

Colleagues,

After careful review of the Draft Official Plan and Zoning By-law Amendments advanced by Planning Staff in the September 10th PEC Agenda, I have submitted a series of amendments that will be introduced as an alternate motion to the staff recommendation which will be circulated as part of the added agenda.

These will be seconded by Deputy Mayor Lewis.

These amendments contain five key changes, which I have highlighted below - along with rationales for each.

They are as follows:

1. Remove the proposed “Transit Village” designation from the Richmond and Oxford area.

Rationale 1 - London’s Mobility Master Plan should be completed and considered for direction in the establishment of any new Transit Village.

Rationale 2 – We have not undertaken the requisite land use planning studies to justify this location in terms of transit planning, existing land use impacts at the proposed interfaces, and impact on heritage properties.

2. Change the “Rapid Transit Corridor” classification on Richmond Street North to either an “Urban Thoroughfare” or “Civic Boulevard” classification.

Rationale – The existing land use pattern and character of buildings along this corridor are not conducive to the road widening required for Rapid Transit service, and for intensive redevelopment as contemplated along all Rapid Transit lines.

3. Permit stacked townhouses up to four storeys in height along all streets classified as Neighbourhood Connectors.

Rationale 1 – This will immediately open up significant new opportunities for both denser and more affordable forms of housing. Stacked townhouses have become one of the most popular and preferred forms of housing in London, and in many cases, this type of dwelling has become our new form of a “starter home”.

Rationale 2 – Stacked townhouses are a type of dwelling that many reputable builders in our community have gained significant experience with often completing them from start to finish for occupancy in shorter times frames than other forms of housing.

Rationale 3 – Stacked townhouses are highly compatible with all other types of residential land uses.

4. Delete Staff Recommendation d) with respect to the Section 26 Official Plan Review regarding “Civic Administration/Site Plan Control Authority”.

Rationale 1- Lengthy and protracted Site Plan Reviews have become the norm in our Planning Approval Process, often needlessly increasing the timelines for development approvals of badly needed residential development projects.

Rationale 2 – London is fortunate to be home to so many, well established development companies with significant architectural design expertise that is reflected in many of our newest residential high rises. It is incumbent on Council and staff to put trust in the industry’s commitment to providing exceptional products without the need for significant city influence which ultimately translates into more red tape slowing badly needed approvals.

5. Extend the potential for intensive residential development, up to 25 storeys along the entire committed Rapid Transit corridors.

Rationale 1 – This action will bring The London Plan into conformity with the recently released Provincial Planning Policy Statement which comes into effect in October of this year.

Rationale 2 – This decision will facilitate Residential high rise development of up to 25 storeys in well-defined catchment areas associated with our BRT, thereby maximizing this investment in our community from multiple levels of gov’t.

Sincerely,

A handwritten signature in black ink, appearing to read 'Josh Morgan', with a long, sweeping horizontal stroke extending to the right.

Josh Morgan, Mayor