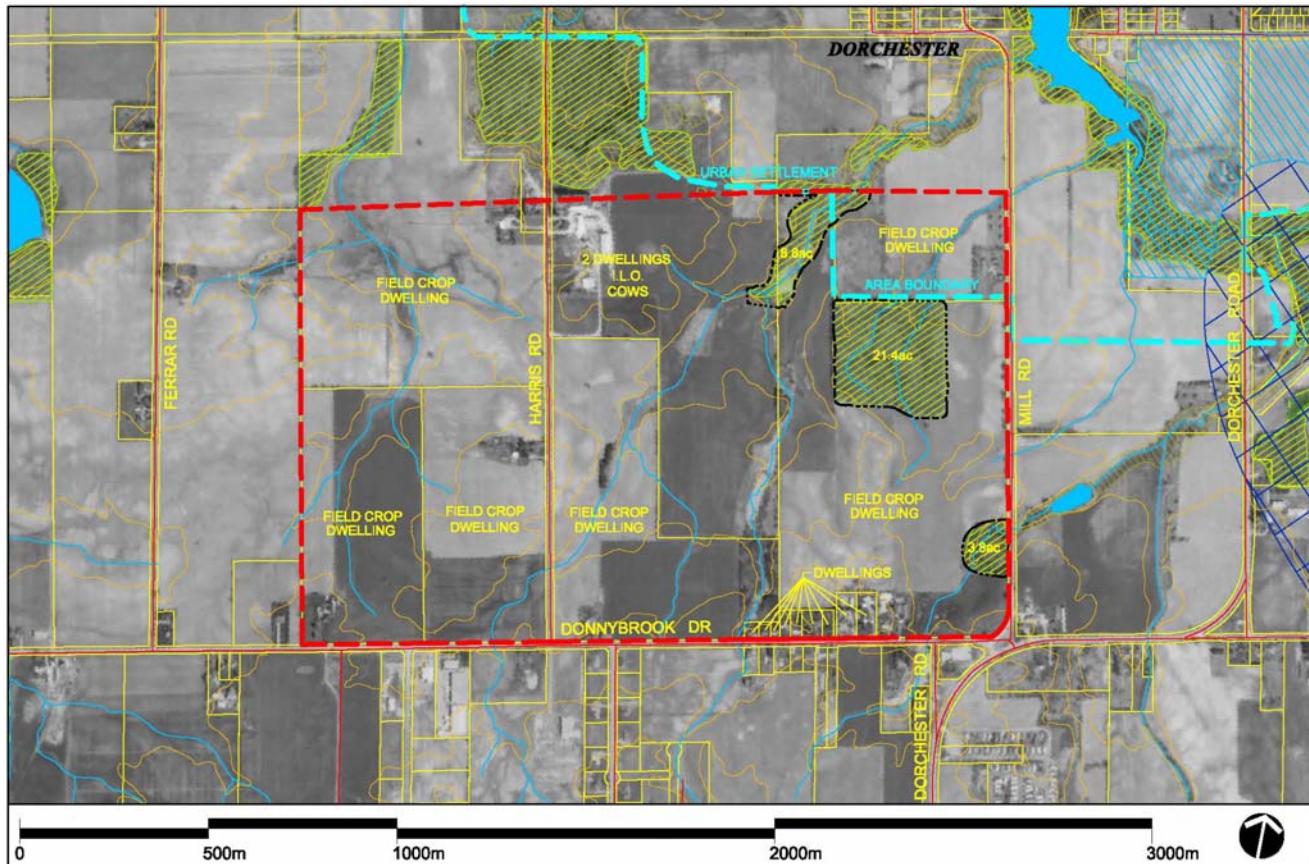
- Excellent site with large scale industrial potential
- The Elgin Area Water Supply has services along Bradley Avenue in the City of London with the possibility of an extension to the site
- The topography of the site is relatively flat
- Excellent visual frontage from Highway 401
- Adjacent to the Westchester Bourne/ 401 interchange
- The 2 wooded areas in the North West can be used to provide a buffer from the golf course
- Several watercourses traverse the site

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:3
Tier 1	Land Area	30		<ul style="list-style-type: none"> Site is 735.6 acres with a developable potential of 718.9 acres 	
	Tier 1 Sub Total	30			
Tier 2	Access to Highway 401 Corridor	30		<ul style="list-style-type: none"> Adjacent to the Westchester Bourne/ 401 interchange 	
	Access to Active Rail Line	0		<ul style="list-style-type: none"> None Present 	
	Access to Airport Facilities	6		<ul style="list-style-type: none"> The London International Airport is approximately 6500m to the north 	
	Tier 2 Sub Total	36			
Tier 3	Sanitary Services	6		<ul style="list-style-type: none"> No municipal services present. There may be potential to construct a treatment facility in proximity to service Dorchester 	
	Water Services	9		<ul style="list-style-type: none"> Possible extension of the Elgin Area Water Supply along Bradley Avenue 	
	Stormwater Services	9		<ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls 	
	Electrical Supply	6		<ul style="list-style-type: none"> Site is in proximity to Hydro One corridor 	
	Natural Gas Supply	6		<ul style="list-style-type: none"> A natural gas pipeline exists throughout the southern portion of the property 	
	Tier 3 Sub Total	36			
Tier 4	Natural Environment Constraints	8		<ul style="list-style-type: none"> 3 Protection Areas exist on the western half of the property totaling 16.7ac (regionally significant wetland) A number of watercourses that feed the Thames River traverse the site 	
	Topographical and Soil Characteristics	12		<ul style="list-style-type: none"> The topography of the site is relatively flat No known constraints to soil composition 	
	Site Contamination	6		<ul style="list-style-type: none"> No known site contamination 	
	Tier 4 Sub Total	26			
Tier 5	Planning Status	6		<ul style="list-style-type: none"> The south west corner is designated for Highway Commercial but the entire site is not zoned for development 	
	Land Use Compatibility	12		<ul style="list-style-type: none"> To the east is the Silver Moon Innovation Park A golf course exists to the north (buffered by natural areas) The rest of the surrounding lands are predominantly used for agriculture Depending on the size of use Donnybrook Dr and//or Ferrar Rd might have to be closed 	
	Proximity to Livestock Operations	3		<ul style="list-style-type: none"> No livestock exists within 300m 	
	Availability of Site	2		<ul style="list-style-type: none"> Lands within the site are not known to be for sale and are comprised of many large parcels (17 full and 4 part) 9 non-farm dwellings exist within the site 	
	Tier 5 Sub Total	23			
	SITE TOTAL	151			

General Location:

North of Donnybrook Dr/East of Ferrar Rd/
South of Dorchester/West of Mill Rd

SITE 4



SITE DATA

SITE AREA: 206.0 ha (509.0 ac) (large size)

DEVELOPABLE AREA: 192.2ha (475 ac)

EXISTING USE(S): Field crops, 1 Intensive livestock operations (cows), and 17 dwellings (8 farm dwellings)

OFFICIAL PLAN: Agricultural, Protection Area, and Environmental Area

EXISTING ZONING: A, LA, FD

PROPOSED ZONING: A, EP and FD

SURROUNDING LAND USES: Field Crops and Dorchester to the north, field crops to the east, light industrial, field crops, 11 dwellings and a commercial use to the south, 3 dwellings, and field crops to the west

KNOWN CONSTRAINTS: Watercourses that feed the Thames River traverse the entire site

1 intensive livestock operation exists in the middle of the site. 3 Protection/Environmental Areas exist on the eastern half of the site totaling 13.8ha (34ac). A natural gas pipeline traverses the southern length of the site

NUMBER OF PARCELS: 13 full and 3 part

FRONTAGE ON: Donnybrook Dr ± 1890m (Local Rd) and Mill Rd ± 1170m (Local Rd)

IN PROXIMITY TO RAIL TRANSPORT: No

WITHIN 300 M TO LIVESTOCK: No (contained within)

SANITARY SERVICES PRESENT: No

WATER SERVICES PRESENT: Possible extension

STORM SERVICES PRESENT: No

TERRAIN: Hilly to rolling in a west to east direction

NOTES

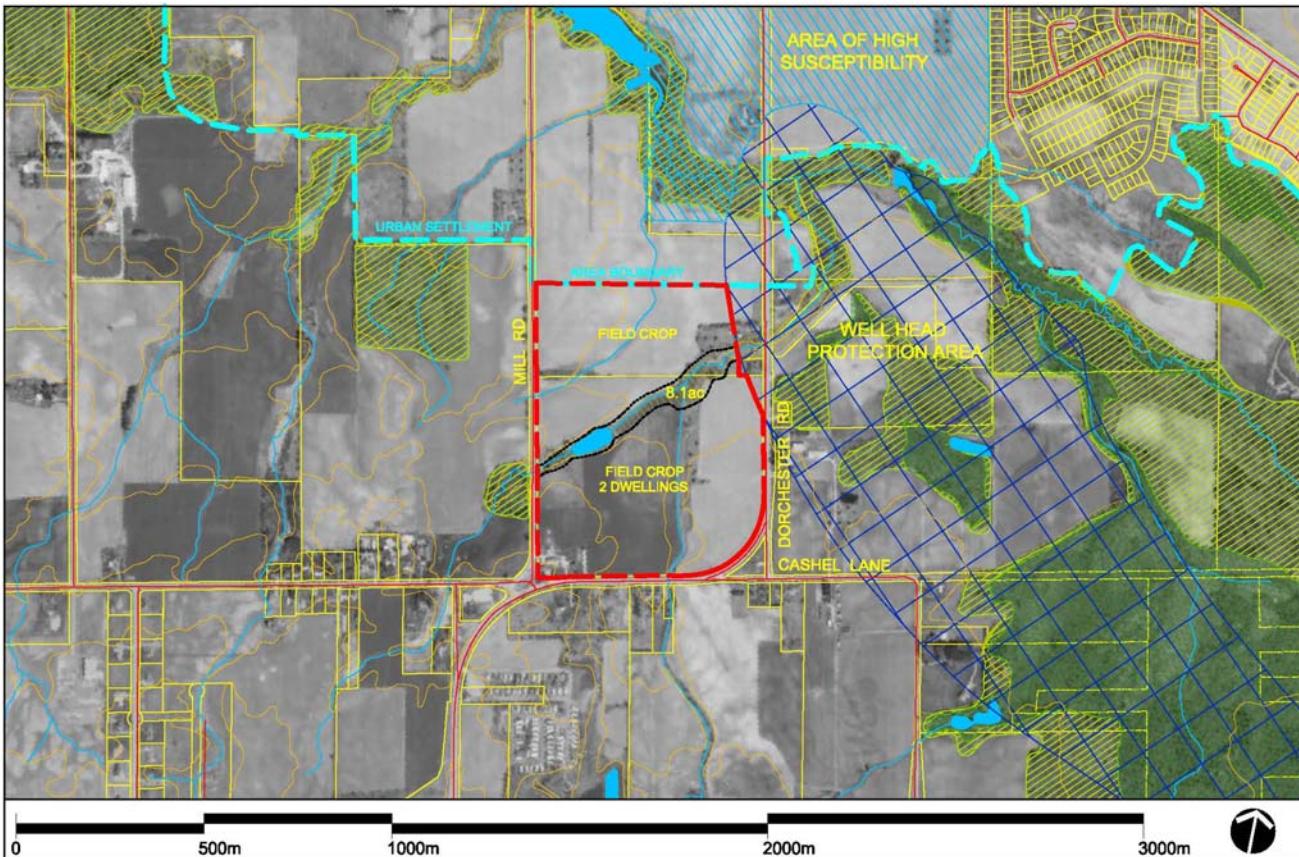
- The site is ± 730m away from the Dorchester Rd/ 401 interchange
- The topography of the site is uneven with rolling hills throughout
- The site is 400m away from residential uses in Dorchester
- 3 Protection/Environmental Areas exist on the site totaling 13.8ha (34ac) in size
- A natural gas line traverses the southern length of the site
- A number of watercourses that feed the Thames River occur throughout the site

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:4
Tier 1	Land Area	30		<ul style="list-style-type: none"> Site is 509 acres with a developable potential of 475 acres 	
	Tier 1 Sub Total	30			
Tier 2	Access to Highway 401 Corridor	20		<ul style="list-style-type: none"> Site is approximately 730m away from the Dorchester Rd/ 401 interchange 	
	Access to Active Rail Line	0		<ul style="list-style-type: none"> None Present 	
	Access to Airport Facilities	6		<ul style="list-style-type: none"> The London International Airport is approximately 6500m to the north 	
	Tier 2 Sub Total	26			
Tier 3	Sanitary Services	6		<ul style="list-style-type: none"> No municipal services present. There may be potential to construct a treatment facility in proximity to service Dorchester 	
	Water Services	9		<ul style="list-style-type: none"> Possible extension of the Elgin Area Water Supply along Bradley Avenue 	
	Stormwater Services	9		<ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls 	
	Electrical Supply	6		<ul style="list-style-type: none"> Site is north of the Hydro One corridor 	
	Natural Gas Supply	6		<ul style="list-style-type: none"> A natural gas pipeline exists throughout the southern portion of the property 	
	Tier 3 Sub Total	36			
Tier 4	Natural Environment Constraints	8		<ul style="list-style-type: none"> 3 Protection/Environmental Areas exist on the western half of the property totaling 34ac (regionally significant wetlands and woodlands) Watercourses that feed the Thames River traverse the entire site 	
	Topographical and Soil Characteristics	4		<ul style="list-style-type: none"> The topography of the site is hilly to rolling in a west to east direction No known constraints to soil composition 	
	Site Contamination	6		<ul style="list-style-type: none"> No known site contamination 	
	Tier 4 Sub Total	18			
Tier 5	Planning Status	4		<ul style="list-style-type: none"> The north east corner of the site is designated residential and zoned planned development. The rest of the lands are not designated or zoned for development This area may be better suited for future residential expansion of Dorchester settlement area 	
	Land Use Compatibility	4		<ul style="list-style-type: none"> Dorchester to the north (boundary contains residential uses) To the south is the Silver Moon Innovation Park The rest of the surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	3		<ul style="list-style-type: none"> 1 intensive livestock operation exists within the site (cows) 	
	Availability of Site	2		<ul style="list-style-type: none"> Lands contained within the site are not known to be for sale and are comprised of many different sized parcels (13 full and 3 part) 9 dwellings exist in the south east corner of the site 	
	Tier 5 Sub Total	13			
	SITE TOTAL	123			

General Location:

North of Cashel Lane/East of Mill Rd/
South of Dorchester/West of Dorchester Rd

SITE 5



SITE DATA

SITE AREA: 43.7 ha (107.9 ac) (small size)

DEVELOPABLE AREA: 40.4 ha (99.8ac)

EXISTING USE(S): Field crops, 2 farm dwellings

OFFICIAL PLAN: Agricultural and Environmental Area

EXISTING ZONING: A

PROPOSED ZONING: A and EP

SURROUNDING LAND USES: Field Crops and Dorchester to the north, a well head protection area to the east, 3 dwellings, field crops and a trailer park to the south, field crops to the west

KNOWN CONSTRAINTS: 2 watercourses that feed the Thames River traverse the entire site. A well head protection area is adjacent to the eastern boundary

1 Environmental Area divides the site in half totaling 1.4ha (3.5ac) in size. A natural gas pipeline traverses the middle of the site

NUMBER OF PARCELS: 1 full and 1 part

FRONTAGE ON: Dorchester Rd ± 780m (Arterial Rd – Country)

IN PROXIMITY TO RAIL TRANSPORT: No

WITHIN 300 M TO LIVESTOCK: No

SANITARY SERVICES PRESENT: No

WATER SERVICES PRESENT: Possible extension

STORM SERVICES PRESENT: No

TERRAIN: Relatively flat

NOTES

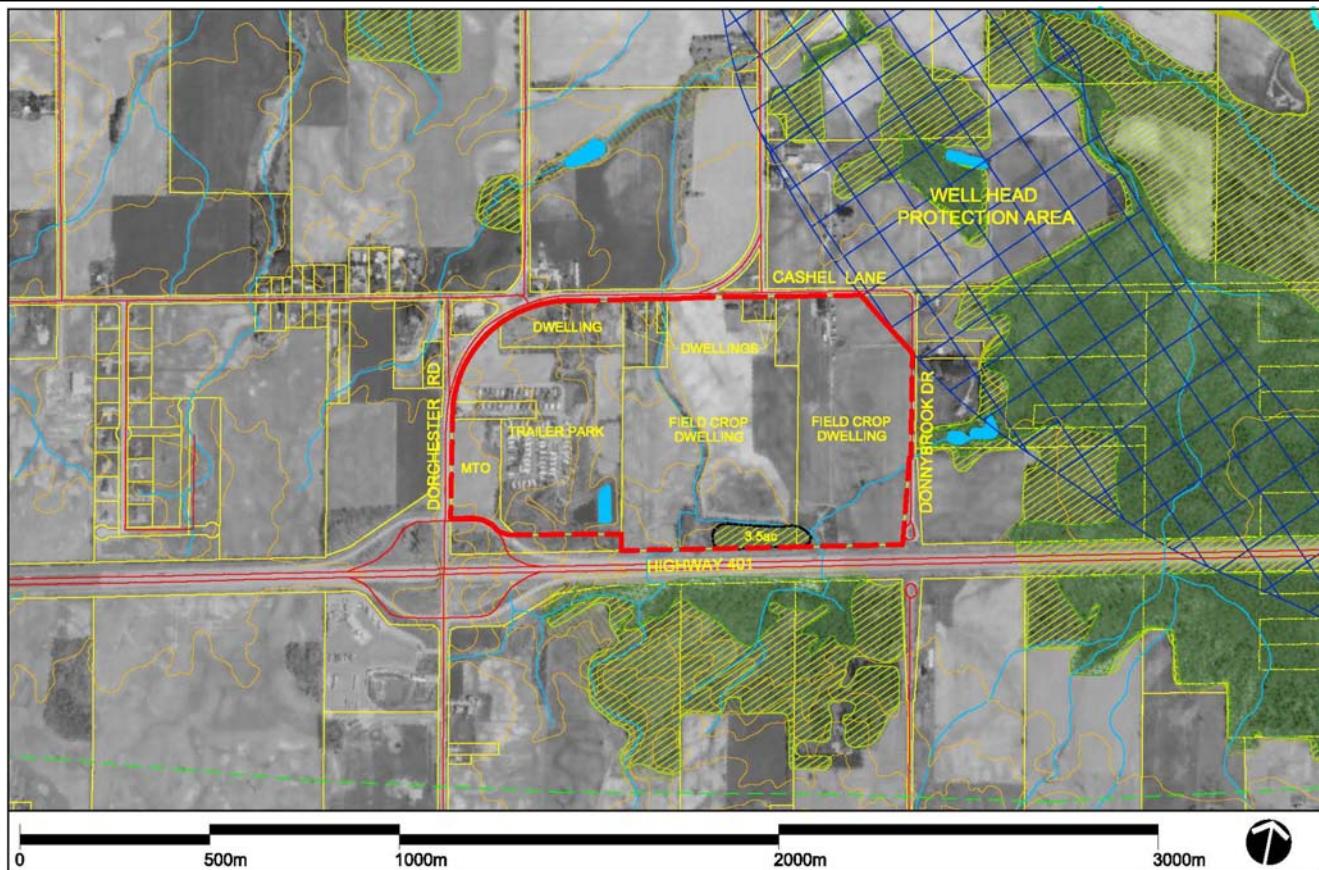
- The topography of the site is flat
- Excellent visual frontage from Dorchester Rd
- The site is ±800m to the Dorchester Rd/ 401 interchange
- 1 Environmental Area divides the property in half measuring 1.4ha (3.5ac) in size
- A watercourse that feeds the Thames River traverses the middle of the site
- A well head protection area is adjacent to the eastern boundary
- A natural gas pipeline traverses the middle of the site

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:5
Tier 1	Land Area	10		<ul style="list-style-type: none"> • Site is 107.9 acres with a developable potential of 99.8 acres • Site is divided by 2 watercourses and Natural Heritage Corridor 	
	Tier 1 Sub Total	10			
Tier 2	Access to Highway 401 Corridor	20		<ul style="list-style-type: none"> • Site is approximately 800m away from the Dorchester Rd/ 401 interchange 	
	Access to Active Rail Line	0		<ul style="list-style-type: none"> • None Present 	
	Access to Airport Facilities	3		<ul style="list-style-type: none"> • The London International Airport is located approximately 7700m away 	
	Tier 2 Sub Total	23			
Tier 3	Sanitary Services	6		<ul style="list-style-type: none"> • No municipal services present. There may be potential to construct a treatment facility in proximity to service Dorchester 	
	Water Services	9		<ul style="list-style-type: none"> • Possible extension of the Elgin Area Water Supply along Bradley Avenue 	
	Stormwater Services	9		<ul style="list-style-type: none"> • Site does not have sufficient land area to accommodate on-site controls 	
	Electrical Supply	6		<ul style="list-style-type: none"> • Site is north of the Hydro One corridor 	
	Natural Gas Supply	6		<ul style="list-style-type: none"> • A natural gas pipeline traverses across the north half of the site 	
	Tier 3 Sub Total	36			
Tier 4	Natural Environment Constraints	4		<ul style="list-style-type: none"> • An Environmental Area divides the property in half measuring 3.5ac in size (maximum hazard limit) • A watercourse that feeds the Thames River traverses the middle of the site 	
	Topographical and Soil Characteristics	8		<ul style="list-style-type: none"> • The topography of the site is relatively flat • Site is divided diagonally by watercourses, Natural Heritage corridor and flood prone areas 	
	Site Contamination	6		<ul style="list-style-type: none"> • No known site contamination 	
	Tier 4 Sub Total	18			
Tier 5	Planning Status	2		<ul style="list-style-type: none"> • The lands are not designated or zoned for development • Site is adjacent to a well head protection area • Lands may be better suited for future residential expansion of Dorchester settlement area 	
	Land Use Compatibility	0		<ul style="list-style-type: none"> • A well head protection area exists to the east • Dorchester to the north • To the south west is the Silver Moon Innovation Park • The rest of the surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	3		<ul style="list-style-type: none"> • No livestock exists within 300m 	
	Availability of Site	3		<ul style="list-style-type: none"> • Lands contained within the site are not known to be for sale and are comprised of only 2 parcels 	
	Tier 5 Sub Total	8			
	SITE TOTAL	95			

General Location:

North of Highway 401/East of Dorchester Rd/
South of Cashel Lane/West of Donnybrook Dr

SITE 6



SITE DATA

SITE AREA: 74.2 ha (183.3 ac) (small size)

DEVELOPABLE AREA: 72.8ha (179.8ac)

EXISTING USE(S): Field crops, trailer park, MTO and 9 dwellings (2 farm)

OFFICIAL PLAN: Agricultural, Highway Commercial, Mobile Home Park and Protection Area

EXISTING ZONING: A, LA, MHP-1, MPH-2

PROPOSED ZONING: A, EP, MHP-1, MPH-2

SURROUNDING LAND USES: Field Crops and 2 dwellings to the north, Field crops and 3 dwellings to the east, highway 401 to the south, 2 dwellings, field crops and a commercial use to the west

KNOWN CONSTRAINTS: A watercourse that feeds the Thames River traverses the eastern part of the site. A

well head protection area is adjacent the eastern boundary. A small pond and trailer park exists in the west. 1 Protection Area exists on the eastern half of the site, total 1.4ha (3.5ac)

NUMBER OF PARCELS: 10 full and 2 part

FRONTAGE ON: Highway 401 ± 1180 m (Provincial Highway) and Dorchester Rd ± 1180m (Arterial Rd – Country)

IN PROXIMITY TO RAIL TRANSPORT: No

WITHIN 300 M TO LIVESTOCK: No

SANITARY SERVICES PRESENT: No

WATER SERVICES PRESENT: Possible extension

STORM SERVICES PRESENT: No

TERRAIN: Gently rolling

NOTES

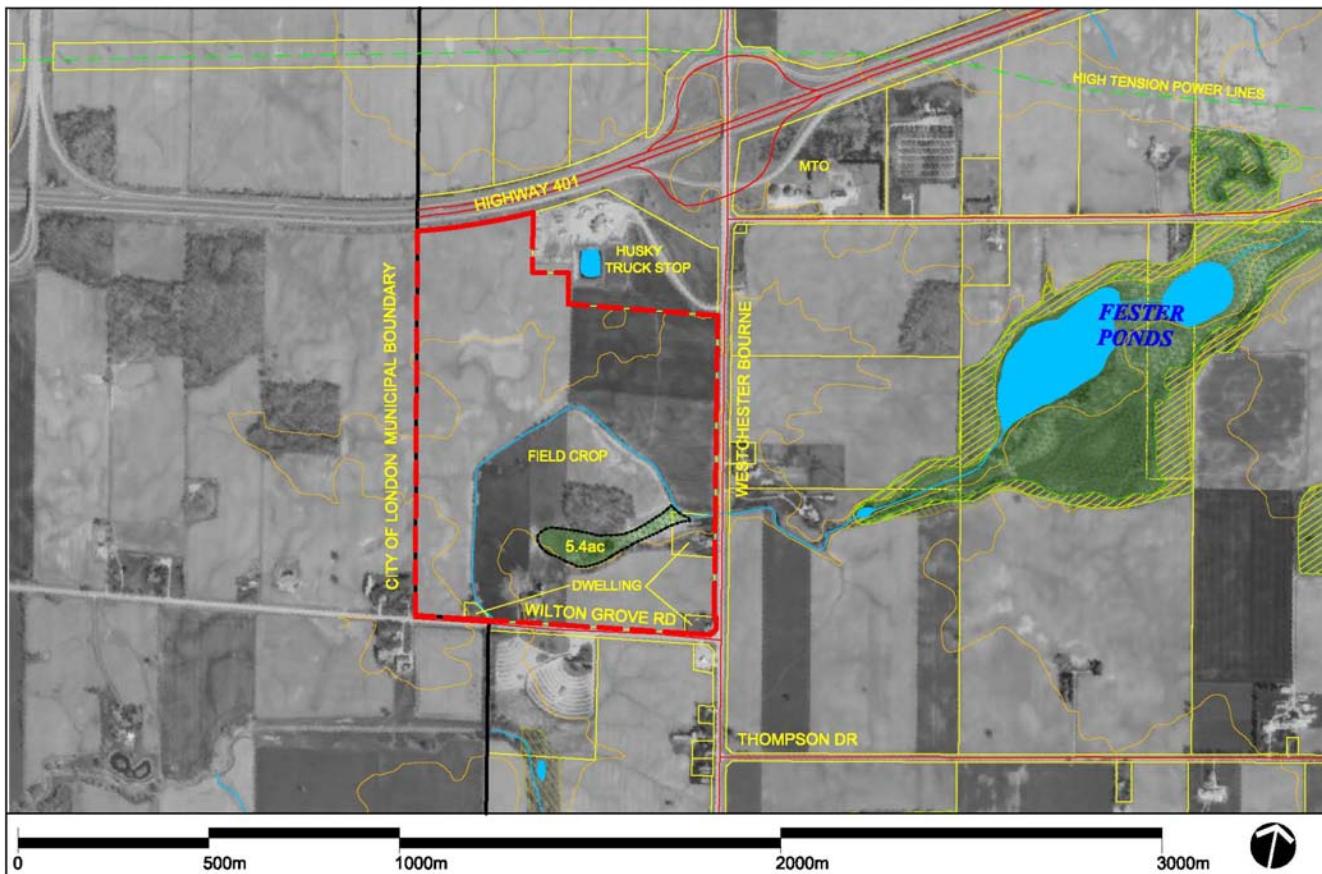
- The topography of the site is relatively flat
- Excellent visual frontage from Highway 401 and Dorchester Rd
- Adjacent to the Dorchester Rd/ 401 interchange
- 1 Protection Area exists along the southern border measuring 1.4ha (3.5ac) in size
- A watercourse that feeds the Thames River traverses the middle of the site

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:6
Tier 1	Land Area	30		<ul style="list-style-type: none"> Site is 183.3 acres with a developable potential of 179.8 acres 	
	Tier 1 Sub Total	30			
Tier 2	Access to Highway 401 Corridor	30		<ul style="list-style-type: none"> Site is approximately 800m away from the Dorchester Rd/ 401 interchange 	
	Access to Active Rail Line	0		<ul style="list-style-type: none"> None Present 	
	Access to Airport Facilities	3		<ul style="list-style-type: none"> The London International Airport is located approximately 8500m to the north west 	
	Tier 2 Sub Total	33			
Tier 3	Sanitary Services	6		<ul style="list-style-type: none"> No municipal services present. There may be potential to construct a treatment facility in proximity to service Dorchester 	
	Water Services	6		<ul style="list-style-type: none"> Possible extension of the Elgin Area Water Supply along Bradley Avenue 	
	Stormwater Services	9		<ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls 	
	Electrical Supply	6		<ul style="list-style-type: none"> Site is north of the Hydro One corridor 	
	Natural Gas Supply	6		<ul style="list-style-type: none"> A natural gas pipeline exists to the north 	
	Tier 3 Sub Total	33			
Tier 4	Natural Environment Constraints	12		<ul style="list-style-type: none"> A Protection Area exists in the south measuring 3.5ac in size (regionally significant wetlands) A watercourse that feeds the Thames River traverse the middle of the site 	
	Topographical and Soil Characteristics	8		<ul style="list-style-type: none"> The topography of the site is gently rolling hills 	
	Site Contamination	6		<ul style="list-style-type: none"> No known site contamination 	
	Tier 4 Sub Total	26			
Tier 5	Planning Status	4		<ul style="list-style-type: none"> The west half of the site is designated Highway Commercial and Mobile Home Park and zoned appropriately The rest of the lands are not designated or zoned for development 	
	Land Use Compatibility	8		<ul style="list-style-type: none"> A well head protection area exists to the north east To the west is the Silver Moon Innovation Park The rest of the surrounding lands are predominantly used for agriculture The site contains an active Trailer Park use 	
	Proximity to Livestock Operations	3		<ul style="list-style-type: none"> No livestock exists within 300m 	
	Availability of Site	2		<ul style="list-style-type: none"> Lands contained within the site are not known to be for sale and are comprised of many different sized parcels (10 full and 2 part) A fully developed trailer park exists on the western half of the property 	
	Tier 5 Sub Total	17			
	SITE TOTAL	139			

General Location:

North of Walton Grove Rd/East of the City of London/
South of Highway 401/West of Westchester Bourne

SITE 7



SITE DATA

SITE AREA: 72.7 ha (179.6 ac) (small size)

DEVELOPABLE AREA: 70.5ha (174.2ac)

EXISTING USE(S): Field crop, 3 dwellings

OFFICIAL PLAN: Agricultural, Highway Commercial and Natural Area

EXISTING ZONING: A-14, LA, LA-8, C2 and C2-4

PROPOSED ZONING: A, A-33, W, HC and HC-9

SURROUNDING LAND USES: A truck stop and Highway 401 to the north, Field crops and 2 dwellings to the east, 2 commercial uses and field crops to the south, agriculture used in the City of London to the west

KNOWN CONSTRAINTS: A watercourses that feed the Fester Ponds traverses the middle of the property.
1 Protection Area exists on the southeastern half of the site

totaling 2.2ha (5.4ac).

NUMBER OF PARCELS: 4 full

FRONTAGE ON: Highway 401 ± 310 m (Provincial Highway) and Westchester Bourne ± 830m (Arterial Rd – Country)

IN PROXIMITY TO RAIL TRANSPORT: No

WITHIN 300 M TO LIVESTOCK: No

SANITARY SERVICES PRESENT: No

WATER SERVICES PRESENT: No

STORM SERVICES PRESENT: No

TERRAIN: Relatively flat

NOTES

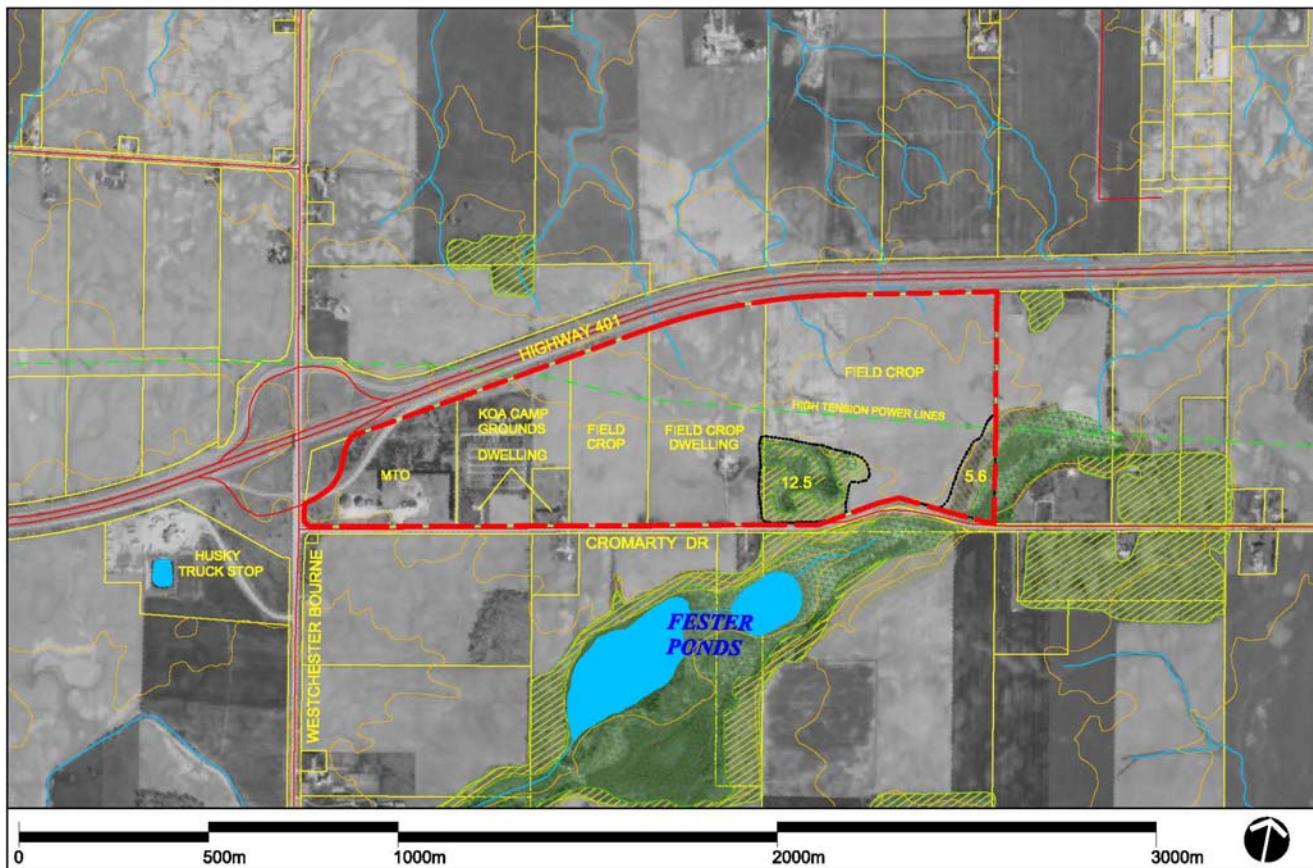
- The topography of the site is relatively flat
- Good visual frontage to the northwest portion of the site from Highway 401 and excellent exposure from Westchester Bourne
- Adjacent to the Westchester Bourne/ 401 interchange
- A watercourse that feed the Thames River traverses the middle of the site

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:7
Tier 1	Land Area	30		<ul style="list-style-type: none"> Site is 179.6 acres with a developable potential of 174.2 acres 	
	Tier 1 Sub Total	30			
Tier 2	Access to Highway 401 Corridor	30		<ul style="list-style-type: none"> Site is adjacent to the Westchester Bourne/ 401 interchange 	
	Access to Active Rail Line	0		<ul style="list-style-type: none"> None Present 	
	Access to Airport Facilities	6		<ul style="list-style-type: none"> The London International Airport is located approximately 8500m to the north west 	
	Tier 2 Sub Total	36			
Tier 3	Sanitary Services	3		<ul style="list-style-type: none"> No municipal services present 	
	Water Services	0		<ul style="list-style-type: none"> Extension of Elgin Area Water Supply would have to cross Highway 401 	
	Stormwater Services	9		<ul style="list-style-type: none"> Site does not have sufficient land area to accommodate on-site controls 	
	Electrical Supply	6		<ul style="list-style-type: none"> Site is south of the Hydro One corridor 	
	Natural Gas Supply	4		<ul style="list-style-type: none"> A natural gas pipeline exists to the north, with a possible connection/extension along Westchester Bourne 	
	Tier 3 Sub Total	22			
Tier 4	Natural Environment Constraints	12		<ul style="list-style-type: none"> A 5.4ac Natural Area exists on the southeastern portion of the site (provincially significant wetland) A watercourse that feeds the Fester Ponds traverses the site 	
	Topographical and Soil Characteristics	8		<ul style="list-style-type: none"> The topography of the site is gently rolling hills No known constraints to soil composition 	
	Site Contamination	6		<ul style="list-style-type: none"> No known site contamination 	
	Tier 4 Sub Total	26			
Tier 5	Planning Status	6		<ul style="list-style-type: none"> A north part of the site is designated Highway Commercial and zoned appropriately The rest of the lands are not designated or zoned for development 	
	Land Use Compatibility	12		<ul style="list-style-type: none"> The north east corner is adjacent to the Husky Truck Stop, and to the south is the Mustang Drive In The rest of the surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	3		<ul style="list-style-type: none"> No livestock exists within 300m 	
	Availability of Site	3		<ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; site comprised of 4 different sized parcels 	
	Tier 5 Sub Total	24			
	SITE TOTAL	138			

General Location:

North of Cromarty Dr/East of Westchester Bourne/
South of Highway 401/West of Dorchester Rd

SITE 8



SITE DATA

SITE AREA: 83.3 ha (205.8 ac) (medium size)
DEVELOPABLE AREA: 76.0ha (187.7ac)
EXISTING USE(S): Field crop, MTO, KOA Camping Grounds and 3 dwellings (1 farm)
OFFICIAL PLAN: Agricultural, Recreational, Settlement Industrial, Natural Area, Protection Area and Environmental Area
EXISTING ZONING: A, M2 and OS-11
PROPOSED ZONING: A, M2, CR-5, EP and W
SURROUNDING LAND USES: Highway 401 to the north, Field crops to the east, Field crops and 3 dwellings to the south, a truck stop to the west
KNOWN CONSTRAINTS: High tension power lines traverse the length of the site. 1 Protection/Natural

Area exists on the eastern half of the property totaling 5.1ha (12.5ac) and one Natural/Environmental Area totaling 2.3ha (5.6ac)
NUMBER OF PARCELS: 5 full 1 part
FRONTAGE ON: Highway 401 ± 1880m (Provincial Highway)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: No
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Relatively flat

NOTES

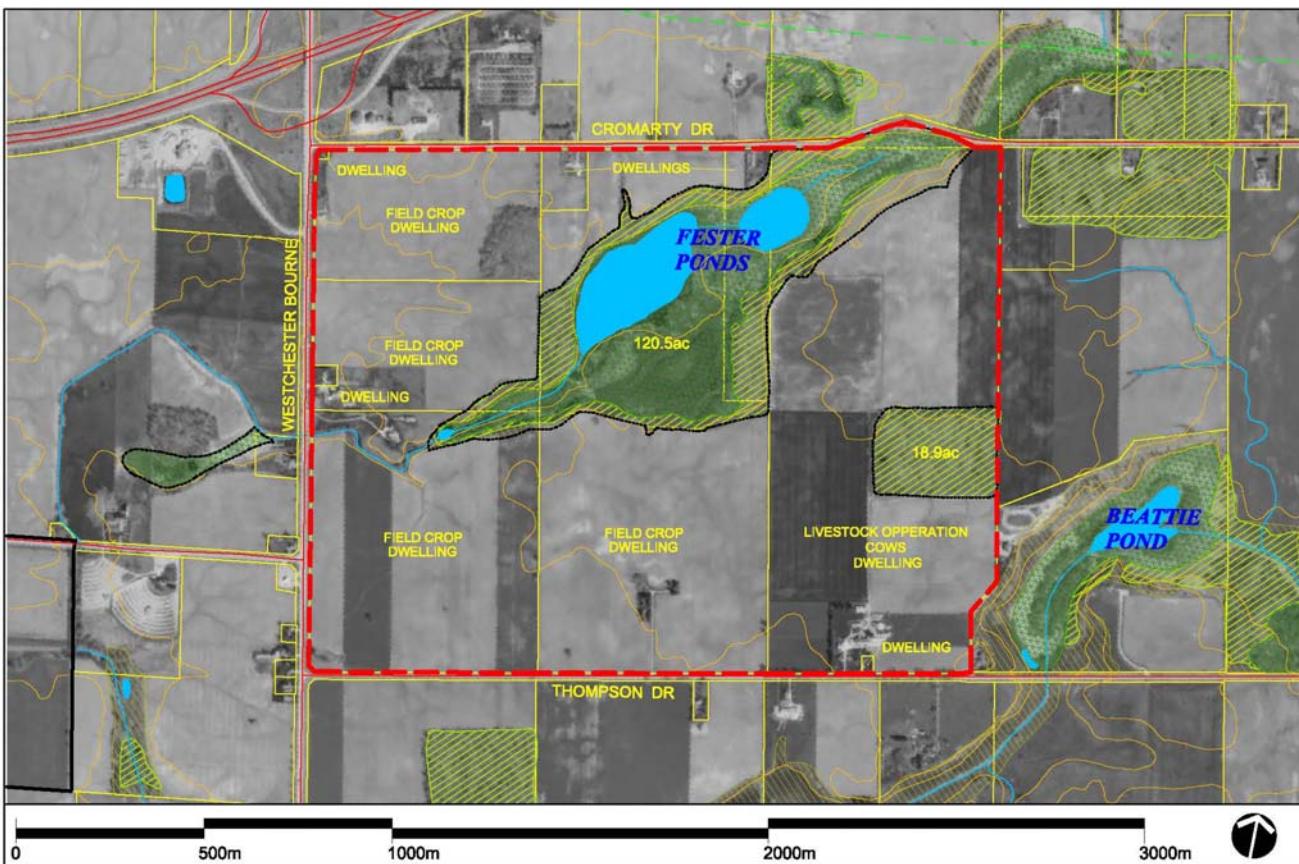
- The topography of the site is relatively flat
- Good visual frontage from Highway 401
- Adjacent to the Westchester Bourne/ 401 interchange
- High tension power lines traverse the length of the property from west to east
- Natural/Environmental/Protection Areas total 7.3ha (18.1ac) and exist on the eastern half of the site

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:8
Tier 1	Land Area	30		<ul style="list-style-type: none"> Site is 205.8 acres with a developable potential of 187.7 acres 	
	Tier 1 Sub Total	30			
Tier 2	Access to Highway 401 Corridor	30		<ul style="list-style-type: none"> Site is adjacent to the Westchester Bourne/ 401 interchange 	
	Access to Active Rail Line	0		<ul style="list-style-type: none"> None Present 	
	Access to Airport Facilities	6		<ul style="list-style-type: none"> The London International Airport is located approximately 8500m to the north 	
	Tier 2 Sub Total	36			
Tier 3	Sanitary Services	3		<ul style="list-style-type: none"> No municipal services present. 	
	Water Services	0		<ul style="list-style-type: none"> Extension of Elgin Area Water Supply would have to cross Highway 401 	
	Stormwater Services	9		<ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls 	
	Electrical Supply	6		<ul style="list-style-type: none"> Hydro One corridor traverses the site 	
	Natural Gas Supply	4		<ul style="list-style-type: none"> A natural gas pipeline exists to the north, with a possible connection/extension along Westchester Bourne 	
	Tier 3 Sub Total	22			
Tier 4	Natural Environment Constraints	8		<ul style="list-style-type: none"> Natural/Environmental/Protection Areas exists on the eastern portion of the site totaling 18.1ac (Provincially Significant Wetlands and Woodlands) which impacts the deepest portion of this shallow irregularly sloped site 	
	Topographical and Soil Characteristics	8		<ul style="list-style-type: none"> The topography of the site is relatively flat Possibility of unstable soil to the south due to the Fester Ponds 	
	Site Contamination	6		<ul style="list-style-type: none"> No known site contamination 	
	Tier 4 Sub Total	22			
Tier 5	Planning Status	6		<ul style="list-style-type: none"> The western corner is designated Settlement Industrial and Recreational and zoned appropriately The rest of the lands are not designated or zoned for development 	
	Land Use Compatibility	12		<ul style="list-style-type: none"> The west corner is adjacent to the Husky Truck Stop The rest of the surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	3		<ul style="list-style-type: none"> No livestock exists within 300m 	
	Availability of Site	3		<ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; site is predominantly comprised of large sized parcels (5 full and 1 part) The far west portion of the site contains established development 	
	Tier 5 Sub Total	24			
	SITE TOTAL	134			

General Location:

North of Thompson Dr/East of Westchester Bourne/
South of Cromarty Dr /West of Beattie Pond

SITE 9



SITE DATA

SITE AREA: 254.0 ha (627.6 ac) (large size)

DEVELOPABLE AREA: 197.6ha (488.2ac)

EXISTING USE(S): Field crop, one livestock operation (cows) and 10 dwellings (5 farm)

OFFICIAL PLAN: Agricultural, Highway Commercial, Natural Area, Protection Area and Environmental Area

EXISTING ZONING: A and LA

PROPOSED ZONING: A, EP and W

SURROUNDING LAND USES: Field crops, KOA camp ground and 3 dwellings to the north, Field crops to the east, Field crops, ILO (cows) and 3 dwellings to the south, a truck stop, field crops and 5 dwellings to the west.

KNOWN CONSTRAINTS: The Fester Ponds is a Protection/Natural/Environmental Area that exists in the

northern half of the site totaling 48.8ha (120.5ac) and one Protection Area totaling 7.6ha (18.9ac) exists on the eastern part of the site

NUMBER OF PARCELS: 10 full

FRONTAGE ON: Westchester Bourne ± 1390m (Arterial Rd – Country)

IN PROXIMITY TO RAIL TRANSPORT: No

WITHIN 300 M TO LIVESTOCK: Yes

SANITARY SERVICES PRESENT: No

WATER SERVICES PRESENT: No

STORM SERVICES PRESENT: No

TERRAIN: Relatively flat

NOTES

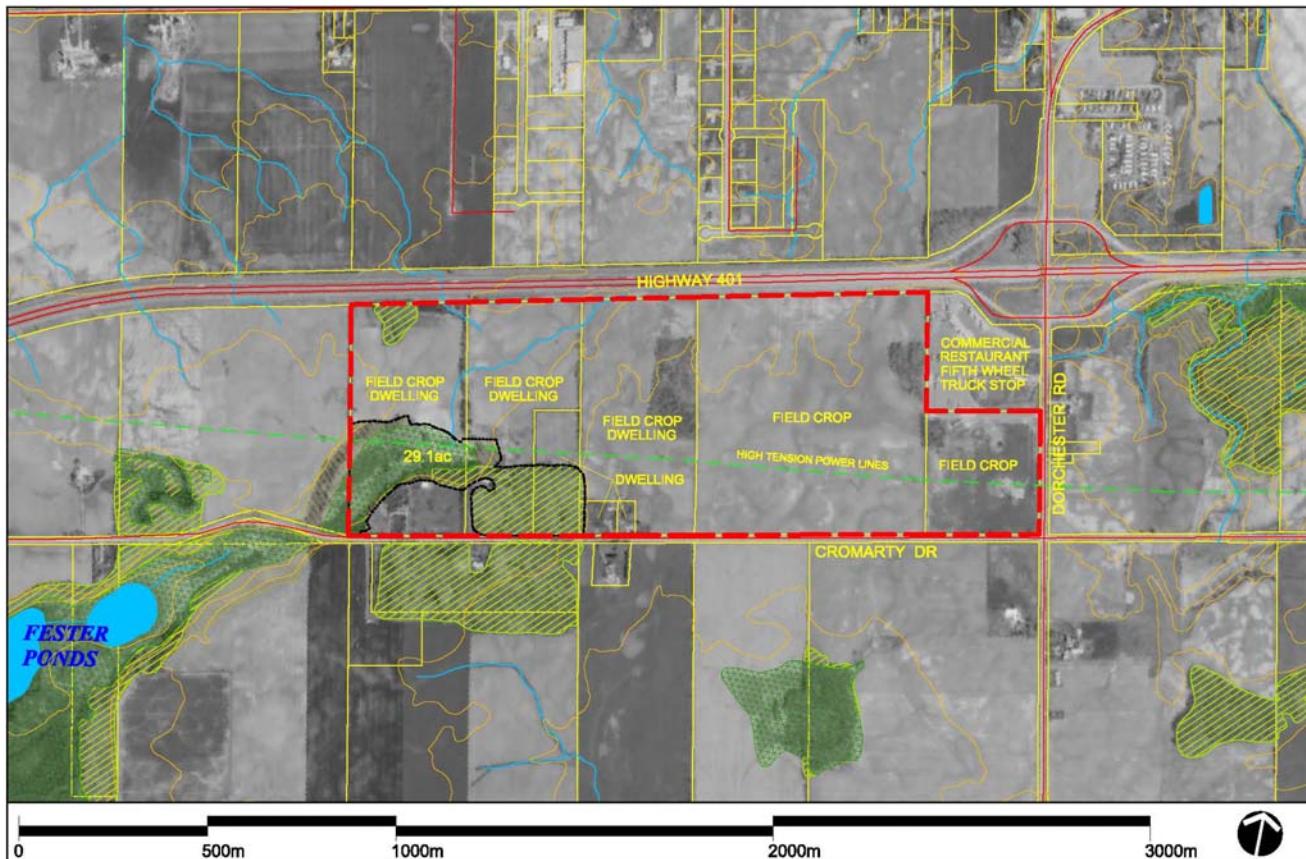
- The topography of the site is flat
- 200m to the Westchester Bourne/ 401 interchange
- A large Natural/Environmental/Protection Areas total 48.8ha (120.5ac) exists on the northern half of the site; it also includes a significant water body within (Fester Ponds)

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:9
Tier 1	Land Area	30		<ul style="list-style-type: none"> Site is 627.6 acres with a developable potential of 488.2 acres Developable area is impacted by the Fester Ponds which divides the site 	
	Tier 1 Sub Total	30			
Tier 2	Access to Highway 401 Corridor	30		<ul style="list-style-type: none"> Site is approximately 200m to the Westchester Bourne/ 401 interchange 	
	Access to Active Rail Line	0		<ul style="list-style-type: none"> None Present 	
	Access to Airport Facilities	6		<ul style="list-style-type: none"> The London International Airport is located approximately 8800m to the north 	
	Tier 2 Sub Total	36			
Tier 3	Sanitary Services	3		<ul style="list-style-type: none"> No municipal services present 	
	Water Services	0		<ul style="list-style-type: none"> Extension of Elgin Area Water Supply would have to cross Highway 401 	
	Stormwater Services	9		<ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls 	
	Electrical Supply	6		<ul style="list-style-type: none"> Hydro One corridor is to the north of the site 	
	Natural Gas Supply	4		<ul style="list-style-type: none"> A natural gas pipeline exists to the north 	
	Tier 3 Sub Total	22			
Tier 4	Natural Environment Constraints	0		<ul style="list-style-type: none"> A large Natural/Environmental/Protection Areas exists on the northern portion of the site totaling 120.5ac (Regionally & Provincially Significant Wetland, Regional Significant Life Science ANSI and Woodlands) The Fester Ponds are contained within the site Development is limited to northwest corner and south portion of the site 	
	Topographical and Soil Characteristics	8		<ul style="list-style-type: none"> The topography of the site is relatively flat Possibility of unstable soil throughout the site due to the Fester Ponds 	
	Site Contamination	6		<ul style="list-style-type: none"> No known site contamination 	
	Tier 4 Sub Total	14			
Tier 5	Planning Status	4		<ul style="list-style-type: none"> The western corner is designated Highway Commercial, but not zoned The rest of the lands are not designated or zoned for development Support may exist for development in the north west corner of the site 	
	Land Use Compatibility	12		<ul style="list-style-type: none"> The north west corner is adjacent to the Husky Truck Stop, to the north is a KOA camp grounds The rest of the surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	2		<ul style="list-style-type: none"> An Intensive livestock operation (cows) to the south 	
	Availability of Site	2		<ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; site is predominantly comprised of large sized parcels (10 full) 	
	Tier 5 Sub Total	20			
	SITE TOTAL	122			

General Location:

North of Cromarty Dr/East of Fester Ponds/
South of Highway 401/West of Dorchester Rd

SITE 10



SITE DATA

SITE AREA: 105.8 ha (261.4 ac) (medium size)

DEVELOPABLE AREA: 94.0ha (232.3ac)

EXISTING USE(S): Field crops and 6 dwellings (3 farm)

OFFICIAL PLAN: Agricultural, Natural Area, Protection Area and Environmental Area

EXISTING ZONING: A, LA and C2

PROPOSED ZONING: A, A-37, HC, EP and W

SURROUNDING LAND USES: Highway 401 to the north, a restaurant, field crops and 3 dwellings to the east, Field crops, a small livestock operation (cows) and 3 dwellings to the south, field crops to the west

KNOWN CONSTRAINTS: High tension power lines traverse the southern length of the property running east to west. A Protection/Natural/Environmental Area exists in the south

western part of the site totaling 11.8ha (29.1ac). A watercourse traverses the western portion of the site

NUMBER OF PARCELS: 8 full

FRONTAGE ON: Highway 401 ±1530m (Provincial Highway No. 401)

IN PROXIMITY TO RAIL TRANSPORT: No

WITHIN 300 M TO LIVESTOCK: Yes

SANITARY SERVICES PRESENT: No

WATER SERVICES PRESENT: No

STORM SERVICES PRESENT: No

TERRAIN: Relatively flat with a gentle roll increasing in the west

NOTES

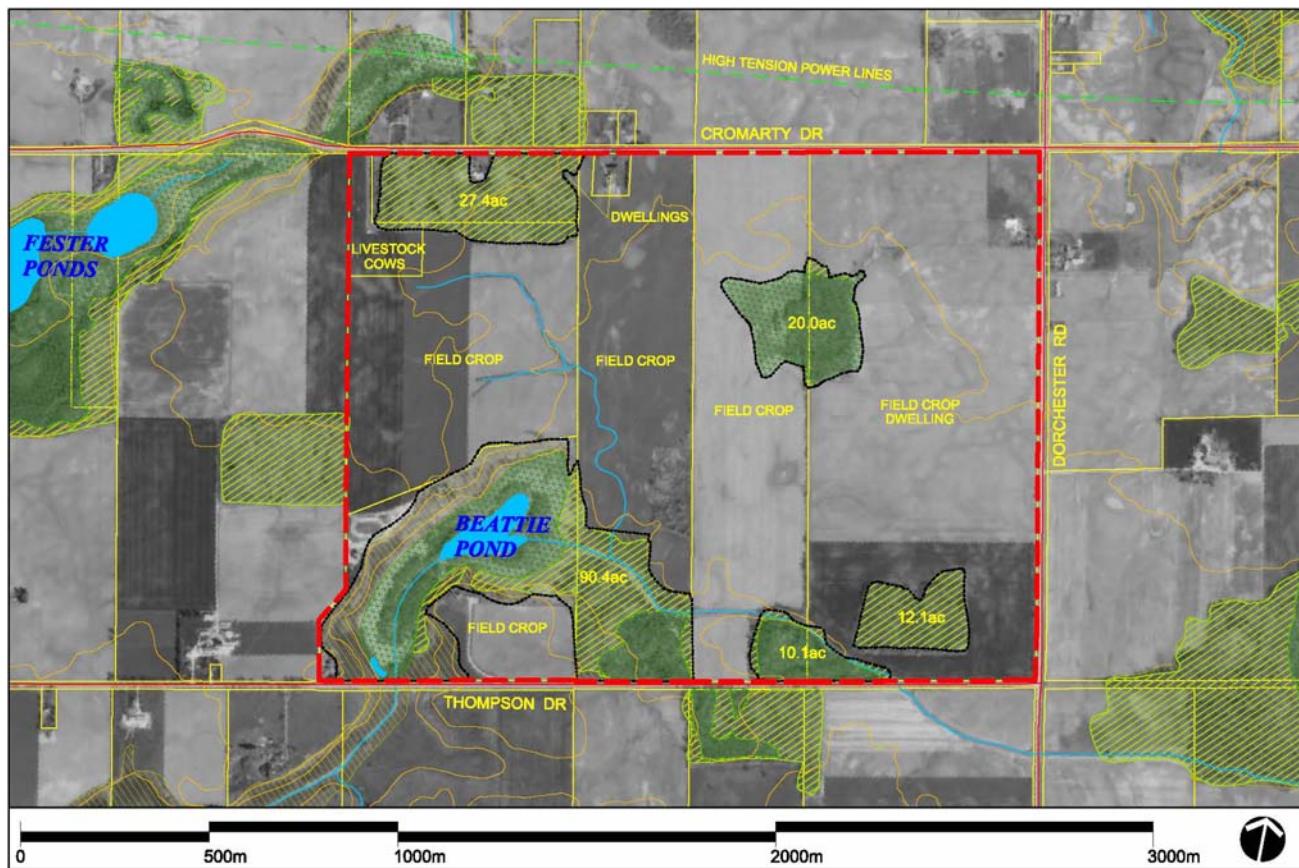
- The topography of the site is relatively flat to a gentle roll in the west
- Excellent frontage on Highway 401 ($\pm 1530m$)
- 250m to the Dorchester Rd / 401 interchange
- High tension power lines traverse the southern length of the property
- A Natural/Environmental/Protection Areas total 11.8ha (29.1ac) exists on the south western part of the site

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:10
Tier 1	Land Area	30		<ul style="list-style-type: none"> • Site is 261.4 acres with a developable potential of 232.3 acres • Southwest corner is enclosed by natural heritage features 	
Tier 1 Sub Total			30		
Tier 2	Access to Highway 401 Corridor	30		<ul style="list-style-type: none"> • Site is approximately 250m to the Dorchester Rd/ 401 interchange 	
	Access to Active Rail Line	0		<ul style="list-style-type: none"> • None Present 	
	Access to Airport Facilities	3		<ul style="list-style-type: none"> • The London International Airport is located approximately 8500m to the north 	
Tier 2 Sub Total			33		
Tier 3	Sanitary Services	3		<ul style="list-style-type: none"> • No municipal services present 	
	Water Services	0		<ul style="list-style-type: none"> • None 	
	Stormwater Services	9		<ul style="list-style-type: none"> • Site has sufficient land area to accommodate on-site controls 	
	Electrical Supply	6		<ul style="list-style-type: none"> • Hydro One corridor traverses the site 	
	Natural Gas Supply	4		<ul style="list-style-type: none"> • A natural gas pipeline exists to the north 	
Tier 3 Sub Total			22		
Tier 4	Natural Environment Constraints	8		<ul style="list-style-type: none"> • A Natural/Environmental/Protection Areas exists on the north eastern portion of the site totaling 29.1ac (Provincially Significant Wetlands and Woodlands) • Watercourses traverse the western portion of the site 	
	Topographical and Soil Characteristics	12		<ul style="list-style-type: none"> • The topography of the site is relatively flat with a gentle roll to the west • Possibility of unstable soil to the west due to the Fester Ponds 	
	Site Contamination	6		<ul style="list-style-type: none"> • No known site contamination 	
Tier 4 Sub Total			26		
Tier 5	Planning Status	4		<ul style="list-style-type: none"> • The lot to the east has a partial designation of highway commercial and is zoned appropriately 	
	Land Use Compatibility	12		<ul style="list-style-type: none"> • The north east corner is adjacent to the Fifth Wheel Truck Stop, north of highway 401 is the Silver Moon Innovation Park • The rest of the surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	2		<ul style="list-style-type: none"> • A small livestock operation (cows) to the south 	
	Availability of Site	3		<ul style="list-style-type: none"> • Lands contained within the site are not known to be for sale; site is predominantly comprised of large sized parcels (8 full) • 3 large parcels comprise the easterly portion of the site 	
Tier 5 Sub Total			21		
SITE TOTAL			132		

General Location:

North of Thompson Dr/East of Fester Ponds/
South of Cromarty Dr/West of Dorchester Rd

SITE 11



SITE DATA

SITE AREA: 257.1ha (635.4 ac) (large size)

DEVELOPABLE AREA: 192.4ha (475.4ac)

EXISTING USE(S): Field crops, a livestock operation (cows) and 3 dwellings (2 farm)

OFFICIAL PLAN: Agricultural, Natural Area, Protection Area and Environmental Area

EXISTING ZONING: A, LA-11 and U

PROPOSED ZONING: A, EP and W

SURROUNDING LAND USES: Field crops and 6 dwellings to the north, field crops and 3 dwellings and an intensive livestock operation (cows) to the east, field crops to the south, field crops to the west

KNOWN CONSTRAINTS: Many Protection/Natural/Environmental Area exist throughout the property, combined

they total 64.7ha (160ac) in size. The largest area contains the Beattie Pond and measures 36.6ha (90.4ac) in size. Several watercourses traverse the south western part of the site

NUMBER OF PARCELS: 8 full

FRONTAGE ON: Dorchester Rd ±1400m (Local Rd)

IN PROXIMITY TO RAIL TRANSPORT: No

WITHIN 300 M TO LIVESTOCK: Yes

SANITARY SERVICES PRESENT: No

WATER SERVICES PRESENT: No

STORM SERVICES PRESENT: No

TERRAIN: Flat to rolling in an east to west fashion

NOTES

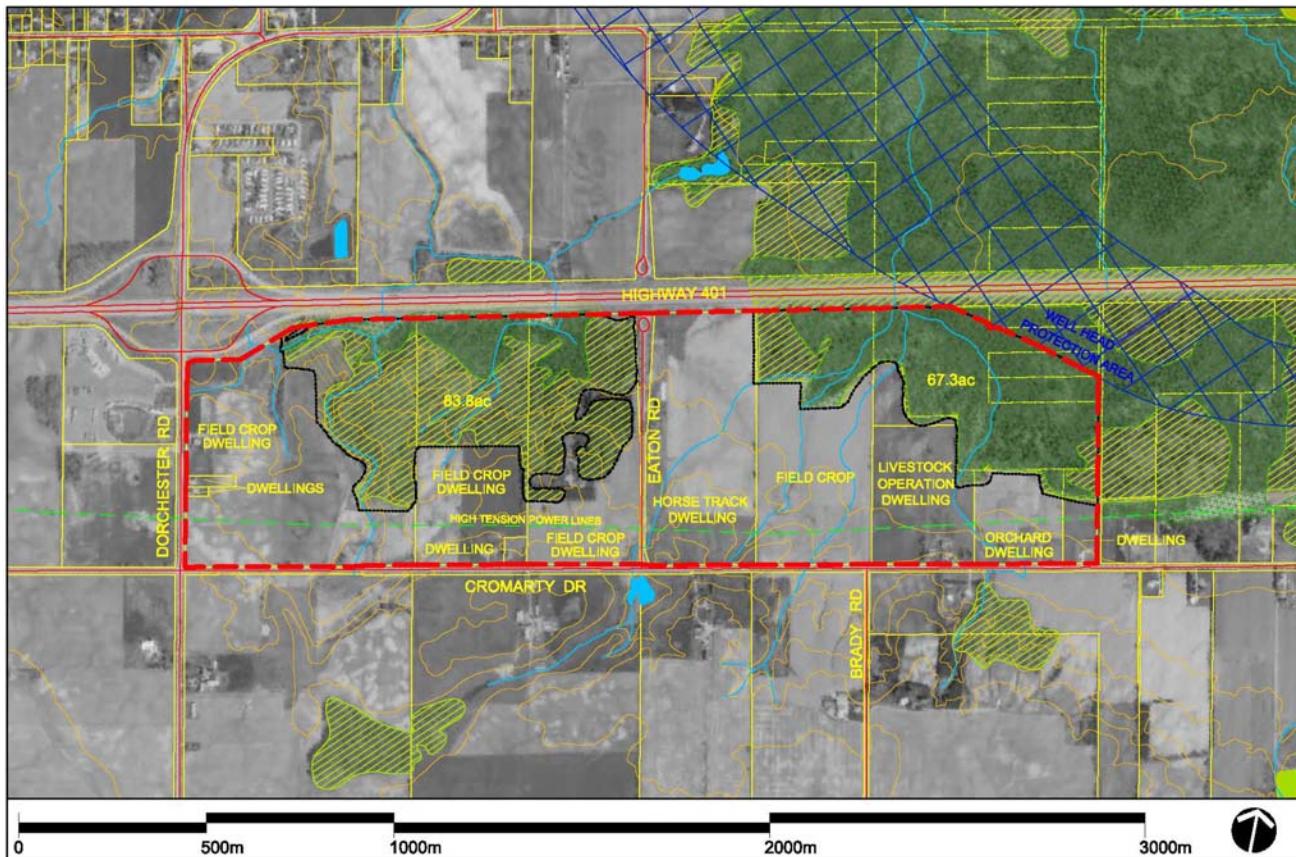
- The topography of the site is relatively flat to rolling in the west
- 700m to the Dorchester Rd / 401 interchange
- Many Protection/Natural/Environmental Areas exist throughout the site, combined they total 64.7ha (160ac) in size
- Only one Protection/Natural/Environmental Area exists in the centre of the site, the rest exist along the perimeter

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:11
Tier 1	Land Area	30		<ul style="list-style-type: none"> • Site is 635.4 acres with a developable potential of 475.4 acres • Developable area is heavily encumbered by a multitude of natural heritage features dispersed throughout the site 	
	Tier 1 Sub Total	30			
Tier 2	Access to Highway 401 Corridor	20		<ul style="list-style-type: none"> • Site is approximately 700m to the Dorchester Rd/ 401 interchange 	
	Access to Active Rail Line	0		<ul style="list-style-type: none"> • None Present 	
	Access to Airport Facilities	0		<ul style="list-style-type: none"> • The London International Airport is located approximately 9000m to the north 	
	Tier 2 Sub Total	20			
Tier 3	Sanitary Services	3		<ul style="list-style-type: none"> • No municipal services present 	
	Water Services	0		<ul style="list-style-type: none"> • None 	
	Stormwater Services	9		<ul style="list-style-type: none"> • Site has sufficient land area to accommodate on-site controls 	
	Electrical Supply	6		<ul style="list-style-type: none"> • Hydro One corridor is to the north of the site 	
	Natural Gas Supply	4		<ul style="list-style-type: none"> • A natural gas pipeline exists to the north, with a possible connection/extension along Dorchester Rd 	
	Tier 3 Sub Total	22			
Tier 4	Natural Environment Constraints	4		<ul style="list-style-type: none"> • Many Natural/Environmental/Protection Areas exists on the north eastern portion of the site totaling 160ac (Provincially & Regionally Significant wetlands and Woodlands) • Watercourses traverse the western portion of the site • The Beattie Pond is in the south west corner of the site 	
	Topographical and Soil Characteristics	8		<ul style="list-style-type: none"> • The topography of the site is relatively flat with a gentle roll to the west • Possibility of unstable soil to the west due to the Beattie Pond 	
	Site Contamination	6		<ul style="list-style-type: none"> • No known site contamination 	
	Tier 4 Sub Total	18			
Tier 5	Planning Status	2		<ul style="list-style-type: none"> • The lands are not designated or zoned for development • Site is south of 401 and is not contiguous to any other development 	
	Land Use Compatibility	12		<ul style="list-style-type: none"> • The surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	2		<ul style="list-style-type: none"> • An intensive livestock operation (cows) to the east 	
	Availability of Site	3		<ul style="list-style-type: none"> • Lands contained within the site are not known to be for sale and are predominantly comprised of large sized parcels (8 full) 	
	Tier 5 Sub Total	19			
	SITE TOTAL	109			

General Location:

North of Cromarty Dr/East of Dorchester Rd/
South of Highway 401/West of Elgin Rd

SITE 12



SITE DATA

SITE AREA: 156.6 ha (386.9 ac) (medium size)

DEVELOPABLE AREA: 95.4ha (235.8ac)

EXISTING USE(S): Field crops, an orchard, a livestock operation (cows), horse track and 10 dwellings (6 farm)

OFFICIAL PLAN: Agricultural, Natural Area, Protection Area and Environmental Area

EXISTING ZONING: A, LA and EP

PROPOSED ZONING: A, EP and W

SURROUNDING LAND USES: Highway 401 to the north, field crops, dwellings and a well head protection area to the east, field crops a livestock operation (cows) and 3 dwellings to the south, field crops and the fifth wheel to the west

KNOWN CONSTRAINTS: High tension power lines traverse the southern length of the site. A well head protection area

is adjacent the north eastern boundary. 2 Protection/Natural/Environmental Areas exist in the northern part of the site totaling 61.1ha (151.1ac). Watercourses traverse the entire site and feed the Thames River

NUMBER OF PARCELS: 13 full and 2 part

FRONTAGE ON: Highway 401 ±1700m (Provincial Highway No. 401)

IN PROXIMITY TO RAIL TRANSPORT: No

WITHIN 300 M TO LIVESTOCK: Yes

SANITARY SERVICES PRESENT: No

WATER SERVICES PRESENT: No

STORM SERVICES PRESENT: No

TERRAIN: Hilly throughout, steep at times

NOTES

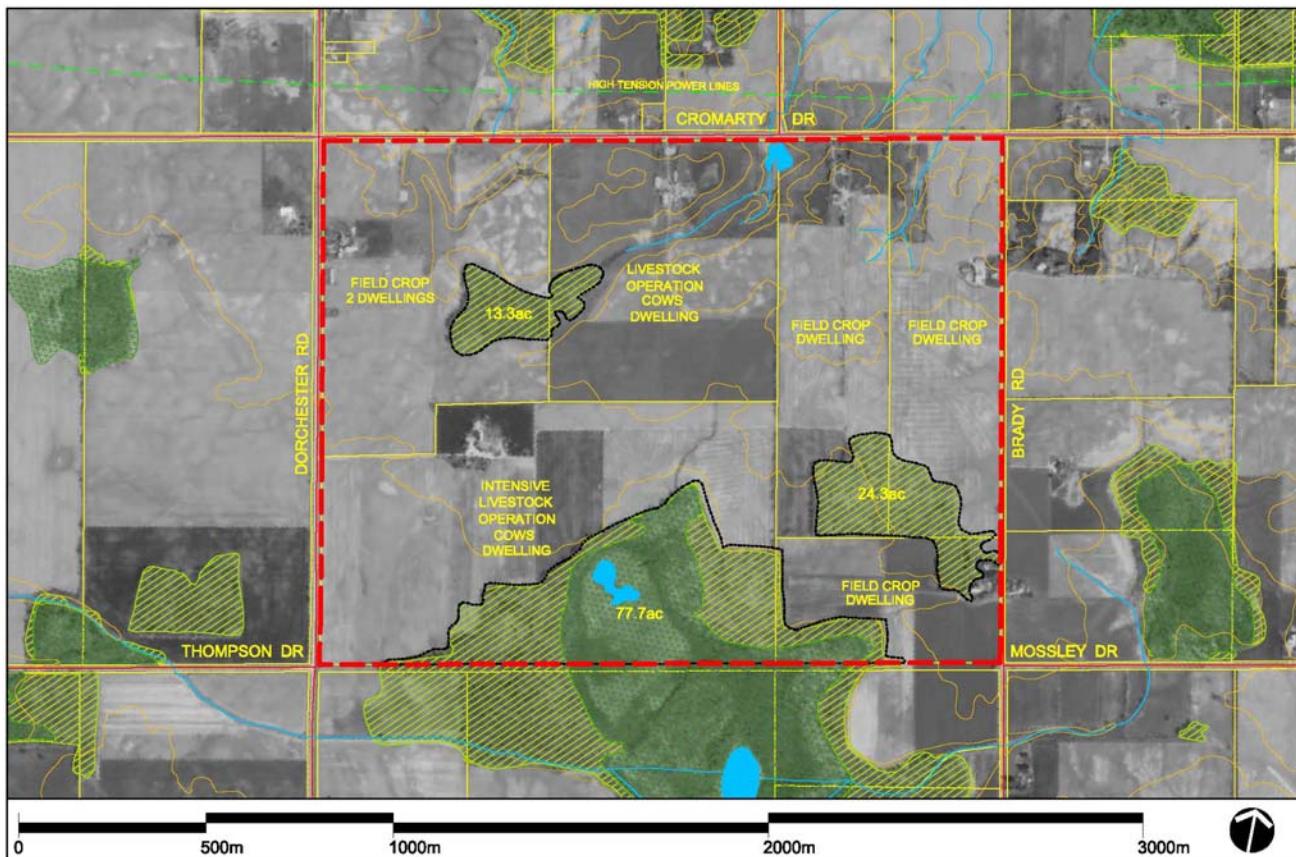
- Adjacent to the Dorchester Rd/ Highway 401 interchange
- High tension power lines traverse the southern length of the property
- The topography of the site is hilly, steep at times
- Frontage on Highway 401 is reduced because of Natural/Protection areas
- A well head protection area is adjacent the north eastern boundary
- 2 Protection/Natural/Environmental Areas exist in the northern part of the site totaling 61.1ha (151.1ac)

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:12
Tier 1	Land Area	30		<ul style="list-style-type: none"> • Site is 386.9 acres with a developable potential of 235.8 acres • Large parts of the site are encumbered by natural heritage features • Primary development area at the westerly limit of site 	
	Tier 1 Sub Total	30			
Tier 2	Access to Highway 401 Corridor	30		<ul style="list-style-type: none"> • Adjacent to the Dorchester Rd/ 401 interchange 	
	Access to Active Rail Line	0		<ul style="list-style-type: none"> • None Present 	
	Access to Airport Facilities	0		<ul style="list-style-type: none"> • The London International Airport is roughly 9000m to the north west 	
	Tier 2 Sub Total	30			
Tier 3	Sanitary Services	3		<ul style="list-style-type: none"> • No municipal services present 	
	Water Services	0		<ul style="list-style-type: none"> • No municipal services present 	
	Stormwater Services	3		<ul style="list-style-type: none"> • Site has sufficient land area to accommodate on-site controls, but may be limited by location of natural heritage features 	
	Electrical Supply	6		<ul style="list-style-type: none"> • Hydro One corridor traverses the southern half of the site 	
	Natural Gas Supply	4		<ul style="list-style-type: none"> • A natural gas pipeline exists to the north 	
	Tier 3 Sub Total	16			
Tier 4	Natural Environment Constraints	4		<ul style="list-style-type: none"> • 2 Natural/Environmental/Protection Areas exists in the northern portion of the site totaling 151.1ac (Provincially Significant Wetlands, Provincially Significant Life Science ANSI and Woodlands) • Watercourses traverse the site • A well head protection area is adjacent to the north east corner of the site 	
	Topographical and Soil Characteristics	4		<ul style="list-style-type: none"> • The topography of the site is hilly throughout to steep at times • Possibility of unstable soil to the west due to the well head protection area 	
	Site Contamination	6		<ul style="list-style-type: none"> • No known site contamination 	
	Tier 4 Sub Total	14			
Tier 5	Planning Status	2		<ul style="list-style-type: none"> • The lands are not designated or zoned for development and are not contiguous to any development lands 	
	Land Use Compatibility	12		<ul style="list-style-type: none"> • To the west is the Fifth Wheel Truck Stop • The rest of the surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	2		<ul style="list-style-type: none"> • A livestock operation (cows) to the south 	
	Availability of Site	3		<ul style="list-style-type: none"> • Lands contained within the site are not known to be for sale; predominantly comprised of medium sized parcels (13 full and 2 part) 	
	Tier 5 Sub Total	18			
	SITE TOTAL	108			

General Location:

North of Thompson Dr/East of Dorchester Rd/
South of Cromarty Dr/West of Brady Rd

SITE 13



SITE DATA

SITE AREA: 253.4 ha (626.2 ac) (large size)

DEVELOPABLE AREA: 206.7 ha (510.9 ac)

EXISTING USE(S): Field crops, an intensive livestock operation (cows), a livestock operation (cows) and 7 farm dwellings

OFFICIAL PLAN: Agricultural, Natural Area, Protection Area and Environmental Area

EXISTING ZONING: A

PROPOSED ZONING: A, EP and W

SURROUNDING LAND USES: Field crops, a livestock operation (cows) and 2 dwellings to the north, field crops and 3 dwellings to the east, field crops and a swamp to the south, field crops and a dwelling to the west

KNOWN CONSTRAINTS: Watercourses traverse the

northern part of the site and feed the Thames River. 3 Protection/Natural/Environmental Areas exist throughout the site totaling 46.7ha (115.3ac)

NUMBER OF PARCELS: 6 full

FRONTAGE ON: Dorchester Rd ±1400m (local road)

IN PROXIMITY TO RAIL TRANSPORT: No

WITHIN 300 M TO LIVESTOCK: Yes

SANITARY SERVICES PRESENT: No

WATER SERVICES PRESENT: No

STORM SERVICES PRESENT: No

TERRAIN: Hilly throughout with significant grade changes in the northern portion of the site

NOTES

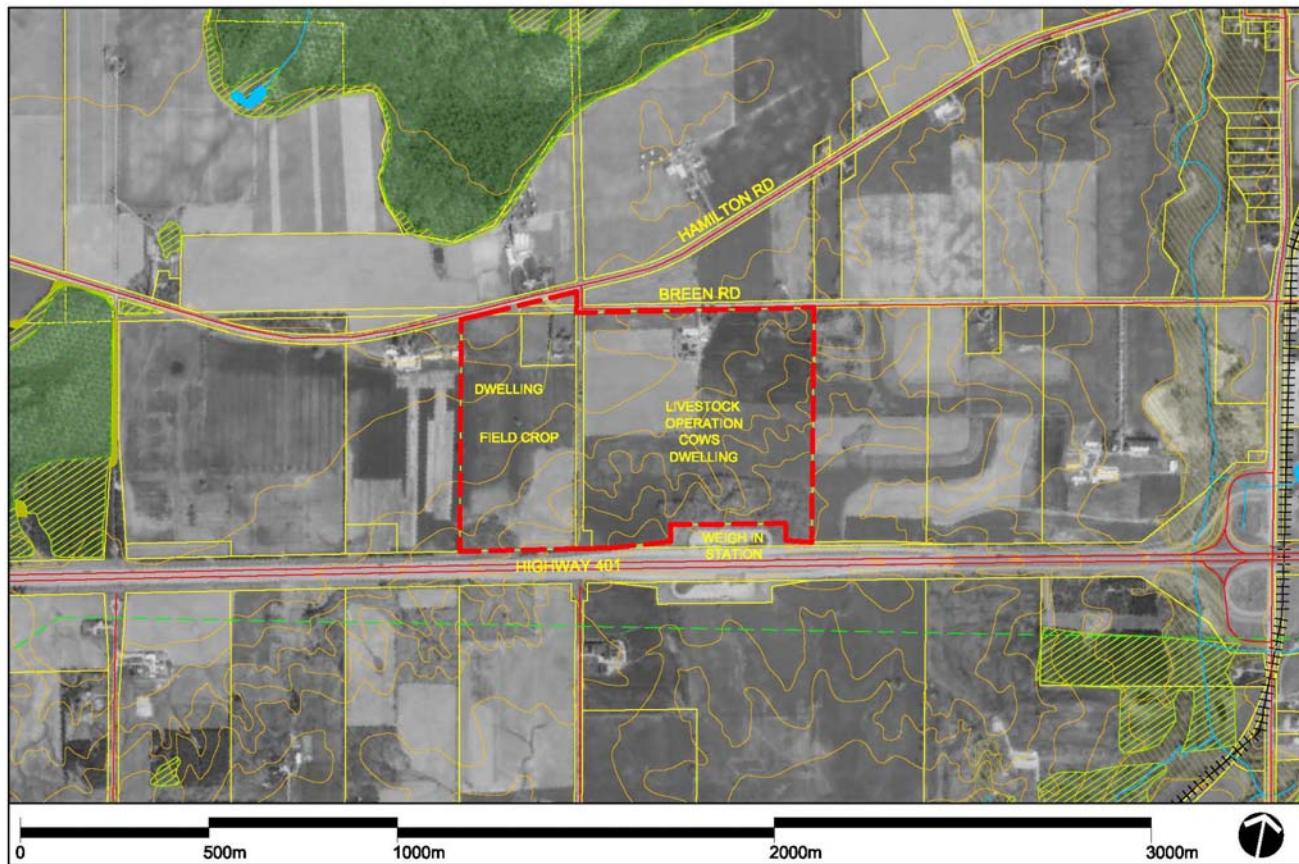
- 700m away from the Dorchester Rd/ Highway 401 interchange
- The topography of the site is hilly with significant grade changes in the north
- 3 Protection/Natural/Environmental Areas exist throughout the site totaling 46.7ha (115.3ac)

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:13
Tier 1	Land Area	30		<ul style="list-style-type: none"> • Site is 626.2 acres with a developable potential of 510.9 acres • Southern portion of the site is nearly enclosed by natural features • Northern portion of the site is limited by topography 	
	Tier 1 Sub Total	30			
Tier 2	Access to Highway 401 Corridor	20		<ul style="list-style-type: none"> • Site is approximately 700m to the Dorchester Rd/ 401 interchange 	
	Access to Active Rail Line	0		<ul style="list-style-type: none"> • None Present 	
	Access to Airport Facilities	0		<ul style="list-style-type: none"> • The London International Airport is located approximately 9500m to the north 	
	Tier 2 Sub Total	20			
Tier 3	Sanitary Services	3		<ul style="list-style-type: none"> • No municipal services present 	
	Water Services	0		<ul style="list-style-type: none"> • No municipal services present 	
	Stormwater Services	9		<ul style="list-style-type: none"> • Site has sufficient land area to accommodate on-site controls 	
	Electrical Supply	6		<ul style="list-style-type: none"> • Hydro One corridor is to the north of the site 	
	Natural Gas Supply	4		<ul style="list-style-type: none"> • A natural gas pipeline exists to the north 	
	Tier 3 Sub Total	22			
Tier 4	Natural Environment Constraints	8		<ul style="list-style-type: none"> • 3 Natural/Environmental/Protection Areas exists in the northern portion of the site totaling 115.3ac (Provincially Significant Wetlands, Provincially Significant Life Science ANSI and Woodlands) • Watercourses traverse the north east portion of the site 	
	Topographical and Soil Characteristics	0		<ul style="list-style-type: none"> • The topography of the site is hilly throughout with significant grade changes to the north • Possibility of unstable soil due to swamp like conditions to the south 	
	Site Contamination	8		<ul style="list-style-type: none"> • No known site contamination 	
	Tier 4 Sub Total	14			
Tier 5	Planning Status	2		<ul style="list-style-type: none"> • The lands are not designated or zoned for development and are not contiguous with any other development lands 	
	Land Use Compatibility	12		<ul style="list-style-type: none"> • The surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	2		<ul style="list-style-type: none"> • A livestock operation (cows) to the north 	
	Availability of Site	3		<ul style="list-style-type: none"> • Lands contained within the site are not known to be for sale; comprised of large sized parcels (6 full) 	
	Tier 5 Sub Total	19			
	SITE TOTAL	105			

General Location:

North of Highway 401/East of Lower Cow Path/
South of Hamilton Rd and Breen Rd/West of Putnam Rd

SITE 14



SITE DATA

SITE AREA: 57.3 ha (141.6 ac) (small size)
DEVELOPABLE AREA: 57.3 ha (141.6 ac)
EXISTING USE(S): Field crops, a livestock operation (cows) and 2 farm dwellings
OFFICIAL PLAN: Agricultural, Natural Area, Protection Area and Environmental Area
EXISTING ZONING: A
PROPOSED ZONING: A
SURROUNDING LAND USES: Field crops to the north, field crops to the east, highway 401 and a truck weigh in station to the south, field crops and a dwelling to the west
KNOWN CONSTRAINTS: The site is very hilly throughout. No direct access to a highway 401 interchange
NUMBER OF PARCELS: 4 full

FRONTAGE ON: Highway 401 ±560m (Provincial Highway No. 401) and Hamilton Rd ±310m (Arterial Road - Country)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: No
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Hilly throughout with significant grade changes in the south east

NOTES

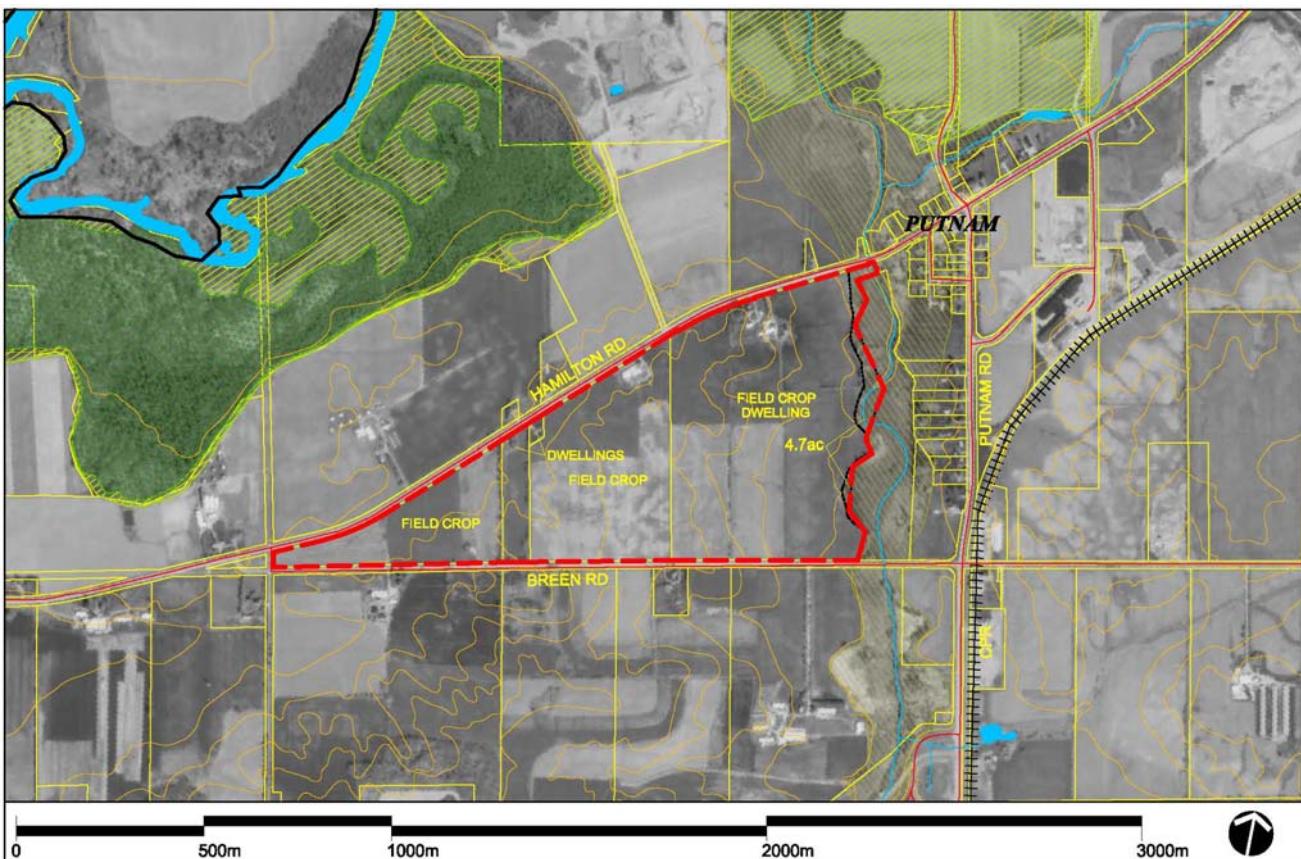
- No Protection/Natural/Environmental Areas exist
- The topography of the site is hilly with significant grade changes in the south east
- Frontage on Highway 401 is reduced because of the truck weigh in station
- No frontage on a road that interchanges with highway 401
- An unopened road allowance divides the site into two (dirt road exists)

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:14
Tier 1	Land Area	10		<ul style="list-style-type: none"> • Site is 141.6 acres with a developable potential of 52.9 acres • Developable area is encumbered by steep topography 	
Tier 1 Sub Total			10		
Tier 2	Access to Highway 401 Corridor	10		<ul style="list-style-type: none"> • No frontage on a road that interchanges with highway 401 	
	Access to Active Rail Line	3		<ul style="list-style-type: none"> • None Present 	
	Access to Airport Facilities	0		<ul style="list-style-type: none"> • The London International Airport is located approximately 9500m to the north west 	
Tier 2 Sub Total			13		
Tier 3	Sanitary Services	3		<ul style="list-style-type: none"> • No municipal services present 	
	Water Services	0		<ul style="list-style-type: none"> • No municipal services present 	
	Stormwater Services	6		<ul style="list-style-type: none"> • Site has sufficient land area to accommodate on-site controls • Topography may impact the location 	
	Electrical Supply	6		<ul style="list-style-type: none"> • Hydro One corridor is to the north of the site 	
	Natural Gas Supply	4		<ul style="list-style-type: none"> • Unknown 	
Tier 3 Sub Total			19		
Tier 4	Natural Environment Constraints	12		<ul style="list-style-type: none"> • No natural or environmental constraints exist 	
	Topographical and Soil Characteristics	0		<ul style="list-style-type: none"> • The topography of the site is hilly throughout with significant grade changes to the south east • No known constraints to soil composition 	
	Site Contamination	6		<ul style="list-style-type: none"> • No known site contamination 	
Tier 4 Sub Total			18		
Tier 5	Planning Status	4		<ul style="list-style-type: none"> • The lands are not designated or zoned for development, but are contiguous with the developing silver moon innovation park to the east 	
	Land Use Compatibility	12		<ul style="list-style-type: none"> • The surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	3		<ul style="list-style-type: none"> • No livestock exists within 300m 	
	Availability of Site	3		<ul style="list-style-type: none"> • Lands contained within the site are not known to be for sale; comprised of varying sized parcels (4 full) • An unopened road allowance divides the site into two (dirt road exists) 	
Tier 5 Sub Total			22		
SITE TOTAL			82		

General Location:

North of Highway 401/East of Hamilton Rd/
South of Hamilton Rd/West of Putnam

SITE 15



SITE DATA

SITE AREA: 66.7 ha (164.8 ac) (small size)

DEVELOPABLE AREA: 66.7 ha (164.8 ac)

EXISTING USE(S): Field crops and 3 dwellings (2 farm)

OFFICIAL PLAN: Agricultural and an Environmental Area

EXISTING ZONING: A and LA

PROPOSED ZONING: A and EP

SURROUNDING LAND USES: Field crops and 4 dwellings to the north, Putnam to the east (mix of residential and commercial uses), field crops, a livestock operation (cows) and 3 dwellings to the south

KNOWN CONSTRAINTS: The site is hilly throughout. No direct access to a highway 401 interchange. Reynolds Creek borders the east side of the site. The hamlet of Putnam is ±170m away from the site. An Environmental

Area totaling 1.9ha (4.7ac) follows the eastern boundary

NUMBER OF PARCELS: 5 full

FRONTAGE ON: Hamilton Rd ±1800m (Arterial Road - Country)

IN PROXIMITY TO RAIL TRANSPORT: Yes – ±330m away. Purchasing of additional properties to the east for a potential spur line required. Terrain may be a problem

WITHIN 300 M TO LIVESTOCK: Yes

SANITARY SERVICES PRESENT: No

WATER SERVICES PRESENT: No

STORM SERVICES PRESENT: No

TERRAIN: Hilly throughout

NOTES

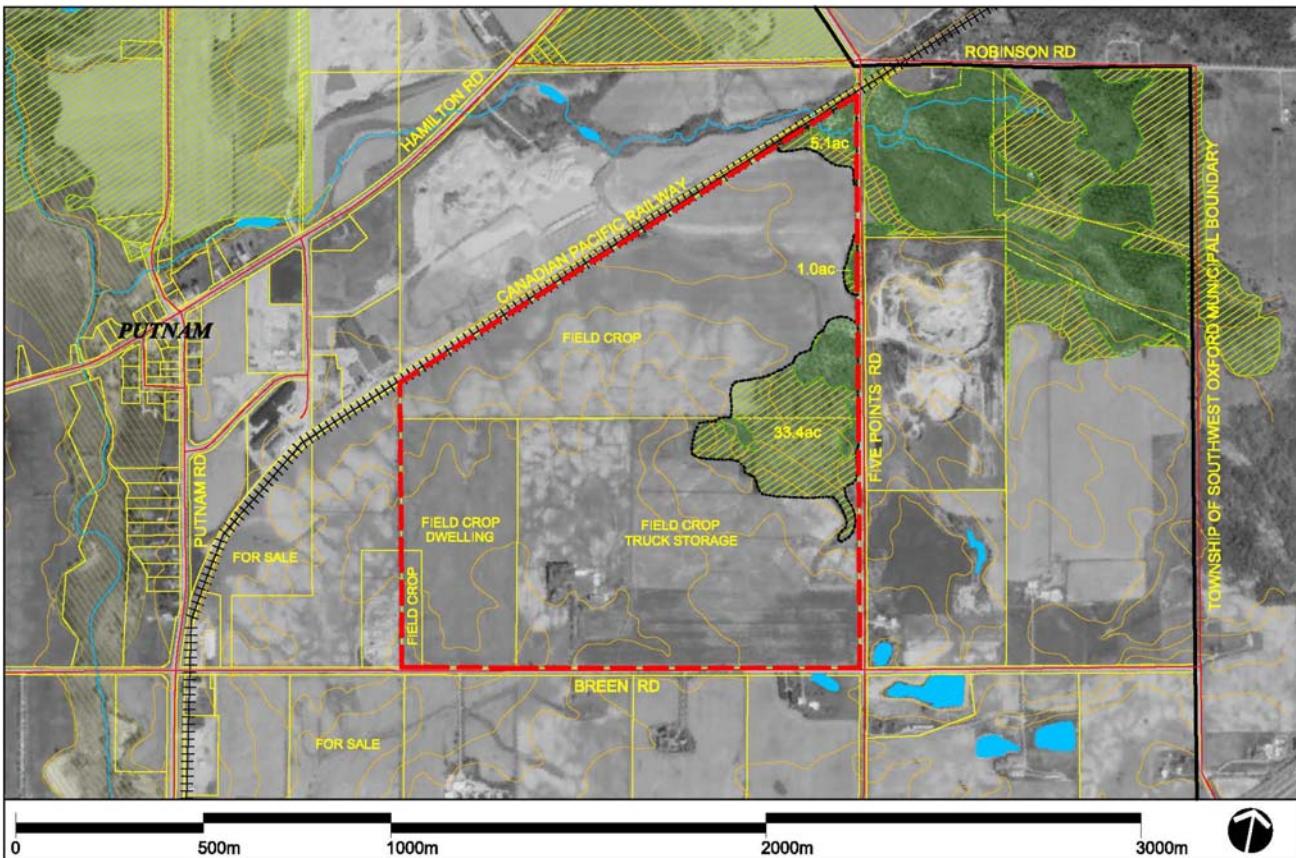
- Excellent frontage on Hamilton Road ±1800m
- The potential for a rail spur line is possible if additional properties to the east are purchased (terrain may be a problem)
- No Large Protection/Natural/Environmental Areas exist
- The hamlet of Putnam is ±170m away from the site
- The topography of the site is hilly throughout
- No frontage on a road that interchanges with highway 401

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:15
Tier 1	Land Area	20		<ul style="list-style-type: none"> • Site is 164.8 acres with a developable potential of 164.8 acres • Developable area is highly encumbered by site topography 	
	Tier 1 Sub Total	20			
Tier 2	Access to Highway 401 Corridor	10		<ul style="list-style-type: none"> • No frontage on a road that interchanges with highway 401 	
	Access to Active Rail Line	6		<ul style="list-style-type: none"> • Approximately 330m away from the Canadian Pacific Railway Purchasing of additional properties to the east for a potential spur line is required 	
	Access to Airport Facilities	0		<ul style="list-style-type: none"> • The London International Airport is located approximately 13500m to the north west 	
	Tier 2 Sub Total	16			
Tier 3	Sanitary Services	3		<ul style="list-style-type: none"> • No municipal services present 	
	Water Services	0		<ul style="list-style-type: none"> • No municipal services present 	
	Stormwater Services	6		<ul style="list-style-type: none"> • Site has sufficient land area to accommodate on-site controls • Topography may be encumbrance 	
	Electrical Supply	6		<ul style="list-style-type: none"> • The Hydro One corridor is to the south of the site 	
	Natural Gas Supply	4		<ul style="list-style-type: none"> • Unknown 	
	Tier 3 Sub Total	19			
Tier 4	Natural Environment Constraints	4		<ul style="list-style-type: none"> • Environmental Areas exist to the east. (Reynolds Creek maximum hazard limit) 	
	Topographical and Soil Characteristics	0		<ul style="list-style-type: none"> • The topography of the site is hilly throughout • No known constraints to soil composition 	
	Site Contamination	6		<ul style="list-style-type: none"> • No known site contamination 	
	Tier 4 Sub Total	10			
Tier 5	Planning Status	4		<ul style="list-style-type: none"> • The lands are not designated or zoned for development, but are adjacent to the silver moon innovation park to the south 	
	Land Use Compatibility	12		<ul style="list-style-type: none"> • The hamlet of Putnam is approximately 170m to the east • The rest of the surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	2		<ul style="list-style-type: none"> • A livestock operation (cows) to the south 	
	Availability of Site	3		<ul style="list-style-type: none"> • Lands contained within the site are not known to be for sale; comprised of varying sized parcels (5 full) 	
	Tier 5 Sub Total	21			
	SITE TOTAL	86			

General Location:

North of Breen Rd/East of Putnam/
South of the C.P.R./West of Five Points Rd

SITE 16



SITE DATA

SITE AREA: 139.4 ha (344.4 ac) (medium size)

DEVELOPABLE AREA: 123.4 ha (304.9 ac)

EXISTING USE(S): Field crops, a small truck storage and 1 dwelling

OFFICIAL PLAN: Agricultural, Natural Area and Protection Area

EXISTING ZONING: A

PROPOSED ZONING: A, EP and W

SURROUNDING LAND USES: Field crops, a gravel pit and a railway line to the north, Field crops and a gravel pit to the east, field crops, an intensive livestock operation (pigs) and 3 dwellings to the south, field crops, an industrial use and Putnam to the west with CPR rail lines

KNOWN CONSTRAINTS: No direct access to a highway

401 interchange. 3 Protection/Natural Areas border the eastern part of the site totaling 16.0ha (39.5ac). The hamlet of Putnam is ±530m away from the site. Breen road is a dirt road within this location

NUMBER OF PARCELS: 4 full

FRONTAGE ON: Five Points Rd ±1530m (Local Road) and Breen Rd ±1220m (Local Road – Dirt Road)

IN PROXIMITY TO RAIL TRANSPORT: Yes – Canadian Pacific Railroad with ±1430m of frontage

WITHIN 300 M TO LIVESTOCK: Yes

SANITARY SERVICES PRESENT: No

WATER SERVICES PRESENT: No

STORM SERVICES PRESENT: No

TERRAIN: Rolling hills throughout

NOTES

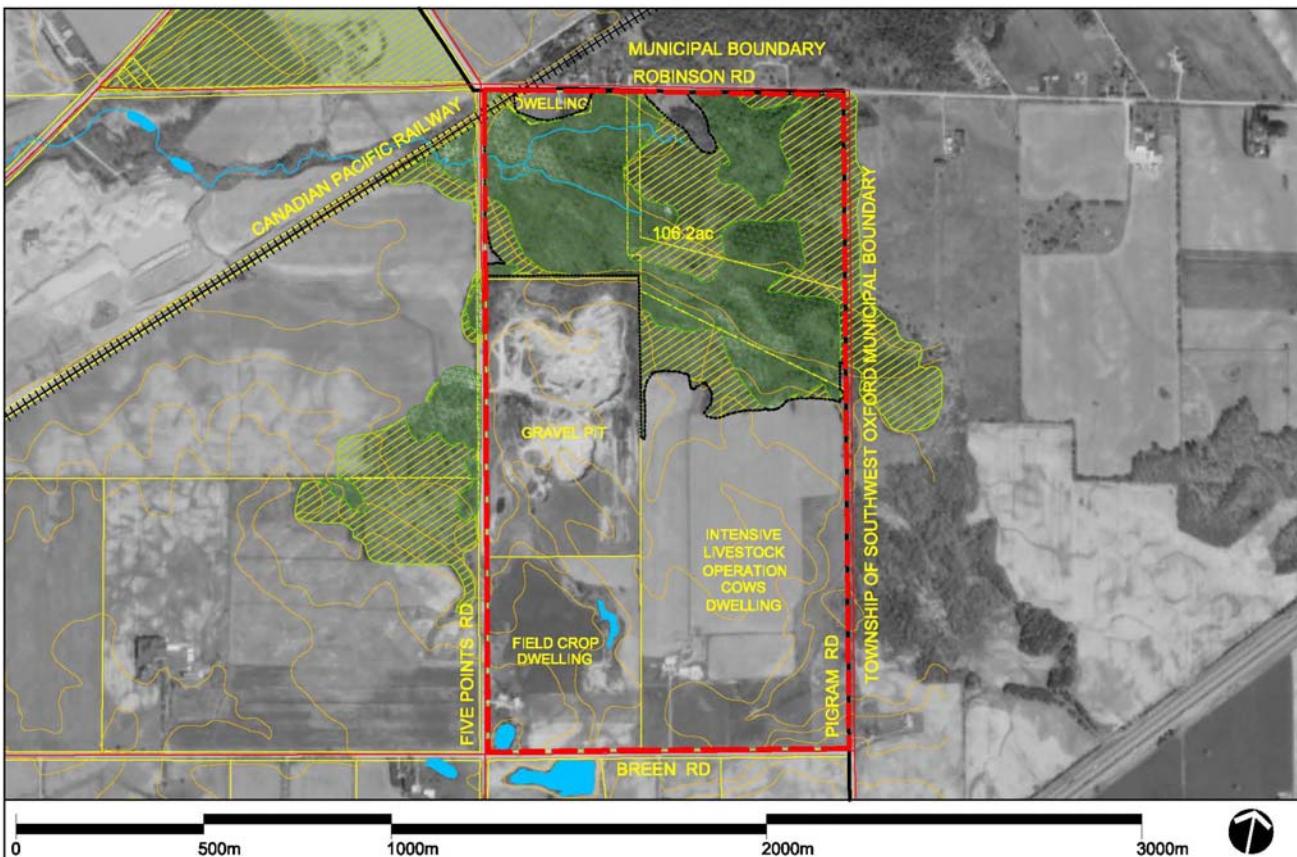
- The Canadian Pacific Railroad borders the northern boundary of the site
- All the Protection/Natural Areas border the eastern part of the site
- The topography of the site is rolling hills
- No frontage on a road that interchanges with highway 401
- The hamlet of Putnam is ±530m away from the site

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:16
Tier 1	Land Area	30		<ul style="list-style-type: none"> • Site is 344.4 acres with a developable potential of 304.9 acres • Site topography may encumber development potential 	
	Tier 1 Sub Total	30			
Tier 2	Access to Highway 401 Corridor	20		<ul style="list-style-type: none"> • No frontage on a road that interchanges with highway 401 	
	Access to Active Rail Line	9		<ul style="list-style-type: none"> • The Canadian Pacific Railway borders the northern boundary of the site for a length of approximately 1430m 	
	Access to Airport Facilities	0		<ul style="list-style-type: none"> • The London International Airport is located approximately 15300m to the north west 	
	Tier 2 Sub Total	29			
Tier 3	Sanitary Services	3		<ul style="list-style-type: none"> • No municipal services present 	
	Water Services	0		<ul style="list-style-type: none"> • No municipal services present 	
	Stormwater Services	6		<ul style="list-style-type: none"> • Site has sufficient land area to accommodate on-site controls, but topography may encumber location 	
	Electrical Supply	6		<ul style="list-style-type: none"> • The Hydro One corridor is to the south of the site 	
	Natural Gas Supply	4		<ul style="list-style-type: none"> • Unknown 	
	Tier 3 Sub Total	19			
Tier 4	Natural Environment Constraints	8		<ul style="list-style-type: none"> • The Protection/Natural Areas boarder the eastern part of the site and total 39.5ac (Provincially Significant Wetlands and Woodlots) 	
	Topographical and Soil Characteristics	8		<ul style="list-style-type: none"> • The topography of the site is hilly throughout • No known constraints to soil composition 	
	Site Contamination	6		<ul style="list-style-type: none"> • No known site contamination 	
	Tier 4 Sub Total	22			
Tier 5	Planning Status	4		<ul style="list-style-type: none"> • The lands are not designated or zoned for development, but are contiguous to development lands to the west 	
	Land Use Compatibility	12		<ul style="list-style-type: none"> • The hamlet of Putnam is approximately 530m to the west • Gravel extraction pits exist to the north and west • The rest of the surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	2		<ul style="list-style-type: none"> • An intensive livestock operation (pigs) to the south 	
	Availability of Site	3		<ul style="list-style-type: none"> • Lands contained within the site are not known to be for sale; comprised of predominantly large sized parcels (4 full) 	
	Tier 5 Sub Total	21			
	SITE TOTAL	121			

General Location:

North of Breen Rd/East of Five Points Rd /
South of Robinson Rd/West of Pigram Rd

SITE 17



SITE DATA

SITE AREA: 139.0 ha (343.4 ac) (medium size)
DEVELOPABLE AREA: 96.0 ha (237.2 ac)
EXISTING USE(S): Field crops, a gravel pit, an intensive livestock operation and 3 farm dwellings
OFFICIAL PLAN: Agricultural, Extractive Industrial, Natural Area and Protection Area
EXISTING ZONING: A, G and OS
PROPOSED ZONING: A, M3, EP and W
SURROUNDING LAND USES: The Township of Southwest Oxford to the north, the Township of Southwest Oxford to the east, field crops and 3 farm dwellings to the south, field crops to the west and a CPR rail line
KNOWN CONSTRAINTS: No frontage on a road that interchanges with highway 401. Watercourses exist in the

northwestern part of the site. A large Protection/Natural Areas takes up the northern half of the site totaling 43.0 ha (106.2 ac)

NUMBER OF PARCELS: 7 full one part

FRONTAGE ON: Five Points Rd and Pigram Rd ±1610m (Local Roads)

IN PROXIMITY TO RAIL TRANSPORT: Yes – Potential for a spur line off of the Canadian Pacific Railroad

WITHIN 300 M TO LIVESTOCK: No (contained within)

SANITARY SERVICES PRESENT: No

WATER SERVICES PRESENT: No

STORM SERVICES PRESENT: No

TERRAIN: Steep slopes to rolling hills going in a northerly direction

NOTES

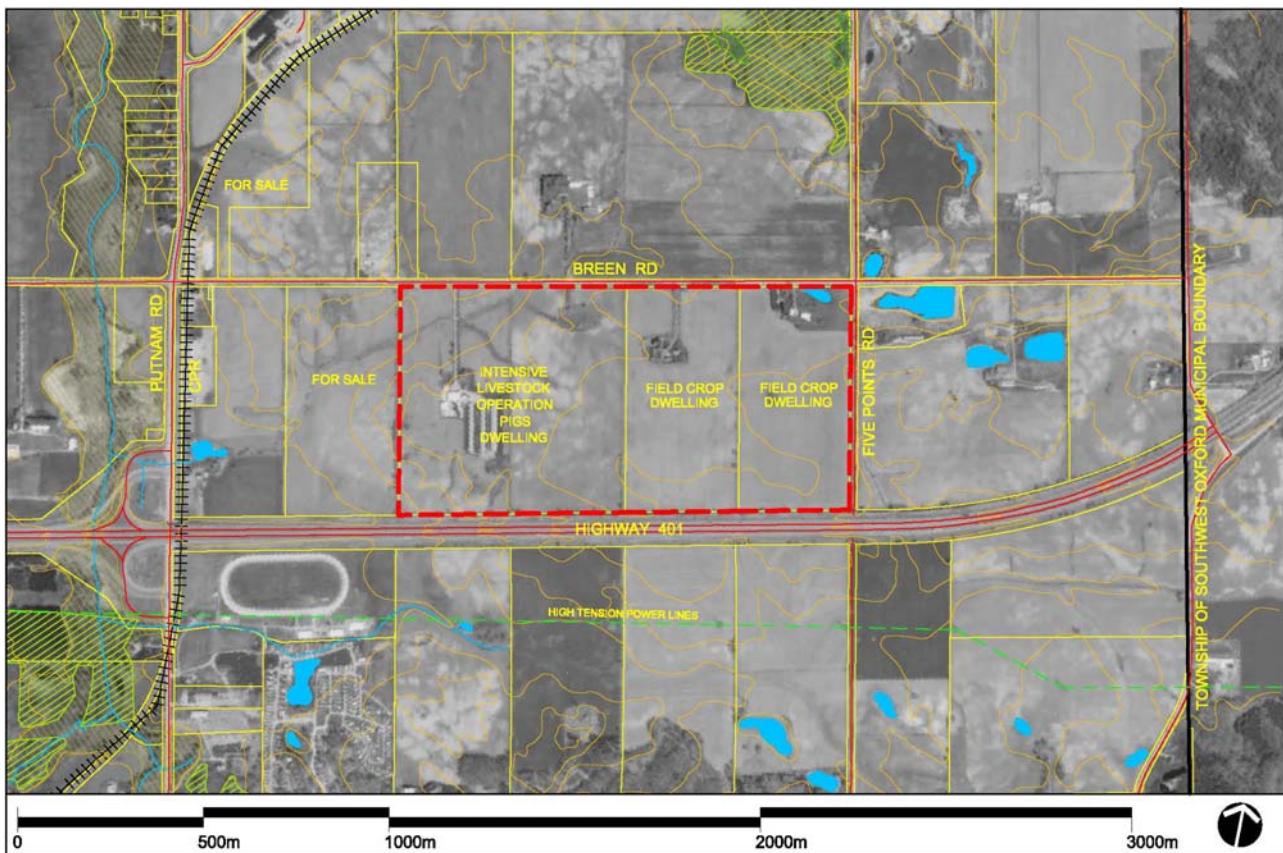
- There is the potential for a spur line off the Canadian Pacific Railroad from the north west corner of the site
- The northern part of the site is constrained by Protection/Natural Areas
- The topography of the site is rolling hills to steep slopes
- No frontage on a road that interchanges with highway 401
- A large Protection/Natural Areas takes up the northern half of the site totaling 43.0 ha (106.2 ac)

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:17
Tier 1	Land Area	30		<ul style="list-style-type: none"> Site is 343.4 acres with a developable potential of 237.2 acres Developable area is highly encumbered by steep changes in topography 	
	Tier 1 Sub Total	30			
Tier 2	Access to Highway 401 Corridor	10		<ul style="list-style-type: none"> No frontage on a road that interchanges with highway 401 	
	Access to Active Rail Line	6		<ul style="list-style-type: none"> Potential for a spur line off the Canadian Pacific Railway from the north west corner of the site 	
	Access to Airport Facilities	0		<ul style="list-style-type: none"> The London International Airport is located approximately 16.1km to the north west 	
	Tier 2 Sub Total	16			
Tier 3	Sanitary Services	3		<ul style="list-style-type: none"> No municipal services present 	
	Water Services	0		<ul style="list-style-type: none"> No municipal services present 	
	Stormwater Services	6		<ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls, but location may be encumbered by topography 	
	Electrical Supply	6		<ul style="list-style-type: none"> The Hydro One corridor is to the south of the site 	
	Natural Gas Supply	4		<ul style="list-style-type: none"> Unknown 	
	Tier 3 Sub Total	19			
Tier 4	Natural Environment Constraints	4		<ul style="list-style-type: none"> A large Protection/Natural Area uses up the northern portion of the site totaling 106.2ac (Provincially Significant Life Science ANSI, Provincially Significant Wetlands and Woodlands) 	
	Topographical and Soil Characteristics	4		<ul style="list-style-type: none"> The topography of the site is hilly throughout to steep slopes in the south Possibility of unstable soil due to the extractive use and Provincially Significant Wetland to the north Portion of the site is used for aggregate extraction 	
	Site Contamination	6		<ul style="list-style-type: none"> No known site contamination 	
	Tier 4 Sub Total	14			
Tier 5	Planning Status	4		<ul style="list-style-type: none"> The middle of the site is designated Extractive Industrial and is zoned accordingly The rest of the lands are not designated or zoned for development 	
	Land Use Compatibility	12		<ul style="list-style-type: none"> The rest of the surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	2		<ul style="list-style-type: none"> No livestock exists within 300m but an intensive livestock operation (cows) exists within the site 	
	Availability of Site	2		<ul style="list-style-type: none"> A gravel extraction pit exist in the centre of the site Lands contained within the site are not known to be for sale; comprised of predominantly large sized parcels (7 full and one part) 	
	Tier 5 Sub Total	20			
	SITE TOTAL	99			

General Location:

North of Highway 401/East of Putnam Rd/
South of Breen Rd/West of Five Points Rd

SITE 18



SITE DATA

SITE AREA: 73.8 ha (182.2 ac) (small size)

DEVELOPABLE AREA: 73.8 ha (182.2 ac)

EXISTING USE(S): Field crops, an intensive livestock operation (pigs) and 3 farm dwellings

OFFICIAL PLAN: Agricultural

EXISTING ZONING: A

PROPOSED ZONING: A

SURROUNDING LAND USES: Field crops to the north, field crops and a dwelling to the east, Highway 401 to the south, vacant land and horse stables to the west

KNOWN CONSTRAINTS: No frontage on a road that interchanges with highway 401. Access from Putnam Rd is from Breen road, which is a dirt road in this location

NUMBER OF PARCELS: 3 full

FRONTAGE ON: Highway 401 ±1220 m (Provincial Highway No. 401)

IN PROXIMITY TO RAIL TRANSPORT: Yes - ±580m away. Purchasing of additional properties to the west for potential spur line is required

WITHIN 300 M TO LIVESTOCK: Yes

SANITARY SERVICES PRESENT: No

WATER SERVICES PRESENT: No

STORM SERVICES PRESENT: No

TERRAIN: Rolling hills

NOTES

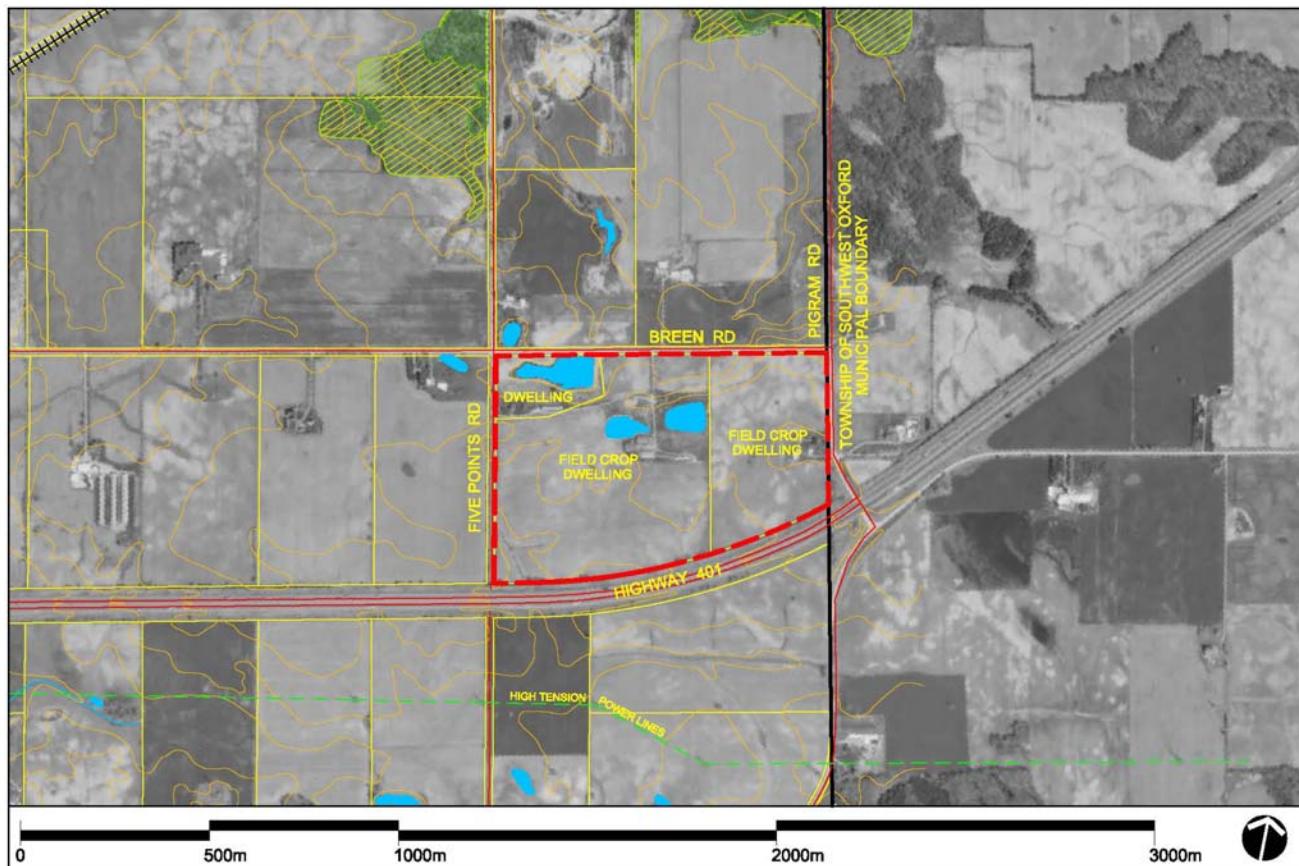
- There is the potential for a spur line off the Canadian Pacific Railroad if additional properties are purchased to the west
- Excellent visual frontage along Highway 401
- The topography of the site is generally flat
- Breen Rd will have to be upgraded to allow for high volumes of traffic

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:18
Tier 1	Land Area	30		<ul style="list-style-type: none"> • Site is 182.2 acres with a developable potential of 182.2 acres • Developable area may be impacted by rolling topography 	
Tier 1 Sub Total			30		
Tier 2	Access to Highway 401 Corridor	20		<ul style="list-style-type: none"> • No frontage on a road that interchanges with highway 401 	
	Access to Active Rail Line	3		<ul style="list-style-type: none"> • Approximately 580m away from the Canadian Pacific Railway Purchasing of additional properties to the west for a potential spur line is required 	
	Access to Airport Facilities	0		<ul style="list-style-type: none"> • The London International Airport is located approximately 15600m to the north west 	
Tier 2 Sub Total			23		
Tier 3	Sanitary Services	3		<ul style="list-style-type: none"> • No municipal services present 	
	Water Services	0		<ul style="list-style-type: none"> • No municipal services present 	
	Stormwater Services	9		<ul style="list-style-type: none"> • Site has sufficient land area to accommodate on-site controls 	
	Electrical Supply	6		<ul style="list-style-type: none"> • The Hydro One corridor is to the south of the site 	
	Natural Gas Supply	4		<ul style="list-style-type: none"> • Unknown 	
Tier 3 Sub Total			22		
Tier 4	Natural Environment Constraints	12		<ul style="list-style-type: none"> • No significant natural or environmental features exist, except for a small pond in the north east 	
	Topographical and Soil Characteristics	8		<ul style="list-style-type: none"> • The topography of the site is rolling hills • No known constraints to soil composition 	
	Site Contamination	6		<ul style="list-style-type: none"> • No known site contamination 	
Tier 4 Sub Total			26		
Tier 5	Planning Status	4		<ul style="list-style-type: none"> • The lands are not designated or zoned for development, but are contiguous to development lands to the west 	
	Land Use Compatibility	12		<ul style="list-style-type: none"> • Vacant land exists to the west of the site • The rest of the surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	2		<ul style="list-style-type: none"> • Horse stables exist to the west of the site and an intensive livestock operation (cows) exists within the site 	
	Availability of Site	3		<ul style="list-style-type: none"> • Lands contained within the site are not known to be for sale; comprised of 3 large sized parcels 	
Tier 5 Sub Total			21		
SITE TOTAL			122		

General Location:

North of Highway 401/East of Five Points Rd/
South of Breen Rd/West of the Township of Southwest Oxford

SITE 19



SITE DATA

SITE AREA: 47.7 ha (117.9 ac) (small size)
DEVELOPABLE AREA: 47.7 ha (117.9 ac)
EXISTING USE(S): Field crops and 3 dwellings (2 farm)
OFFICIAL PLAN: Agricultural
EXISTING ZONING: A
PROPOSED ZONING: A
SURROUNDING LAND USES: Field crops and an intensive livestock operation (cows) to the north, the Township of Southwest Oxford to the east, Highway 401 to the south, field crops to the west.
KNOWN CONSTRAINTS: No frontage on a road that interchanges with highway 401. Access to the nearest 401 interchange is Putnam Rd via Breen road (a dirt road).
NUMBER OF PARCELS: 3 full

FRONTAGE ON: Highway 401 ±900 m (Provincial Highway No. 401)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: Yes
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Rolling hills

NOTES

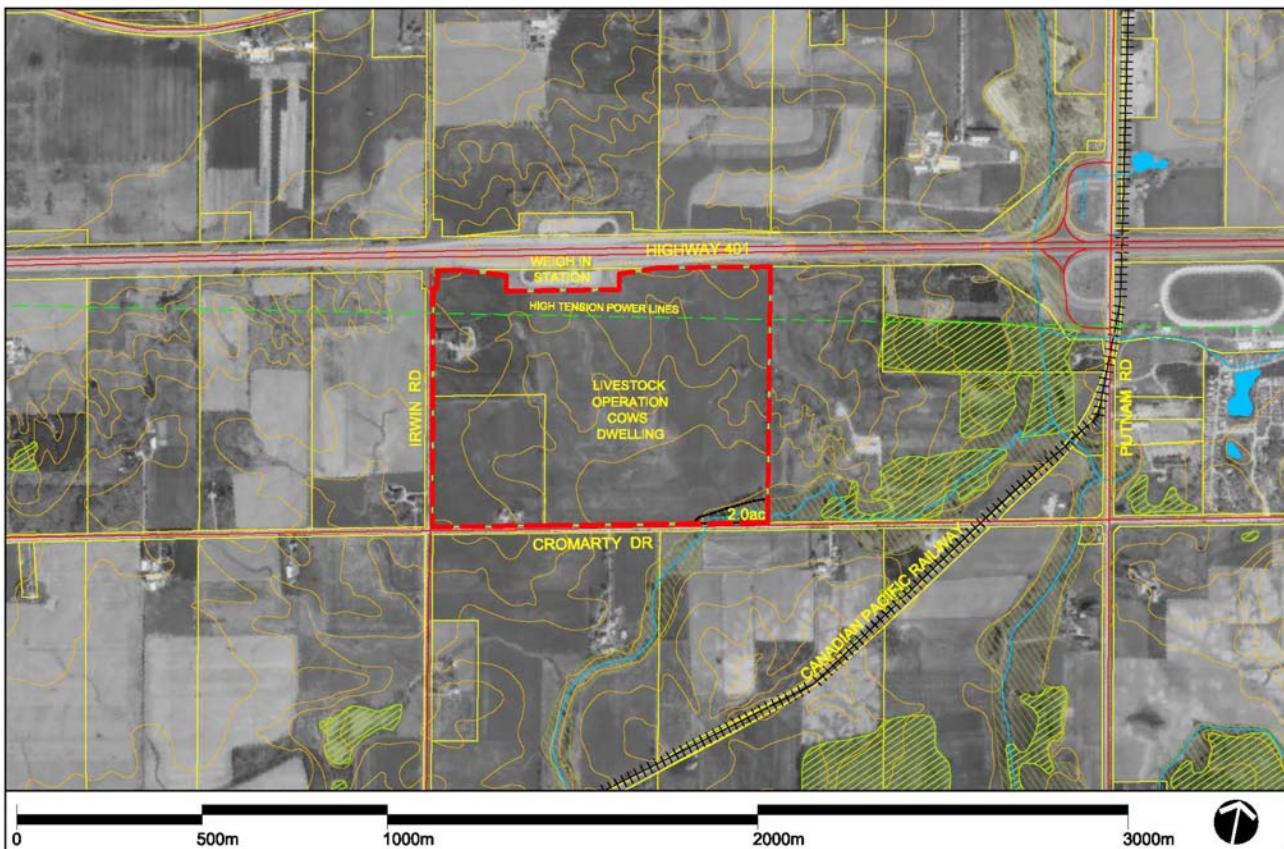
- Good visual frontage along Highway 401
- No natural features exist on the site
- The topography of the site is rolling hills
- No frontage on a road that interchanges with highway 401
- Breen Rd will have to be upgraded to allow for high volumes of traffic

SITE EVALUATION ANALYSIS		SCORE	ANALYSIS	SITE:19
Tier 1	Land Area	30	<ul style="list-style-type: none"> Site is 117.9 acres with a developable potential of 112.7 acres 3 ponds exist on site 	
	Tier 1 Sub Total	30		
Tier 2	Access to Highway 401 Corridor	10	<ul style="list-style-type: none"> No frontage on a road that interchanges with highway 401 	
	Access to Active Rail Line	0	<ul style="list-style-type: none"> Approximately 580m away from the Canadian Pacific Railway Purchasing of additional properties to the west for a potential spur line is required 	
	Access to Airport Facilities	0	<ul style="list-style-type: none"> The London International Airport is located approximately 16700m to the north west 	
	Tier 2 Sub Total	10		
Tier 3	Sanitary Services	3	<ul style="list-style-type: none"> No municipal services present 	
	Water Services	0	<ul style="list-style-type: none"> No municipal services present 	
	Stormwater Services	6	<ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls 	
	Electrical Supply	6	<ul style="list-style-type: none"> The Hydro One corridor is to the south of the site 	
	Natural Gas Supply	4	<ul style="list-style-type: none"> Unknown 	
	Tier 3 Sub Total	19		
Tier 4	Natural Environment Constraints	12	<ul style="list-style-type: none"> No significant natural or environmental features exist, except for small ponds in the north 	
	Topographical and Soil Characteristics	8	<ul style="list-style-type: none"> The topography of the site is rolling hills No known constraints to soil composition 	
	Site Contamination	6	<ul style="list-style-type: none"> No known site contamination 	
	Tier 4 Sub Total	26		
Tier 5	Planning Status	2	<ul style="list-style-type: none"> The lands are not designated or zoned for development 	
	Land Use Compatibility	12	<ul style="list-style-type: none"> The surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	2	<ul style="list-style-type: none"> An intensive livestock operation (cows) exists to the north 	
	Availability of Site	3	<ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; comprised of predominantly large sized parcels (3 full) 	
	Tier 5 Sub Total	19		
	SITE TOTAL	104		

General Location:

North of Cromarty Rd/East of Irwin Rd/
South of Highway 401/West of Putnam Rd

SITE 20



SITE DATA

SITE AREA: 60.6 ha (149.8 ac) (small size)

DEVELOPABLE AREA: 59.8 ha (147.8 ac)

EXISTING USE(S): A field crop, a livestock operation (cows) and 2 farm dwellings

OFFICIAL PLAN: Agricultural, Environmental Area

EXISTING ZONING: A

PROPOSED ZONING: A and EP

SURROUNDING LAND USES: Highway 401 and a truck weigh in station to the north, a golf course to the east, field crops and a livestock operation to the south (cows), field crops and a dwelling to the west

KNOWN CONSTRAINTS: No frontage on a road that interchanges with highway 401. High tension power lines traverse the northern part of the site. A small

Environmental Area measuring 0.8ha (2.0ac) exists in the south east corner of the site.

NUMBER OF PARCELS: 2 full

FRONTAGE ON: Highway 401 ±600 m (Provincial Highway No. 401)

IN PROXIMITY TO RAIL TRANSPORT: Yes – ±560m away. Purchasing of additional properties to the south for a potential spur line is required

WITHIN 300 M TO LIVESTOCK: Yes

SANITARY SERVICES PRESENT: No

WATER SERVICES PRESENT: No

STORM SERVICES PRESENT: No

TERRAIN: Rolling hills

NOTES

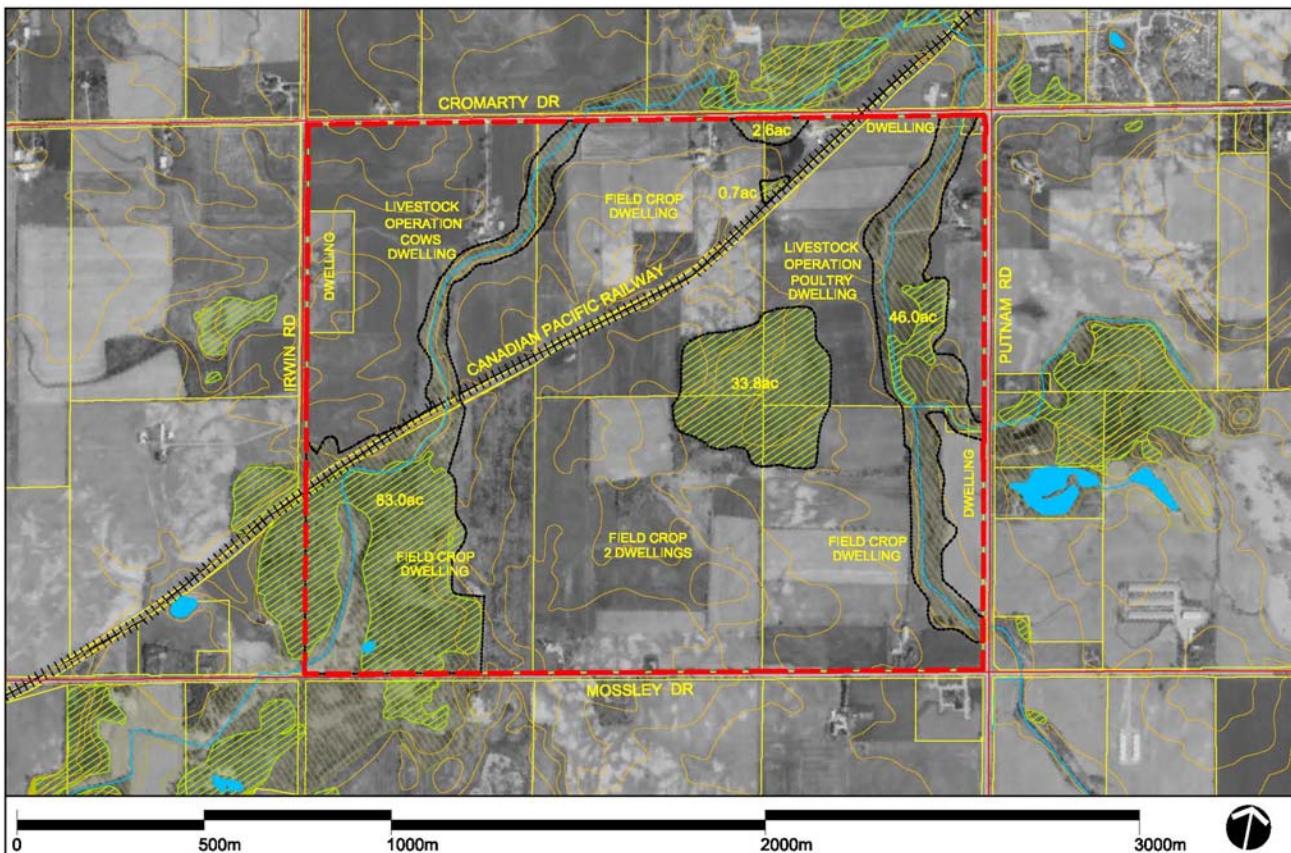
- There is the potential for a spur line off the Canadian Pacific Railroad if additional lands are purchased south of Cromarty Dr
- Visual frontage along Highway 401 is interrupted because of the truck weigh in station
- One Environmental Area exists on the site in the south east corner 0.8ha (2ac)
- High tension power lines traverse the northern part of the site
- The topography of the site is rolling hills
- No frontage on a road that interchanges with highway 401

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:20
Tier 1	Land Area	30		<ul style="list-style-type: none"> • Site is 149.8 acres with a developable potential of 147.8 acres • Development may be further restricted by topography 	
Tier 1 Sub Total			30		
Tier 2	Access to Highway 401 Corridor	10		<ul style="list-style-type: none"> • No frontage on a road that interchanges with highway 401 	
	Access to Active Rail Line	3		<ul style="list-style-type: none"> • Approximately 560m away from the Canadian Pacific Railway Purchasing of additional properties to the south for a potential spur line is required (a watercourse must be crossed) 	
	Access to Airport Facilities	0		<ul style="list-style-type: none"> • The London International Airport is located approximately 13800m to the north west 	
Tier 2 Sub Total			13		
Tier 3	Sanitary Services	3		<ul style="list-style-type: none"> • No municipal services present 	
	Water Services	0		<ul style="list-style-type: none"> • No municipal services present 	
	Stormwater Services	6		<ul style="list-style-type: none"> • Site has sufficient land area to accommodate on-site controls, but site may be encumbered by topography 	
	Electrical Supply	6		<ul style="list-style-type: none"> • The Hydro One corridor is to the south of the site 	
	Natural Gas Supply	4		<ul style="list-style-type: none"> • Unknown 	
Tier 3 Sub Total			19		
Tier 4	Natural Environment Constraints	12		<ul style="list-style-type: none"> • A small Environmental Feature exist in the south east corner of the site measuring 2.0ac in size 	
	Topographical and Soil Characteristics	8		<ul style="list-style-type: none"> • The topography of the site is rolling hills • No known constraints to soil composition 	
	Site Contamination	6		<ul style="list-style-type: none"> • No known site contamination 	
Tier 4 Sub Total			26		
Tier 5	Planning Status	2		<ul style="list-style-type: none"> • The lands are not designated or zoned for development 	
	Land Use Compatibility	8		<ul style="list-style-type: none"> • A golf course borders the eastern boundary • The surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	2		<ul style="list-style-type: none"> • A livestock operation (cows) exists to the south and an intensive livestock operation (cows) exist within the site 	
	Availability of Site	3		<ul style="list-style-type: none"> • Lands contained within the site are not known to be for sale; comprised of 2 parcels 	
Tier 5 Sub Total			15		
SITE TOTAL			103		

General Location:

North of Mossley Dr/East of Irwin Rd/
South of Cromarty Dr/West of Putnam Rd

SITE 21



SITE DATA

SITE AREA: 267.8 ha (661.7 ac) (large size)
DEVELOPABLE AREA: 200.6 ha (495.6 ac)
EXISTING USE(S): Field crops, 2 livestock operations (1 cow and 1 chicken) and 11 dwellings (7 farm)
OFFICIAL PLAN: Agricultural, Natural Area, Protection Area and Environmental Area
EXISTING ZONING: A, LA and G
PROPOSED ZONING: A, M3 and EP
SURROUNDING LAND USES: A golf course, a livestock operation (cows) and 4 dwellings to the north, field crops, a livestock operation (horses) and 5 dwellings to the east, field crops, light industrial and 6 dwellings to the south, field crops and dwellings to the west
KNOWN CONSTRAINTS: Natural/Protection/Environmental

Areas totaling 67.2ha (166.1ac) exist throughout the site.
 2 watercourses traverse the east and west side of the site feeding the Thames River
NUMBER OF PARCELS: 11 full
FRONTAGE ON: Putnam Rd ±1490 m (Collector Road - Country)
IN PROXIMITY TO RAIL TRANSPORT: Yes – the Canadian Pacific Railway traverses the site
WITHIN 300 M TO LIVESTOCK: Yes
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Rolling hills

NOTES

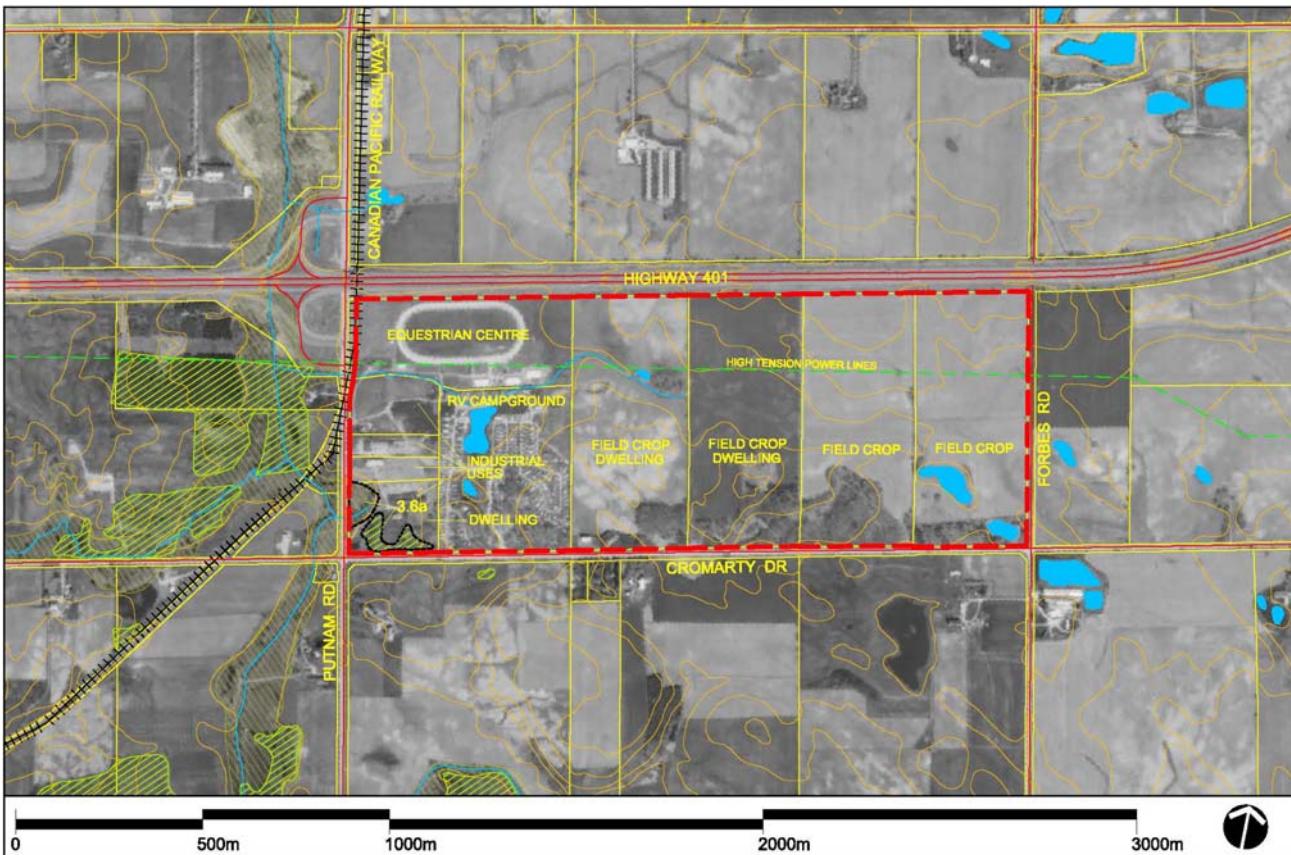
- The Canadian Pacific Railway traverses the site
- Good visual frontage along Putnam Rd
- ±730m to the Putnam Rd / 401 interchange
- Natural/Protection/Environmental Areas totaling 67.2ha (166.1ac) exist throughout the site
- The topography of the site is rolling hills

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:21
Tier 1	Land Area	20		<ul style="list-style-type: none"> • Site is 661.7 acres with a developable potential of 495.6 acres • Developable area is heavily encumbered by steep topography, dispersed natural heritage features and the CPR rail line dissects the site 	
	Tier 1 Sub Total	20			
Tier 2	Access to Highway 401 Corridor	20		<ul style="list-style-type: none"> • Site is approximately 730m away from the Putnam Rd/ 401 interchange 	
	Access to Active Rail Line	9		<ul style="list-style-type: none"> • The Canadian Pacific Railway traverses diagonally across the site 	
	Access to Airport Facilities	0		<ul style="list-style-type: none"> • The London International Airport is located approximately 14200m to the north west 	
	Tier 2 Sub Total	29			
Tier 3	Sanitary Services	3		<ul style="list-style-type: none"> • No municipal services present 	
	Water Services	0		<ul style="list-style-type: none"> • No municipal services present 	
	Stormwater Services	6		<ul style="list-style-type: none"> • Site has sufficient land area to accommodate on-site controls, but topography may encumber location 	
	Electrical Supply	6		<ul style="list-style-type: none"> • The Hydro One corridor is to the north of the site 	
	Natural Gas Supply	4		<ul style="list-style-type: none"> • Unknown 	
	Tier 3 Sub Total	19			
Tier 4	Natural Environment Constraints	4		<ul style="list-style-type: none"> • Protection and Environmental Areas totaling 166.1ac exist throughout the site (Regionally Significant Wetlands and Woodlands) • All watercourses are within the Protection and Environmental Areas 	
	Topographical and Soil Characteristics	0		<ul style="list-style-type: none"> • The topography of the site is rolling hills • Possibility of unstable soil due to natural features throughout the site 	
	Site Contamination	6		<ul style="list-style-type: none"> • No known site contamination 	
	Tier 4 Sub Total	10			
Tier 5	Planning Status	2		<ul style="list-style-type: none"> • The lands are not designated or zoned for development 	
	Land Use Compatibility	8		<ul style="list-style-type: none"> • A golf course exists to the north • The surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	2		<ul style="list-style-type: none"> • An intensive livestock operation (cows) exists to the north, a livestock operation (horses) to the east and 2 livestock operations (cows and poultry) exist within the site 	
	Availability of Site	2		<ul style="list-style-type: none"> • Lands contained within the site are not known to be for sale; comprised of predominantly large sized parcels (11 full) 	
	Tier 5 Sub Total	14			
	SITE TOTAL	92			

General Location:

North of Cromarty Dr/East of Putnam Rd/
South of Highway 401/West of Forbes Rd

SITE 22



SITE DATA

SITE AREA: 122.7 ha (303.2 ac) (medium size)

DEVELOPABLE AREA: 121.2 ha (299.6 ac)

EXISTING USE(S): Field crops, 4 light industrial uses, an RV campground, an equestrian centre, and 3 dwellings (2 farm).

OFFICIAL PLAN: Agricultural, Mobile Home Park, Rural Industrial, Protection Area and Environmental Area

EXISTING ZONING: A, C2, OS-14

PROPOSED ZONING: A, HC, OS and EP

SURROUNDING LAND USES: Highway 401 to the north, field crops and a dwelling to the east, field crops, light industrial uses, a livestock operation (horses) and 6 dwellings to the south, 3 dwellings, a golf course and the CPR rail line to the west

KNOWN CONSTRAINTS: Protection and Environmental

Areas totaling 1.5ha (3.6ac) exist in south west corner of the site. A watercourse traverses the west half of the site, feeding the Thames River. High tension power lines traverse the length of the site, west to east

NUMBER OF PARCELS: 10 full

FRONTAGE ON: Highway 401 ±1800 m (Provincial Highway No. 401) and Putnam Rd ±690 m (Collector Road - Country)

IN PROXIMITY TO RAIL TRANSPORT: Yes – the possibility of a spur line from the CPR

WITHIN 300 M TO LIVESTOCK: Yes

SANITARY SERVICES PRESENT: No

WATER SERVICES PRESENT: No

STORM SERVICES PRESENT: No

TERRAIN: Hilly

NOTES

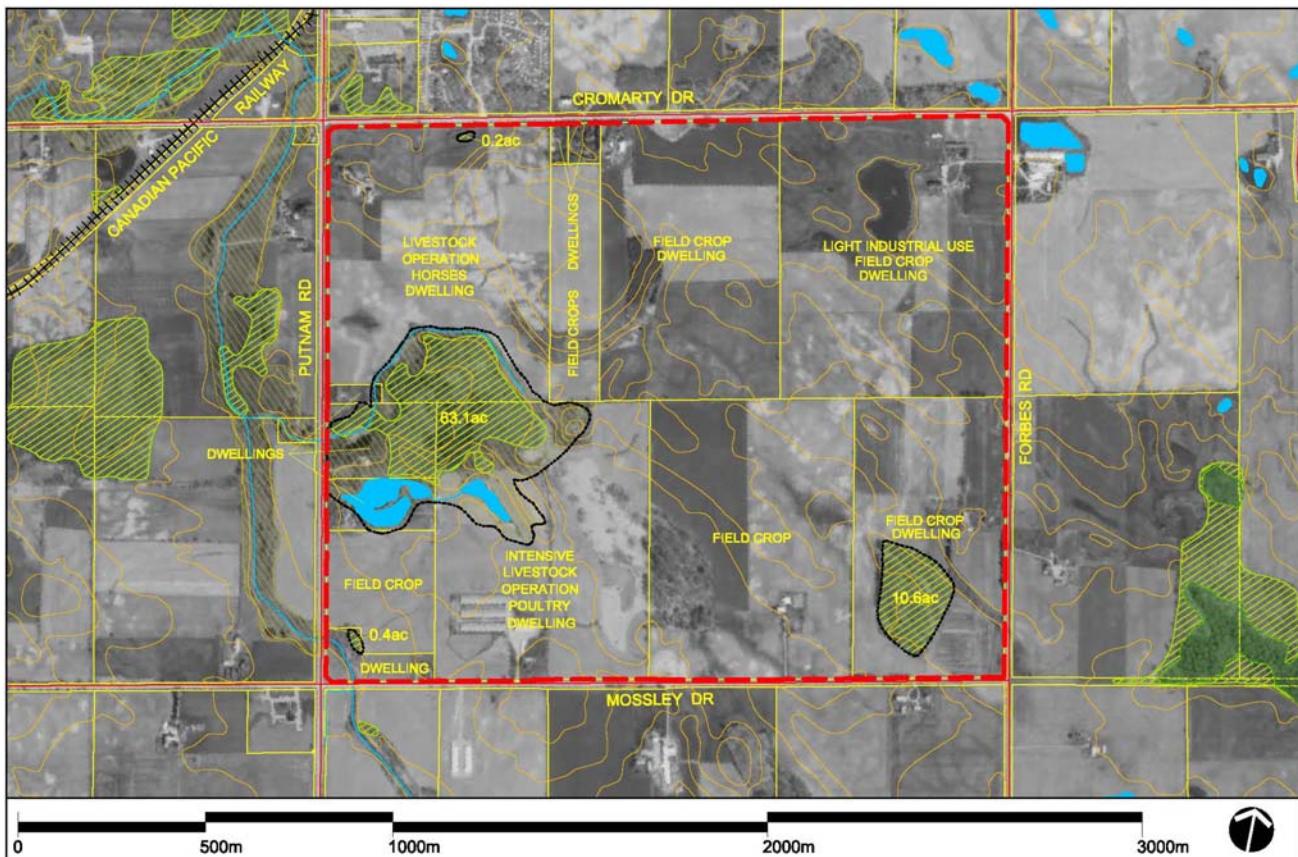
- The possibility for a spur line from The Canadian Pacific Railway exists
- Excellent visual frontage along Highway 401
- Adjacent to the Putnam Rd/ 401 interchange
- 2 small Protection/Environmental Areas totaling 1.5ha (3.6ac) exist in the south west corner of the site
- The topography of the site is hilly
- High tension power lines traverse the length of the site

SITE EVALUATION ANALYSIS			SCORE	ANALYSIS	SITE:22
Tier 1	Land Area	30		<ul style="list-style-type: none"> • Site is 303.2 acres with a developable potential of 299.6 acres • Eastern portion of the site is quite hilly and may have restrictions to developable area 	
	Tier 1 Sub Total	30			
Tier 2	Access to Highway 401 Corridor	30		<ul style="list-style-type: none"> • Site is adjacent to the Putnam Rd/ 401 interchange 	
	Access to Active Rail Line	9		<ul style="list-style-type: none"> • The possibility for a spur line off the Canadian Pacific Railway from the north west corner of the site 	
	Access to Airport Facilities	0		<ul style="list-style-type: none"> • The London International Airport is located approximately 15400m away 	
	Tier 2 Sub Total	39			
Tier 3	Sanitary Services	3		<ul style="list-style-type: none"> • No municipal services present 	
	Water Services	0		<ul style="list-style-type: none"> • No municipal services present 	
	Stormwater Services	6		<ul style="list-style-type: none"> • Site has sufficient land area to accommodate on-site controls, topography may encumber location 	
	Electrical Supply	6		<ul style="list-style-type: none"> • The Hydro One corridor traverses the north portion of the site 	
	Natural Gas Supply	4		<ul style="list-style-type: none"> • Unknown 	
	Tier 3 Sub Total	19			
Tier 4	Natural Environment Constraints	12		<ul style="list-style-type: none"> • 2 small Protection/Environmental Areas totaling 3.6ac exist in the south west corner of the site (Regionally Significant Wetlands) • Watercourses exist throughout the site 	
	Topographical and Soil Characteristics	4		<ul style="list-style-type: none"> • The topography of the site is hilly • No known constraints to soil composition 	
	Site Contamination	6		<ul style="list-style-type: none"> • No known site contamination 	
	Tier 4 Sub Total	22			
Tier 5	Planning Status	4		<ul style="list-style-type: none"> • The west of the site is designated Settlement Industrial and Mobile Home Park and is zoned highway commercial and open space respectively • The rest of the lands are not designated or zoned for development 	
	Land Use Compatibility	12		<ul style="list-style-type: none"> • A golf course exists to the east • The surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	2		<ul style="list-style-type: none"> • A livestock operation (horses) exists to the south 	
	Availability of Site	2		<ul style="list-style-type: none"> • The western portion of the property is fully developed with a equestrian centre, RV campground, industrial uses and dwellings • Lands contained within the site are not known to be for sale; comprised of predominantly medium sized parcels (10 full) 	
	Tier 5 Sub Total	20			
	SITE TOTAL	130			

General Location:

North of Mossley Dr/East of Putnam Rd/
South of Cromarty Dr /West of Forbes Rd

SITE 23



SITE DATA

SITE AREA: 270.2 ha (667.6 ac) (large size)
DEVELOPABLE AREA: 240.1 ha (593.3 ac)
EXISTING USE(S): Field crops, a light industrial use, a livestock and an intensive livestock operation, and 11 dwellings (5 farm)
OFFICIAL PLAN: Agricultural, Protection Area and Environmental Area
EXISTING ZONING: A and LA
PROPOSED ZONING: A and EP
SURROUNDING LAND USES: Field crops, an RV campground, light industrial use and 3 dwellings to the north, field crops and 2 dwellings to the east, field crops, an intensive livestock operation (cows) and 2 dwellings to the south, field crops and 4 dwellings to the west

KNOWN CONSTRAINTS: Protection and Environmental Areas totaling 30.1ha (74.3ac) exist predominantly in the west half of the Site
NUMBER OF PARCELS: 10 full
FRONTAGE ON: Putnam Rd ±1520 m (Collector Road - Country)
IN PROXIMITY TO RAIL TRANSPORT: Yes – ±400m to the west. The possibility of a spur line from the CPR if additional land is purchased
WITHIN 300 M TO LIVESTOCK: Yes
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Very hilly

NOTES

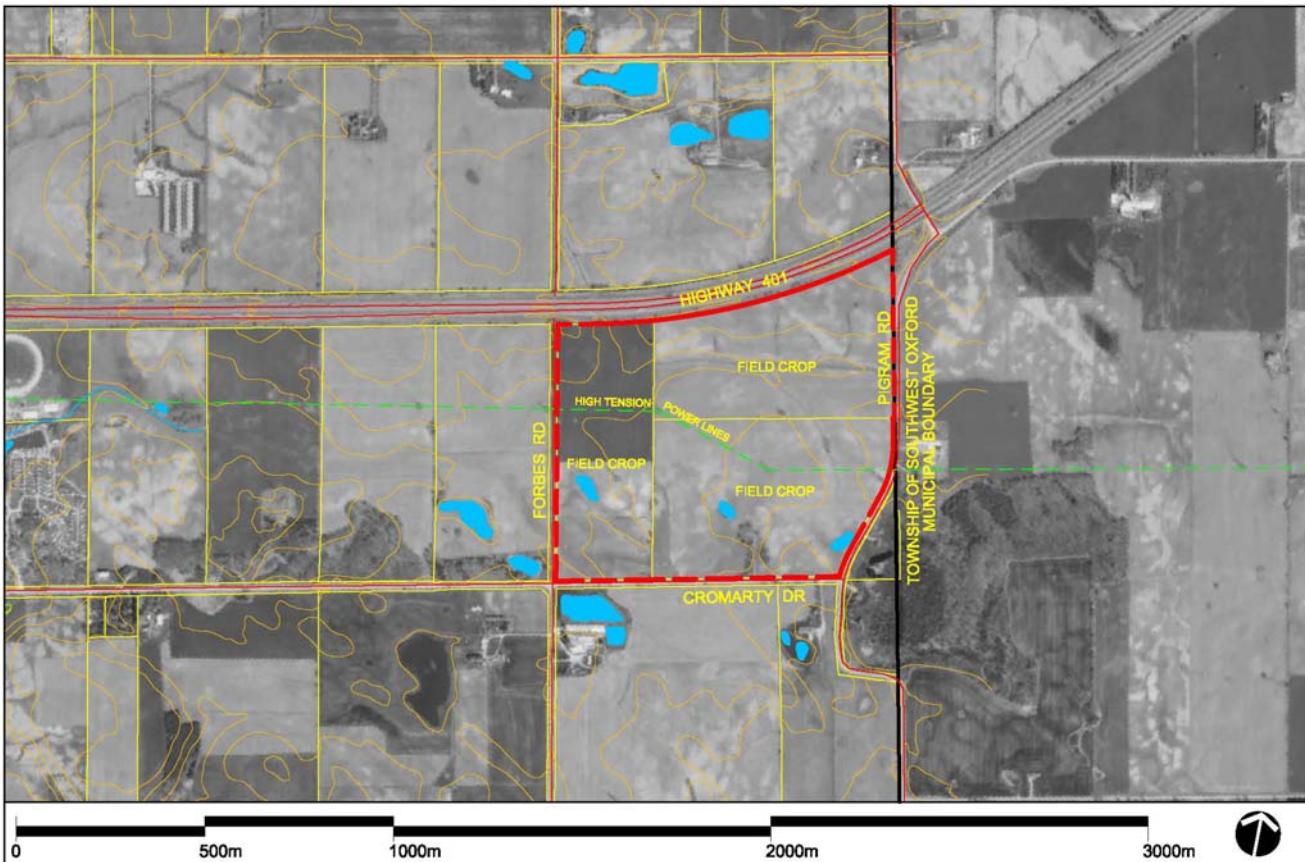
- The possibility for a spur line from The Canadian Pacific Railway exists if additional lands are purchased to the west of the site, although the land between the rail line to property presents challenges
- Excellent visual frontage along Putnam Rd
- ±740m away from the Putnam Rd/ 401 interchange
- The majority of the Protection and Environmental Areas totaling 30.1ha (74.3ac) exist in the west half of the Site
- All the watercourses exist within the Protection and Environmental Areas
- The topography of the site is very hilly

SITE EVALUATION ANALYSIS		SCORE	ANALYSIS	SITE:23
Tier 1	Land Area	20	<ul style="list-style-type: none"> Site is 667.6 acres but is heavily encumbered by hilly terrain 	
	Tier 1 Sub Total	20		
Tier 2	Access to Highway 401 Corridor	20	<ul style="list-style-type: none"> Site is approximately 740m to the Putnam Rd/ 401 interchange 	
	Access to Active Rail Line	6	<ul style="list-style-type: none"> Approximately 400m away from the Canadian Pacific Railway Purchasing of additional properties to the west for a potential spur line is required (a watercourse must be crossed) 	
	Access to Airport Facilities	0	<ul style="list-style-type: none"> The London International Airport is roughly 15800m to the north west 	
	Tier 2 Sub Total	26		
Tier 3	Sanitary Services	3	<ul style="list-style-type: none"> No municipal services present 	
	Water Services	0	<ul style="list-style-type: none"> No municipal services present 	
	Stormwater Services	6	<ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls, but location may be encumbered by topography 	
	Electrical Supply	6	<ul style="list-style-type: none"> The Hydro One corridor is to the north of the site 	
	Natural Gas Supply	4	<ul style="list-style-type: none"> Unknown 	
	Tier 3 Sub Total	19		
Tier 4	Natural Environment Constraints	8	<ul style="list-style-type: none"> The majority of the Protection and Environmental Areas totaling 74.3ac exist in the west portion of the site (Regionally Significant Wetland and Woodlands) The majority of watercourses exists within the Protection and Environmental areas 	
	Topographical and Soil Characteristics	0	<ul style="list-style-type: none"> The topography of the site is very hilly Possibility of unstable soil conditions exist around the large natural area in the west portion of the site 	
	Site Contamination	6	<ul style="list-style-type: none"> No known site contamination 	
	Tier 4 Sub Total	14		
Tier 5	Planning Status	2	<ul style="list-style-type: none"> The lands are not designated or zoned for development and are not contiguous to any development lands 	
	Land Use Compatibility	12	<ul style="list-style-type: none"> To the north exists an equestrian centre, RV campground, industrial uses and dwellings The rest of the surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	2	<ul style="list-style-type: none"> An intensive livestock operation (cows) exists to the south 	
	Availability of Site	2	<ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; comprised of predominantly large sized parcels (10 full) 	
	Tier 5 Sub Total	18		
	SITE TOTAL	97		

General Location:

North of Cromarty Dr /East of Forbes Rd /
South of Highway 401/West of the Township of Southwest Oxford

SITE 24



SITE DATA

SITE AREA: 63.3 ha (156.4 ac) (small size)
DEVELOPABLE AREA: 63.3 ha (156.4 ac)
EXISTING USE(S): Field crops
OFFICIAL PLAN: Agricultural
EXISTING ZONING: A
PROPOSED ZONING: A
SURROUNDING LAND USES: Highway 401 to the north, the Township of Southwest Oxford to the east, field crops and 3 dwellings to the south, a field crop to the west
KNOWN CONSTRAINTS: High tension power lines traverse the length of the site. No frontage on a road that interchanges with highway 401
NUMBER OF PARCELS: 3 full

FRONTAGE ON: Highway 401 ±930 m (Provincial Highway No. 401)
IN PROXIMITY TO RAIL TRANSPORT: No
WITHIN 300 M TO LIVESTOCK: No
SANITARY SERVICES PRESENT: No
WATER SERVICES PRESENT: No
STORM SERVICES PRESENT: No
TERRAIN: Rolling hills

NOTES

- Excellent visual frontage along Highway 401
- No Natural/Protection/Environmental Areas exist on the site
- High tension power lines traverse the length of the site
- No frontage on a road that interchanges with highway 401
- Topography contains rolling hills

SITE EVALUATION ANALYSIS		SCORE	ANALYSIS	SITE:24
Tier 1	Land Area	30	<ul style="list-style-type: none"> Site is 156.4 acres with a developable potential of 156.4 acres 	
	Tier 1 Sub Total	30		
Tier 2	Access to Highway 401 Corridor	10	<ul style="list-style-type: none"> No frontage on a road that interchanges with highway 401 	
	Access to Active Rail Line	0	<ul style="list-style-type: none"> None Present 	
	Access to Airport Facilities	0	<ul style="list-style-type: none"> The London International Airport is located approximately 17000m to the north west 	
	Tier 2 Sub Total	10		
Tier 3	Sanitary Services	3	<ul style="list-style-type: none"> No municipal services present 	
	Water Services	0	<ul style="list-style-type: none"> No municipal services present 	
	Stormwater Services	9	<ul style="list-style-type: none"> Site has sufficient land area to accommodate on-site controls 	
	Electrical Supply	6	<ul style="list-style-type: none"> The Hydro One corridor traverses the middle of the site 	
	Natural Gas Supply	4	<ul style="list-style-type: none"> Unknown 	
	Tier 3 Sub Total	22		
Tier 4	Natural Environment Constraints	12	<ul style="list-style-type: none"> No significant natural or environmental features exist within the site The watercourses that exist are ponds in the southern portion of the property 	
	Topographical and Soil Characteristics	4	<ul style="list-style-type: none"> The topography of the site is rolling hilly No known constraints to soil composition 	
	Site Contamination	8	<ul style="list-style-type: none"> No known site contamination 	
	Tier 4 Sub Total	22		
Tier 5	Planning Status	2	<ul style="list-style-type: none"> The lands are not designated or zoned for development and are not contiguous to any development lands 	
	Land Use Compatibility	12	<ul style="list-style-type: none"> The surrounding lands are predominantly used for agriculture 	
	Proximity to Livestock Operations	3	<ul style="list-style-type: none"> No livestock operations exist within 300m 	
	Availability of Site	3	<ul style="list-style-type: none"> Lands contained within the site are not known to be for sale; comprised of 3 medium sized parcels 	
	Tier 5 Sub Total	20		
	SITE TOTAL	104		

APPENDIX II

Site Evaluation Criteria Matrix

MUNICIPALITY OF THAMES CENTRE
401 CORRIDOR STUDY
SITE EVALUATION CRITERIA MATRIX

Level	Evaluation Attribute	Criteria Considerations	Weighting	Weighted Site Rankings for Evaluation Attribute																										
				Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 8	Site 9	Site 10	Site 11	Site 12	Site 13	Site 14	Site 15	Site 16	Site 17	Site 18	Site 19	Site 20	Site 21	Site 22	Site 23	Site 24			
Tier 1	Developable Land Area																													
1.1	Developable Land Area	Site area has at approximately 30 hectares (75 acres) minimum, of developable land or greater which is not unduly restricted by natural or physical constraints such as flood prone lands, swampy lands, steep uneven terrain, large existing structures or other known constraints.	Rating (Sufficient Land Area) 10	30	30	30	30	10	30	30	30	30	30	30	30	30	30	10	20	30	30	30	30	30	20	30	20	30		
			Tier 1 Rating	30	30	30	30	10	30	30	30	30	30	30	30	30	30	10	20	30	30	30	30	30	20	30	20	30		
Tier 2	Access																													
2.1	Access to Highway 401 Corridor	Site has appropriate/immediate access to an interchange to Highway 401.	Rating (Access to 401 Corridor) 10	20	30	30	20	20	30	30	30	30	30	20	30	20	10	10	20	10	10	20	30	20	10					
2.2	Access to Active Rail Line	Site is accessible to an active rail line; either direct or via a spur.	Rating (Access to Active Rail Line) 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	9	6	3	0	3	9	9	6	0		
2.3	Access to Airport Facilities	Site is reasonably accessible and in proximity to the London International Airport.	Rating (Access to Airport Facilities) 3	6	6	6	6	3	3	6	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			Tier 2 Rating	26	36	36	26	23	33	36	36	36	33	20	30	20	13	16	29	16	23	10	13	29	39	26	10			
Tier 3	Site Services																													
3.1	Sanitary Services	Site is capable of being serviced by municipal sanitary sewers and treatment facilities or by an on-site package plant capable of accommodating the proposed industrial land use.	Rating (Sanitary Services) 3	3	3	6	6	6	6	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
3.2	Water Services	Site is serviced; or is reasonably capable of being serviced by a municipal water supply capable of providing appropriate volume and pressure to support a proposed industrial land use and capable of meeting mandatory fire protection requirements.	Rating (Water Services) 3	9	9	9	9	9	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3.3	Stormwater Services	Site is serviced; or is reasonably capable of being serviced for stormwater.	Rating (Stormwater Services) 3	9	9	9	9	9	9	9	9	9	9	9	3	9	6	6	6	6	9	6	6	6	6	6	6	9	9	
3.4	Electrical Supply	Site is serviced; or reasonably capable of being serviced to accommodate the provision of sufficient electrical power to accommodate a proposed industrial land use.	Rating (Electrical Supply) 2	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
3.5	Natural Gas Supply	Site is serviced; or reasonably capable of being serviced to provide sufficient natural gas to accommodate a proposed industrial land use should it be required.	Rating (Natural Gas Supply) 2	6	6	6	6	6	6	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
			Tier 3 Rating	33	33	36	36	36	36	33	22	22	22	22	22	16	22	19	19	19	19	22	19	19	19	19	19	19	22	
Tier 4	Site Development Potential																													
4.1	Natural Environment Constraints	The proposed development of the site does not significantly negatively impact identified natural heritage features.	Rating (Existing Support Opportunities) 4	12	12	8	8	4	12	12	8	0	8	4	4	8	12	4	8	4	12	12	12	4	12	8	12			
4.2	Topographical and Soil Characteristics	There are no known constraints to the topography or the soil composition to preclude the site from developing industrial type buildings and associated structures.	Rating (Soil Characteristics) 4	12	12	12	4	8	8	8	8	12	8	4	0	0	0	8	4	8	8	8	0	4	0	4	0	4		
4.3	Site Contamination	Site is not known to be contaminated; or the appropriate development of the site will not be unduly impacted through the necessary site remediation measures.	Rating (Site Contamination) 2	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6		
			Tier 4 Rating	30	30	26	18	18	26	26	22	14	26	18	14	14	18	10	22	14	26	26	26	10	22	14	22			
Tier 5	Planning Constraints																													
5.1	Planning Approval Status	Site complies with the policies of the County and local Official Plans and has acceptable/amendable Zoning By-Law regulations.	Rating (Planning Status) 2	4	4	6	4	2	4	6	6	4	4	2	2	2	4	4	4	2	2	2	4	2	2	2	2	2		
5.2	Land Use Compatibility	Site is compatible with the surrounding area/buildings and land uses.	Rating (Land Use Compatibility) 4	12	12	12	4	0	8	12	12	12	12	12	12	12	12	12	12	12	12	8	8	12	12	12	12	12		
5.3	Proximity to Livestock Operations	Site is not impacted by proximity to livestock operations; and site does not impact adjacent livestock operations.	Rating (Proximity to Livestock Operations) 1	3	3	3	3	3	3	3	2	2	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2	3		
5.4	Availability of Site	There is a reasonable expectation that the site can be assembled and purchased; and the site has a manageable number of property owners for land assembly convenience.	Rating (Availability of Site) 1	2	1	2	2	3	2	3	3	2	3	2	3	3	3	2	3	3	2	2	2	2	2	2	3			
			Tier 5 Rating	21	20	23	13	8	17	24	24	20	21	19	18	19	22	21	21	20	21	19	15	14	20	18	20			

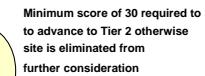
Revised April 24, 2006

Overall Rating	140	149	151	123	95	139	138	134	122	132	109	108	105	82	86	121	99	122	104	103	92	130	97	104
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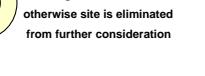
Note: All sites with cells hatched in dots have been eliminated from further consideration for failure to achieve the minimum score for the Tier labeled "Eliminated".

Score Legend

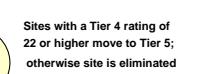
- 3 = strong support
- 2 = reasonable support
- 1 = limited support
- 0 = no support



Minimum score of 30 required to advance to Tier 2 otherwise site is eliminated from further consideration



Sites with a Tier 2 rating of 22 or higher move to Tier 3; otherwise site is eliminated from further consideration



Sites with a Tier 3 rating of 19 or higher move to Tier 4; otherwise site is eliminated from further consideration