

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee
From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Housing and Community Growth
Subject: Monteith Brown Planning Consultants
1040 Hamilton Road and 1050 & 1070 Hamilton Road
(c/o City of London)
File Number: OZ-25132, Ward 1
Public Participation Meeting
Date: January 6, 2026

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Monteith Brown Planning Consultants (c/o City of London) relating to the properties located at 1040 Hamilton Road, and 1050 & 1070 Hamilton Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on January 20, 2026 to amend the Official Plan, The London Plan, to:
- i) **REVISE** Map 1- Place Types of The London Plan to change the place type on a portion of the subject lands **FROM** a Neighbourhoods Place Type **TO** a Green Space Place Type;
 - ii) **ADD** a new Specific Policy to the Neighbourhoods Place Type located at 1040 Hamilton Road, in relation to a Draft Plan of Subdivision (39T-25508), to permit stacked townhouses up to a maximum height of 3-storeys on a Neighbourhood Street on a portion of the property identified as Block 2; apartment buildings and stacked townhouses up to a maximum height of 3-storeys, or 3.5 storeys within 25 metres of the southern lot line, on a Neighbourhood Street on the portion of the property identified as Block 3; apartment buildings with a maximum height of 5-storeys on a Neighbourhood Street on a portion of the property identified as Block 4; and apartment buildings with a maximum height of 8-storeys on a portion of the property on a Civic Boulevard identified as Block 5, and **ADD** the subject lands to Map 7 – Specific Policy Areas;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on January 20, 2026 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, as amended in part (a) and (b) above, to change the zoning of the subject property located at 1040 Hamilton Road **FROM** a Neighbourhoods Facilities (NF1) Zone, **TO** a Residential R4/R5 (R4-6(*)/R5-6) Zone, a Residential R6 Special Provision (R6-5(**)) Zone, a Residential R6/R8 Special Provision (R6-5(*)/R8-4(*) Zone, a Residential R9 Special Provision (R9-7(*) Zone, a Residential R9 Special Provision (R9-7(**)) Zone, and an Open Space (OS1(3)) Zone;
- (c) the proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on January 20, 2026, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property located at 1050 & 1070 Hamilton Road and 1040 Hamilton Road - Block 6 **FROM** a Neighbourhoods Facilities (NF1) Zone, **TO** a Residential R8 Special Provision (R8-4(**)) Zone.

(d) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:

- i) Design a cohesive development with coordinated access from Street ‘A’ to 1050 Hamilton Road and 1070 Hamilton Road;
- ii) Design the proposed 8-story apartment building on Block 5 of Draft Plan 39T-25508, expressing three defined components related to base, middle and top design components;
- iii) Improved outdoor amenity space for Block 5 of Draft Plan 39T-25508;
- iv) Provide a high degree of pedestrian connectivity by maintaining the proposed mid-block connections and direct walkway connections from individual units to the public sidewalk along Hamilton Road;

IT BEING NOTED, that the above noted amendments are being recommended for the following reasons:

- i) The recommended amendment is consistent with the *Provincial Planning Statement, 2024*;
- ii) The recommended amendment conforms to The London Plan, including, but not limited to the Neighbourhoods Place Type and City Building Policies; and
- iii) The recommended amendment facilitates a range and mix of housing options through infill redevelopment of currently underutilized lands.
- iv) The recommended amendment facilitates affordable housing in a location evaluated for the provision of municipal needs.

Executive Summary

Summary of Request

The Applicant has requested an amendment to The London Plan, the Official Plan, to change the property from a Neighbourhoods Place Type on the entire property to two separate place types: Neighbourhoods Place Type and Green Space Place Type, and to add a Specific Policy to the Neighbourhoods Place Type.

The Applicant has also requested an amendment to the Zoning By-law No. Z.-1 to rezone the property from a Neighbourhoods Facilities (NF1) Zone to a Residential R4/R5 (R4-6/R5-6) Zone, a Residential R5/R6 Special Provision (R5-6(*)/R6-5(**) Zone, a Residential R6/R8 Special Provision (R6-5(*)/R8-4(*) Zone, a Residential R8 Special Provision (R8-4(**) Zone, a Residential R9 Special Provision (R9-7(*) Zone, a Residential R9 Special Provision (R9-7(**) Zone, and an Open Space (OS1(3)) Zone.

Staff are recommending approval with special provisions that will facilitate the requested heights, and the compatibility and fit of the proposal with the existing neighbourhood.

Purpose and the Effect of Recommended Action

The recommended action will permit the use, intensity and form of the associated residential subdivision application and future site plan applications consisting of five (5) medium-density blocks; one (1) public park block; and one (1) future development block, all served by a new public street, Street ‘A’. Most of the lands are within a draft plan of subdivision application that is currently under review and will be considered by the subdivision Approval Authority. 1050 and 1070 Hamilton Road, otherwise referred to as the [former] YMCA lands, are not within the proposed draft plan of subdivision, but are subject to the requested Zoning By-law and Official Plan amendments to permit additional medium-density residential along Hamilton Road.

The recommended action will permit the following residential development on the lands associated with the former Fairmont Public School, and which are included within the draft plan of subdivision:

- Three to three-and-a-half (3-3.5) storey stacked townhouses;
- Two (2) storey townhouses;
- A five (5) storey apartment building; and
- Three to eight (3-8) storey apartment buildings.

The recommended action will also permit the following residential development on the lands owned by the YMCA of Southwestern Ontario:

- Conversion of the former Bob Hayward YMCA building to residential apartment units; and/or
- Five (5) storey apartment building(s)

The recommended action will permit a maximum of approximately **465 new residential dwelling units**.

Linkage to the Corporate Strategic Plan

This recommendation will contribute to the advancement of Municipal Council's 2023-2027 Strategic Plan in the following ways:

- **Strategic Plan Area of Focus: Housing and Homelessness**, by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners
- **Strategic Plan Area of Focus: Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Strategic Plan Area of Focus: Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

October 9, 2018 – Report to Planning and Environment Committee – Neighbourhood School Strategy – Evaluation and Acquisition of Surplus School Sites

December 3, 2019 – Report to Community and Protective Services Committee to approve the Housing Stability Plan 2019 to 2024, as required under the Housing Services Act, 2011

May 23, 2023 – Report to Planning and Environment Committee – Closed School Site: Evaluation and Approach (1040 Hamilton Road, former Fairmont Public School)

January 27, 2025 – Item for Direction to the Community and Protective Services Committee to direct civic administration to explore affordable housing development opportunities with the YMCA of Southwestern Ontario regarding their property at 1050 Hamilton Road

1.2 Planning History

On October 9, 2018, Planning and Environment Committee adopted Council Policy outlining the municipality's strategy for the evaluation of surplus school sites for municipal needs. As per this adopted policy, the city will consider acquiring identified surplus school sites for municipal needs such as affordable housing, parkland, and/or community facilities. All surplus public lands are to be evaluated for affordable housing opportunities prior to the consideration of other uses.

On December 3, 2019, a report was presented to the Community and Protective Services Committee to approve the Housing Stability Plan 2019 to 2024. One of the strategic areas of focus is “2) Create More Housing Stock” which included the strategic initiative 2.1: retain existing and create new affordable housing stock. One action to achieve this initiative is to develop publicly owned and available land for affordable housing, including the review and acquiring of surplus school sites. Civic Administration have begun developing the next ten-year housing action plan to continue to guide housing stability and municipal housing work from 2025 through 2035.

On March 22, 2023, the Thames Valley District School Board (TVDSB) sent a letter of offer notifying the City of London that 1040 Hamilton Road, the former Fairmont Public School site, was available for potential acquisition. Before this letter, the TVDSB deemed the school site surplus to the school board’s needs, and so, under Ontario Regulation 444/98 of the Education Act, was required to offer the surplus school property to public agencies, including the municipality and Service Managers, prior to offering a land sale to the private market. On May 23, 2023, staff reported to the Planning and Environment Committee after evaluating the surplus school site under Council’s policy and recommended expressing interest in the property.

1040 Hamilton Road was evaluated for potential acquisition to meet one or more of the identified needs of the municipality, being, (1) affordable housing; (2) community facilities; and (3) parkland. Affordable housing was reviewed first as a priority need. The evaluation found that the site met the criteria for acquisition for the municipal purposes of affordable housing and parkland. The evaluation of community facilities identified no current need, noting that longer-term, a future community facility may be needed in the area. Recognizing affordable housing as a priority need, staff recommended acquisition primarily based on the municipal need for affordable housing, while noting opportunities for partnerships to accommodate additional municipal land use needs.

At the meeting of Municipal Council on June 6, 2023, staff were directed to express interest in the lands for the purposes of providing the identified municipal needs of affordable housing and parkland. Council on March 5, 2024, in Closed Session, voted in favour of accepting the Agreement of Purchase and Sale submitted by the TVDSB, to sell 1040 Hamilton Road to the City of London.

On January 27, 2025, the Community and Protective Services Committee directed staff to explore affordable housing development opportunities with the YMCA of Southwestern Ontario regarding their property at 1050 Hamilton Road in coordination with the plan to redevelop the adjacent former school property.

1.3 Property Description and Location

The subject site, municipally known as 1040 and 1050 & 1070 Hamilton Road, is located on the north side of Hamilton Road, approximately 570 metres to the east of the Highbury Avenue North and Hamilton Road intersection and 340 metres west of the intersection of Gore Road and Hamilton Road, within the Hamilton Road Planning District. The site was previously utilized for the Fairmont Public School (1040 Hamilton Road), the YMCA Bob Hayward Branch (1050 Hamilton Road), and the YMCA Youth House (1070 Hamilton Road). The Fairmont Public School has been recently demolished; however, the buildings associated with the former Bob Hayward YMCA and Youth House are still existing on 1050 and 1070 Hamilton Road.

Site Statistics:

- Current Land Use: neighbourhood facilities (Fairmont Public School, YMCA and associated Youth House)
- Frontage: approximately 240.0 metres (787.4 ft)
- Depth: irregular
- Area: 5.15 hectares (12.72 acres)
- Shape: Regular (rectangle)
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: low-density residential, open space and parkland
- East: low-density residential, mid rise apartment buildings
- South: low-density residential, gas station and convenience commercial
- West: low-density residential, grocery store, restaurants, convenience commercial

Existing Planning Information:

- The London Plan Place Type: Neighbourhoods
- Existing Zoning: Neighbourhood Facility (NF1)



Figure 1 Aerial Photo of 1040-1070 Hamilton Road and surrounding lands.



Figure 2 July 2023 Streetview of the west portion of 1040 Hamilton Road looking north, the school building has since been demolished



Figure 3 July 2023 Streetview of the east portion of 1040 Hamilton Road looking north, the school building has since been demolished



Figure 4 July 2023 Streetview of 1050 Hamilton Road, with a view of the former YMCA building directly in front, the former Fairmont Public School to the left (now demolished), and the former YMCA Youth House to the right (view looking north)



Figure 5 Streetview of 1070 Hamilton Road, with a view of the former YMCA Youth House and YMCA building (view looking north)

2.0 Discussion and Considerations

2.1 Development Proposal

The applicant is proposing to redevelop the former Fairmont Public School site to provide a range of medium-density affordable housing and market-based housing options. The proposed development also considers the redevelopment (through residential conversion and expansion opportunities in partnership with the YMCA) of the former YMCA lands and retained buildings. Noting, the YMCA lands do not form part of the Draft Plan of Subdivision but are considered within the requested Zoning By-law and Official Plan Amendments.

The proposed concept plan contemplates an approximate total of 405 units across the entire lands (301 units from the City’s proposed development), for an overall net residential density of 79 units per hectare (uph). The proposed Draft Plan of Subdivision consists of five (5) medium-density residential blocks, one (1) public park block, and one (1) future development block served by one (1) new public street, Street ‘A’. Outside of the proposed Draft Plan, the YMCA lands (1050 and 1070 Hamilton Road) are contemplated for medium-density apartment buildings up to 6-storeys containing 100 units.

As will be discussed below, the staff’s proposed zoning for the subject lands would allow for slightly more units to allow for flexibility in the design of the development. **A maximum of approximately 465 units across the entire development** (350 units from the City’s proposed development) is contemplated through the proposed zoning, for an overall net residential density of 90 uph (84 uph for the City’s proposed development).

A summary of the proposed residential development by Block, and property, is below:

1040 Hamilton Road – Former Fairmont Public School

Block 1 – Southwest Corner

- Land use: medium-density residential
- Form: two low-rise apartment buildings or stacked townhouses
- Height: 3-storeys (13.0 m)
- Residential units: maximum of 12 dwelling units
- Density: 100 units / hectare

Block 2 – West Edge

- Land use: medium-density residential
- Form: street townhouses, or cluster townhouses and stacked townhouses
- Height: 2-3 storeys (max. 12.0 m)
- Residential units: maximum of 15 dwelling units
- Density: 50 units / hectare

Block 3 – Northwest Portion

- Land use: medium-density residential
- Form: cluster townhouses, stacked townhouses, and/or low-rise apartment buildings
- Height: 3-storeys (12.0 m) and 3.5-storeys (13.0 m) adjacent to Street 'A'
- Residential units: maximum of 94 dwelling units
- Density: 80 units / hectare

Block 4 – Middle Portion

- Land use: medium-density residential
- Form: mid-rise apartment building
- Height: 5-storeys (18.0 m)
- Residential units: maximum of 111 dwelling units
- Density: 290 units / hectare

Block 5 – Adjacent to Hamilton Road

- Land use: medium-density residential
- Form: mid-rise apartment building
- Height: 8-storeys (27.0 m)
- Residential units: maximum of 121 dwelling units
- Density: 245 units / hectare

Block 6 – Southeast Corner

- Land use: remnant parcel, to be transferred to YMCA as part of land swap to acquire the right-of-way for Street A

Block 7 – Northeast Portion

- Land use: parkland

1050 Hamilton Road – Former Bob Hayward YMCA, 1070 Hamilton Road – Former YMCA Youth House, and Block 6

- Land use: medium-density residential
- Form: YMCA building proposed to be retained and converted to a mid-rise apartment building, youth house proposed to be replaced with 5 storey apartment building
- Height: 3-storeys (12.0 m) existing YMCA building, and new apartment building: 5-storeys (18.0 m)
- Residential units: maximum of 115 dwelling units
- Density: 120 units / hectare

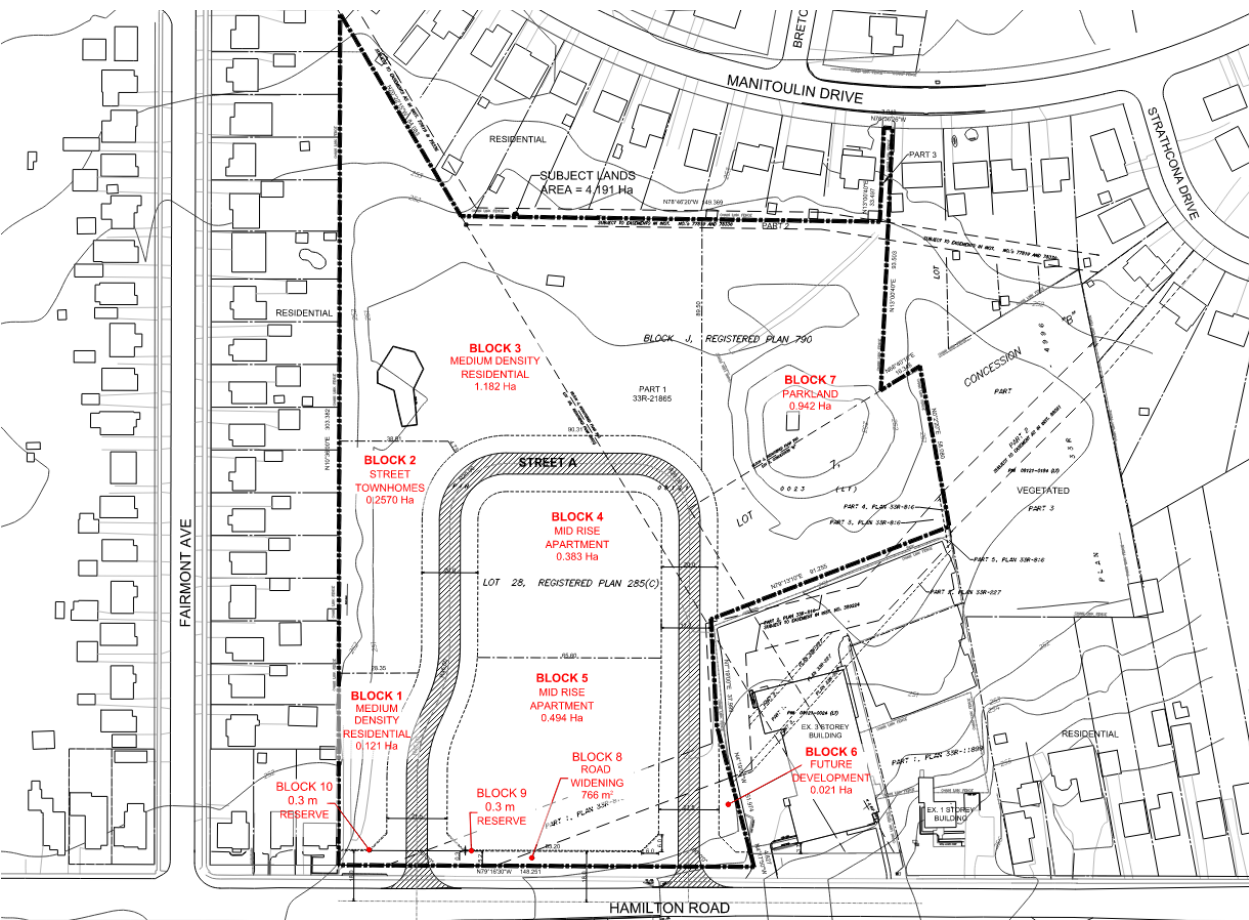


Figure 6 Proposed Draft Plan of Subdivision (October 2025)



Figure 7 Conceptual plan (September 2025)

Additional plans and drawings of the development proposal are provided in Appendix “D”.

2.2 Requested Amendment(s)

The Applicant has requested to change a portion of the property located at 1040 Hamilton Road from a Neighbourhoods Place Type to a Green Space Place Type in The London Plan.

The Applicant has also requested to add a Specific Policy to the Neighbourhoods Place Type, and to Map 7: Specific Policy Areas to facilitate the above noted development proposal to permit stacked townhouses with a maximum height of 3 storeys on a Neighbourhood Street (Block 2), stacked townhouses and apartments with a maximum height of 3 and 3.5-storeys on a Neighbourhood Street (Block 3), apartment buildings with a maximum height of 5-storeys on a Neighbourhood Street (Block 4), as well as to permit apartment buildings with a maximum height of 8-storeys on a Civic Boulevard outside the Primary Transit Area (Block 5). Within the Neighbourhoods Place Type, sites fronting on a Neighbourhood Street are permitted a range of uses from single-detached to townhouse dwellings, with a maximum height of 3-storeys. Sites fronting on a Civic Boulevard are permitted a wider range of uses that includes stacked townhouses and apartment buildings, with a maximum height of 6-storeys, or 8-storeys within the Primary Transit Area (PTA).

The Applicant has requested an amendment to the Zoning By-law No. Z.-1 to rezone the property from a Neighbourhoods Facilities (NF1) Zone to a Residential R4/R5 (R4-6/R5-6) Zone, a Residential R6 Special Provision (R6-5(**)) Zone, a Residential R6/R8 Special Provision (R6-5(*)/R8-4(*)) Zone, a Residential R8 Special Provision (R8-4(**)) Zone, a Residential R9 Special Provision (R9-7(*)) Zone, a Residential R9 Special Provision (R9-7(**)) Zone, and an Open Space (OS1(3)) Zone.

The following table summarizes the special provisions that have been proposed by the Applicant and those that are being recommended by Staff.

Block 1

Regulation (R8-4(*))	Required	Applicant Requested	Staff Proposed
Lot Frontage (minimum)	30 m	17 m	10 m
Front and Exterior Yard Depth (minimum)	6.0 m + 1.0 m per 10 m above main building height, above the first 3.0 m	3.0 m	As requested.
Rear Yard Depth (minimum)	1.2 m per 3.0 m of main building height above 3.0 m, or no less than 4.5 m	1.5 m	As requested.
Density (maximum)	75 uph	100 uph	As requested.

Required minimum lot frontage is revised to provide flexibility and be consistent with the requested R6-5(*) zone to reflect the unique layout and orientation of the block.

Regulation (R6-5(*))	Required	Applicant Requested	Staff Proposed
Front and Exterior Yard Depth (minimum)	Arterial: 8.0 m Local: 6.0 m	3.0 m	As requested.
Rear Yard Depth (minimum)	0.5 m per 1.0 m of main building height or fraction thereof, in no case less than 3 m (no windows to habitable rooms) or 6 m (windows to habitable rooms)	1.5 m	As requested.
Height (maximum)	12.0 m	13.0 m	As requested.
Density (maximum)	35 uph	100 uph	As requested.

Block 2

Special provisions were not requested for the requested Residential R4 and R5 (R4-6/R5-6) Zone, however, Staff have recommended that the minimum lot frontage for street townhouses in the R4-6 Zone be increased from 5.5 metres to 6.7 metres consistent with current engineering standards for separation of services. The applicant is supportive of the proposed regulation.

Block 3

Regulation (R6-5(**))	Required	Applicant Requested	Staff Proposed
Front and Exterior Yard Depth (minimum)	Arterial: 8.0 m Local: 6.0 m	3.0 m	As requested.
Rear and Interior Side Yard Depth (minimum)	0.5 m per 1.0 m of main building height or fraction thereof, in no case less than 3 m (no habitable rooms with windows) or 6 m (habitable rooms with windows)	10.0 m (west interior lot line)	3.0 metres, or 10.0 metres where the Residential R6 zone abuts lands zoned Residential R1.
Height (maximum)	12.0 m	13.0 m for stacked townhouse dwellings within 30 m of the centreline of Street 'A', 12.0 m for all other uses	12.0 metres, or 13.0 metres for buildings within 25.0 metres of the southern lot line.
Density (maximum)	35 uph	78 uph	80 uph

Staff are proposing revised language for the increased Rear and Interior Side Yard Depths, to ensure the 10.0 metre requested minimum setback is appropriately applied to those rear and interior lot lines with adjacent single-detached dwellings. Similarly, staff are proposing minor revisions to the requested special provision for maximum height to ensure the intention of this zoning amendment is interpreted and implemented correctly. This revision is further discussed in Section 4.3. Through discussions with the applicant, it was agreed to remove the proposed R5-6(*) zone from Block 3 as the uses are permitted within, and would have also had the same regulations as, the R6-5(**) zone.

Block 4

Regulation (R9-7(*))	Required	Applicant Requested	Staff Proposed
Front and Exterior Yard Depth (minimum)	Arterial: 8.0 m + 1.0 m per 10 m of main building height, above the first 3.0 m Local: 6.0 m + 1.0 m per 10 m of main building height, above the first 3.0 m	3.0 m	As requested.
Interior Yard Depth (minimum)	1.2 m per 3.0 m of main building height above 3.0 m, or no less than 4.5 m OR 6.0 m + 1.0 m per 1.0 m in height for all portions of a building above 6.0 m in height, where the Residential R9 Zone abuts lands zoned Residential R1 or Residential R2	4.5 m	As requested.
Height (maximum)	Not prescribed in By-law	18.0 m / 5-	The lesser of 18.0

Regulation (R9-7(*))	Required	Applicant Requested	Staff Proposed
		storeys	metres, or 5 storeys.
Density (maximum)	150 uph	289 uph	290 uph

Block 5

Regulation (R9-7(**))	Required	Applicant Requested	Staff Proposed
Front Yard Depth (minimum)	Arterial: 8.0 m + 1.0 m per 10 m of main building height, above the first 3.0 m Local: 6.0 m + 1.0 m per 10 m of main building height, above the first 3.0 m	3.0 m	Front and Exterior Yard Depth – 3.0 m
Height (maximum)	Not prescribed in By-law	27.0 m / 8-storeys	The lesser of 27.0 metres, or 8 storeys.
Density (maximum)	150 uph	243 uph	245 uph

Staff are proposing a minimum 3.0 metre exterior side yard setback, where the Applicant has only requested relief for the front yard depth to facilitate the proposed 8-storey apartment and maintain street-oriented built form, as 3 out of the 4 property/block lines for Block 5 are adjacent to a public right-of-way. A 3.0m exterior side yard will be consistent with the exterior side yards proposed on Block 4.

Block 6 and 1050 & 1070 Hamilton Road (YMCA lands)

Regulation (R8-4(**))	Required	Applicant Requested	Staff Proposed
Front Yard Depth (minimum)	6.0 m + 1.0 m per 10 m above main building height, above the first 3.0 m	3.0 m	As requested.
Height (maximum)	13.0 m	18.0 m / 5-storeys	As requested.
Density (maximum)	75 uph	111 uph	120 uph

Staff are proposing a maximum Density of 120 units per hectare (uph) where 111 uph has been requested by the Applicant; however, the concept shown in the rendering has an 118 uph density. Staff are of the opinion that 120 uph would better facilitate the development of the YMCA lands and is further discussed in Section 4.2. and 4.3.

2.3 Internal and Agency Comments

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

There were no key issues with the requested Official Plan and Zoning By-Law Amendments identified by staff and agencies.

Detailed internal and agency comments are included in Appendix “E” of this report.

2.4 Public Engagement

On October 29, 2025, Notice of Application was sent to 315 property owners and residents in the surrounding area. Notice of Application was also published on the City of London website, Planning Applications webpage on October 29, 2025. A “Planning Application” sign was also placed on the site.

Prior to the Application being submitted, the City’s Municipal Housing and Industrial Development Division held a Community Open House on June 18, 2025, to introduce the development proposal and receive community feedback.

Concerns expressed by the public at the community open house related to:

- Potential for increased traffic in the surrounding residential areas and along Hamilton Road;
- Incompatibility between the proposed medium-density housing forms and the established single-detached dwellings in the neighbourhood;
- Loss of privacy for property’s adjacent to the proposed development; and
- Ability of existing infrastructure to support the increased density.

A detailed summary of the community open house is available on the City of London website.

Following the community open house, the applicant revised the proposed concept plan in response to public concerns by increasing the setbacks between the proposed stacked townhouse dwellings and the existing single-detached residential. The initial concept plan compared to the current concept is shown in Figure 8 below.

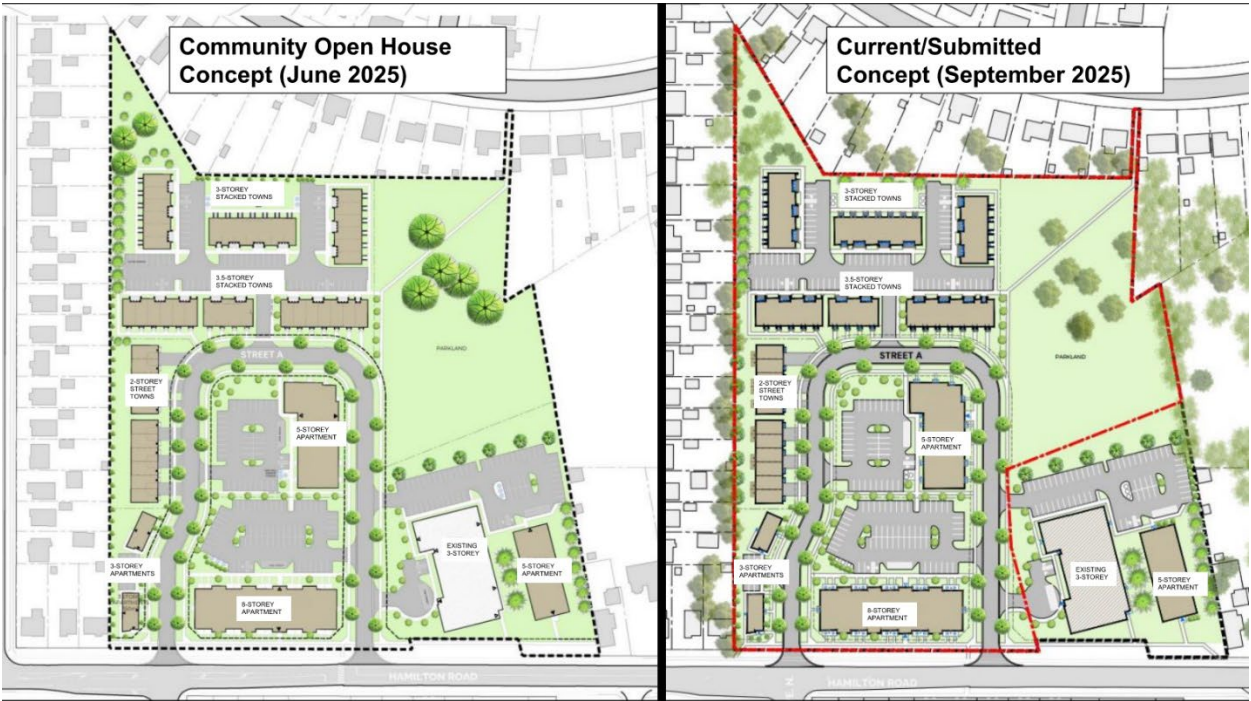


Figure 8 Left: Concept Plan shared at the Community Open House (June 2025). Right: Current, submitted Concept Plan (September 2025)

There were six (6) responses received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public through the consultation period related to the same concerns raised at the community open house.

Detailed public comments are included in Appendix “F” of this report.

2.5 Policy Context

The Planning Act and the Provincial Planning Statement, 2024

The Provincial planning policy framework is established through the Planning Act (Section 3) and the Provincial Planning Statement, 2024 (PPS). The Planning Act requires that all municipal land use decisions affecting planning matters shall be consistent with the PPS.

Chapter 1 of the PPS outlines the vision to build more homes for all Ontarians, with the goal of having at least 1.5 million homes built by 2031. The PPS states that Ontario will increase the supply and mix of housing options to address the full range of housing affordability needs and to support a diverse and growing population and workforce, now and into the future. In Chapter 2, the PPS promotes densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation (Policy 2.2.1.c., 2.3.1.2.). The PPS states that planning authorities shall support general intensification and redevelopment to support the achievement of complete communities by planning for a range and mix of housing options, including affordable housing, within settlement areas (Policy 2.1.6., 2.2.1., 2.3.1.3).

Based on the above, Staff agree that the proposed development aligns with the housing policies of the PPS and is in an appropriate location to support residential intensification and redevelopment.

The London Plan, 2016

The London Plan includes conditions for evaluating the appropriateness of Specific Area Policies where the applicable place type policies would not accurately reflect the intent of City Council with respect to a specific site or area (TLP 1729-1734).

The following conditions apply when considering a new Specific Area Policy:

1. The proposal meets all other policies of the Plan beyond those that the specific policy identifies.
2. The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.
3. The proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area.
4. The proposed use cannot be reasonably altered to conform to the policies of the place type.
5. The proposed policy is in the public interest and represents good planning.

Staff are of the opinion that all the above conditions have been met. The site represents an adequately sized and underutilized space which is available for residential intensification in line with the City Building and Neighbourhoods Place Type policies of The London Plan, beyond the requested specific policies. The requested increase in permitted height and additional permitted uses through a Specific Area Policy is further discussed in Sections 4.2 and 4.3.

3.0 Financial Impact/Considerations

Through the completion of the works associated with this application fees, development charges and taxes will be collected. There will be an increase in operating and maintenance costs once the city assumes the planned public roads and other infrastructure and public facilities in the planned subdivision. The city will also be responsible for the long-term capital renewal costs associated with these works.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed development will enable the transition of a former institutional use, an elementary school, to residential and open space uses consistent with the vision of the Neighbourhoods Place Type.

Parkland and Green Space Uses

The proposed park block, and request to change the associated Place Type from Neighbourhoods to Green Space will permit additional recreational lands to service both the proposal and the existing neighbourhood, further supporting the proposed medium-

density residential. The proposed park block maintains part of the existing context of the lands, wherein the former school yard would've represented a large recreational green space, by maintaining recreational and green space in the planned neighbourhood (TLP 243, 249, & 937_). Through the evaluation of 1040 Hamilton Road for municipal acquisition, parkland was also identified as a need in this location alongside affordable housing. Staff are supportive of the requested change in Place Type.

The proposed residential land uses on the remainder of the subject lands are consistent with the land uses contemplated in the Neighbourhoods Place Type. The former school block and adjacent YMCA properties are large enough to be unique within the existing neighbourhood in their ability to accommodate residential intensification in a manner that is sensitive to and compatible with the surround community. The intensity and form of the proposed residential development will be discussed further in Sections 4.2 and 4.3.

Staff are supportive of the reuse of the subject lands for residential and open space land uses.

4.2 Intensity

The proposed residential land use is supported by the policies of the PPS and is generally contemplated through the Neighbourhoods Place Type of The London Plan. The PPS encourages residential intensification and redevelopment within built-up areas where existing and planned infrastructure and services can be utilized efficiently and where the needs of residents can be met (PPS 2.2.1, 2.3.1.3). More specifically, the PPS encourages the development and redevelopment of underutilized commercial and institutional sites for residential uses, introducing new housing options in previously developed areas (PPS 2.2.1(b)). The proposal represents residential intensification on a former institutional property, currently underutilized, and within proximity to a range of commercial, recreational, and transit services.

Residential Intensification

Intensification within existing neighbourhoods is also encouraged by The London Plan to help realize the City's vision for aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods (TLP 937_). The London Plan stipulates that residential intensification should add value to the existing neighbourhood by ensuring appropriate location and fit within the existing and planned community. A development proposal involving intensification must demonstrate that the proposal is sensitive to, compatible with, and fits within this established context (TLP 940_).

The proposal represents the residential intensification of lands that were previously used for institutional purposes. Through the Zoning By-law Amendment, increases in permitted densities have been requested for the YMCA lands and all proposed blocks of the subdivision. Staff are of the opinion that the size and orientation of the site can adequately support the requested increase in residential density in a way that is sensitive to, compatible with, and fits within the existing neighbourhood.

Concerns have been raised by residents of the community regarding the compatibility between the proposed medium-density residential and the existing low-density residential uses. Through special provisions in the Zoning By-law Amendment (discussed further in Sections 4.2 and 4.3) and through subsequent site plan approval processes, the design of each proposed development block will be further refined to avoid and mitigate impacts to the surrounding low-density neighbourhood. Staff do not have concerns regarding the compatibility of uses as the subject site is located on a Civic Boulevard within the Neighbourhoods Place Type; is of a size and orientation to accommodate adequate setbacks and amenity areas; and has been identified for the provision of municipal affordable housing. Additionally, the medium-density proposal supports the PPS and The London Plan policies by encouraging a diversity of land uses and housing options in a location with a demonstrated need (PPS 2.1.4., 2.2.1; TLP 916_).

There were no capacity concerns raised by staff relating to servicing the requested residential densities. The Applicant will be required to construct all servicing extensions, to municipal standards, through Street 'A' to supply the proposed developments and including the YMCA lands. Staff are satisfied that adequate servicing will be ensured through the subdivision process and future engineering drawing review.

Surrounding Community Amenities

Furthermore, the site is considered an appropriate location for intensification as it is well served by transit, and is in close proximity to commercial amenities, parks, schools, and other community uses (TLP 953).

The Fairmont Commercial Plaza is approximately 550 metres to the west of the subject lands and includes a grocery store, pharmacy, and gas station. The Meadowlily Woods ESA and associated trails, including the Thames Valley Parkway, can be accessed approximately 400 metres to the south or approximately 600 metres to the east. Further supporting residential land use, public transit stops are located adjacent to the subject site on Hamilton Road and to the west on Hale Street, providing access to east-west transit routes. Approximately 700 metres east of the subject lands is the Tweedsmuir Public School and an Early Childhood Centre.

Residential Densities

Staff are recommending minor changes to the proposed special provisions for density. For proposed Block 6 and the YMCA lands, the Applicant has requested an increase in the maximum permitted density from 75 units per hectare (uph) to 111 uph. Through staff's review, it was determined that the proposal exceeds the requested increase in density and proposes a combined density of 118 uph for the YMCA Lands. When not calculated in combination, the proposal for 1070 Hamilton, specifically, exceeds the 111 uph density request. Staff are recommending an increase in density for the requested Residential R8 Special Provision (R8-4(**)) Zone for the YMCA Lands from 75 uph to 120 uph, to adequately permit the current proposal, as described. Additionally, further discussed in Section 4.3, Staff are of the opinion that the YMCA Lands, currently two parcels, should be developed comprehensively, which would be required in order for the proposed development to comply with the recommended maximum density for the YMCA lands.

Staff have also recommended minor revisions to round up the maximum densities recommended for many of the blocks to allow for flexibility as the development moves through detailed design.

The subject site is in close proximity to the Primary Transit Area (PTA), being approximately 500 metres from the eastern PTA limit at Highbury Avenue North. The subject site's access to existing transit on Hamilton Road and Hale Street represent the same transit routes that are predominantly available within the PTA on Hamilton Road. It is the opinion of Staff that the requested increases in height and density would be appropriate as the context of the site is close to that of the nearby PTA where the proposed height is contemplated, and no other concerns were raised regarding intensity. By allowing additional height, intensification of the lands is focused "inward and upward", supporting higher densities and efficiently utilizing land and services, as encouraged by The London Plan (TLP 59_).

4.3 Form

The proposal includes stacked townhouses and low-rise apartment buildings on a Neighbourhood Street, where these forms are not typically permitted under The London Plan (TLP 921_). As discussed throughout Section 4.0, the subject site has a unique context that allows for consideration of Specific Policy Areas without establishing an argument for similar exceptions. Staff are supportive of the proposed addition of permitted uses which will provide a greater range and mix of housing options and forms within the existing and planned neighbourhood and staff are of the opinion that

compatibility and fit can be ensured through the application of special provisions and direction to site plan through this Zoning By-law Amendment application.

To ensure compatibility and fit with the surrounding neighbourhood context, the Applicant has requested several special provisions to facilitate the appropriate siting and design of the proposed developments. These special provisions are in response to municipal planning policy, the context and topography of the site, and the feedback from residents during the community open house. Staff are supportive of the requested special provisions, with minor changes to facilitate the development while addressing compatibility, fit, and the concerns of the existing residential community.

Concerns were raised by adjacent residents regarding the impacts of introducing apartment and stacked townhouses adjacent to the existing single-detached dwellings. Particularly, negative impacts to privacy due to the (generally) taller and denser housing forms. Blocks adjacent to the existing low-density neighbourhoods are intended to be sensitive to these concerns through the site layout, by providing adequate setbacks for buffering and landscaping, and by introducing height transitions between the proposal and adjacent lands.

Block 2 – Street Townhouses and / or Stacked Townhouses

A Specific Area Policy to the Neighbourhoods Place Type in The London Plan and a Residential R4/R5 (R4-6/R5-6) Zone in the Zoning By-law have been requested for Block 2 of the proposed draft plan of subdivision to permit 3-storey townhouses and stacked townhouses on a Neighbourhood Street. Staff are supportive of the proposed amendments, with one revision to require an increased minimum lot frontage of 6.7 metres for street townhouse dwelling units. The minimum 5.5 metres in the R4 zone does not provide enough width to provide adequate separation between services, or space for tree plantings and driveways.

Block 3 – Stacked Townhouses and / or Low-Rise Apartment Buildings

A Specific Area Policy to the Neighbourhoods Place Type in The London Plan and the Residential R6 Special Provision (R6-5(**)) Zone in the Zoning By-law have been requested for Block 3 of the proposed draft plan of subdivision to permit 3-storey to 3.5-storey buildings including stacked townhouses and apartments on a Neighbourhood Street. To address resident concerns regarding the height and form contemplated for Block 3, the Applicant has requested an increase in the minimum interior and rear yard depths from the permitted 6.0 metres to 10.0 metres to provide greater separation and transition from the adjacent single-detached dwellings than would be normally required. This 10.0 metre rear and interior yard setback is specifically intended to aid in the compatibility between Block 3 and the adjacent lands zoned residential R1 to the north and west and would not only provide physical separation but additional space for landscape buffering and tree planting.

The Applicant has also requested special provisions to limit the 3.5-storeys buildings to those buildings closer to Street 'A' along the southern portion of the block. This request would prohibit 3.5-storey dwellings close to the adjacent residential and ensure any stacked townhouses or apartments above 3-storeys are sited more internally to the subdivision.



Figure 9 Concept Plan – Block 3 (September 2025): 3-storey buildings to the north (#1); and 3.5-storey buildings to the south (#2).

By setting limits on building heights and requiring larger setbacks, the goal is to make sure the new built forms fit comfortably within the neighbourhood and are more compatible with the existing homes. (TLP 197, 199, 953_). Staff are supportive of the proposed uses as the proposed block is of an adequate size and orientation to support the medium-density development form, and associated special provisions to the zoning have been requested to facilitate compatibility of form.

Staff are recommending a revised height special provision for Block 3 to ensure the intention of the proposal is met. To permit the southwestern-most dwelling units a maximum height of 3.5-storeys, staff are recommending a maximum height of 13.0 metres for buildings within 25 metres of the southern lot/block line of Block 3 (39T-25508), opposed to within 30 metres of the Street ‘A’ centreline, as requested. The Applicant’s request would not allow for the southwestern-most dwelling units to be 3.5-storeys, as is reflected in the submitted demonstration and massing plans.

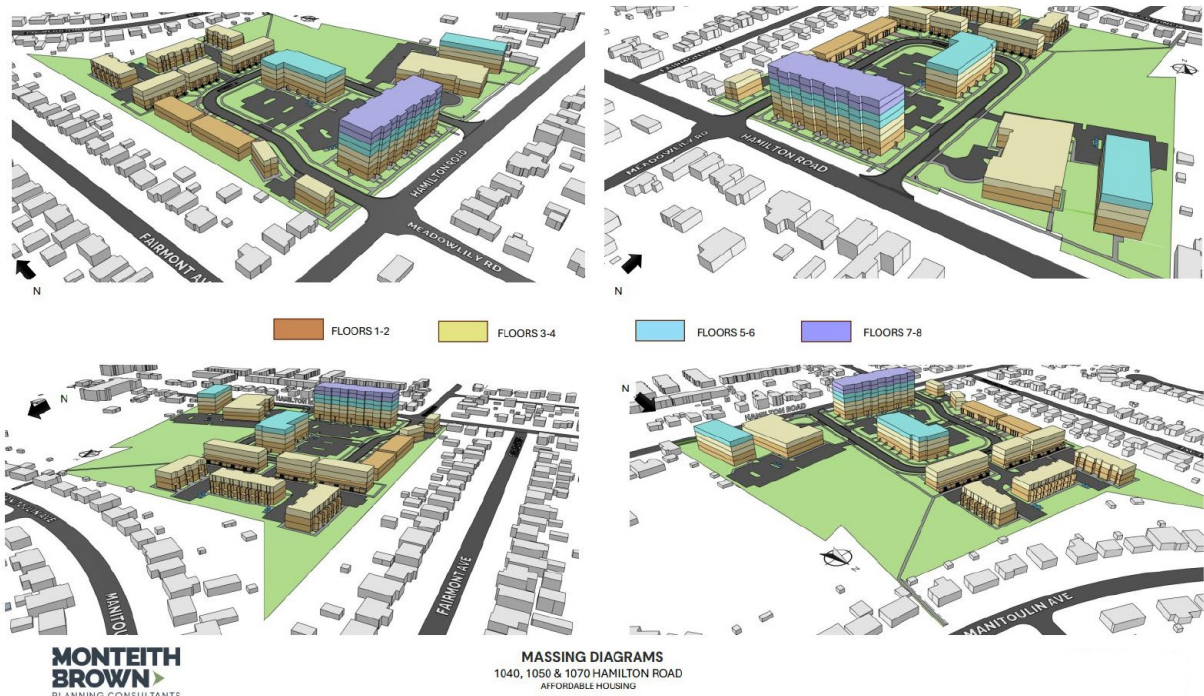


Figure 10 Massing Diagram (September 2025)

Block 4 – Mid-Rise Apartment up to 5 Storeys

The Applicant has also requested a Specific Policy Area to the Neighbourhoods Place Type of The London Plan, and the Residential R9 Special Provision (R9-7(*)) Zone of the Zoning By-law, to permit a 5-storey apartment building on Block 4 with frontage on to a Neighbourhood Street of the proposed draft plan of subdivision. The London Plan does not permit apartment building forms on a Neighbourhood Street, where Block 4 has frontage. Staff are of the opinion that through block location and siting of the proposed building, the intention of The London Plan to ensure compatibility between proposed and existing residential forms can be met. Block 4 has been proposed internal to the draft plan of subdivision, approximately 50m east of the single detached dwellings on Fairmont Avenue, where the proposed parkland and townhouse forms create a gentle transition toward the existing single-detached residential to the north and west.

Staff are supportive of the transitions in building form, height and density that have been integrated into the design of the subdivision and amendment requests. The highest requested heights have been directed toward Hamilton Road, a Civic Boulevard, and transition of reduced heights through the site to the permitted 3-storeys for blocks adjacent to low-density residential. Staff are also supportive of the block placement and proposed building siting that focuses on connectivity and the pedestrian environment. The proposed parkland location integrates an existing walkway block connecting the site to Manitoulin Drive to the north and efficiently uses land that would otherwise be costly to develop or undevelopable due to an existing servicing easement that crosses the site.

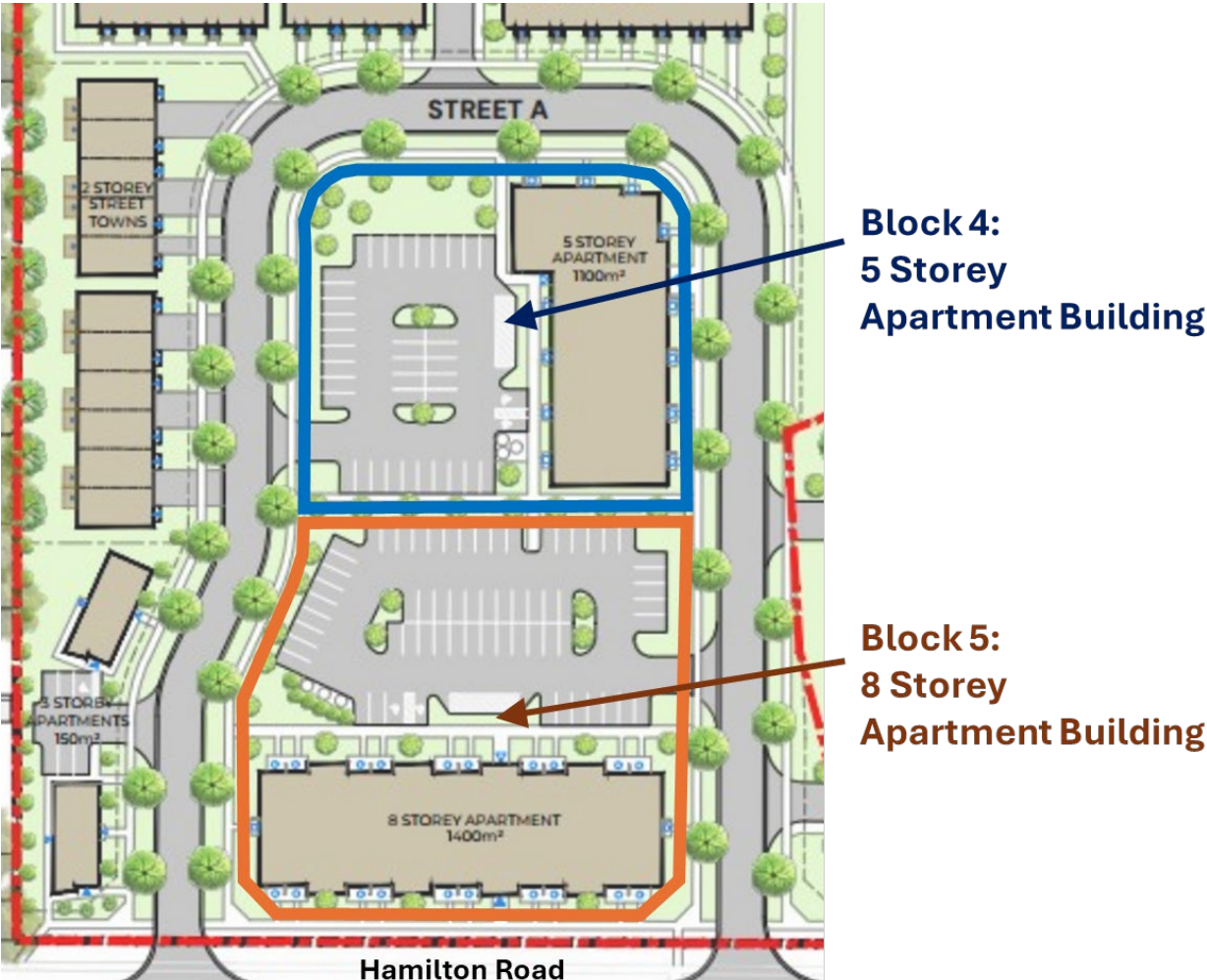


Figure 11 Excerpt from the Rendering Plan showing the location and concept plans for Blocks 4 and 5

Block 5 – Mid-Rise Apartment Building up to 8 Storeys

Block 5, fronting on Hamilton Road, is proposed to have the most intense form with an 8-storey apartment building, and will introduce a change in the existing visual landscape along this block of Hamilton Road. To encourage building design that feels compatible with the existing context and maintain a human scale, staff are including direction to site

plan to consider the design of the 8-storey apartment building through three defined components (active base, distinct mid, and top with finishing treatment) as well as step-backs to reduce the apparent height within the existing and planned context (TLP 289, 291, 285, & 286). To further improve the integration of the 8-storey apartment building, staff are including direction to site plan to consider improved outdoor amenity space on Block 5 and to ensure a high degree of pedestrian connectivity by maintaining the proposed mid-block walkway connections and the direct walkway connections from units to the public sidewalk.

Staff are of the opinion that the design and form of the proposal, with the Applicant requested and Staff proposed special provisions is appropriate and adequately addresses The London Plan policies regarding conformity of infill redevelopment within existing neighbourhoods, while providing additional housing forms and opportunities. For additional support, several directions to site plan are included within this amendment to help direct the future design of the proposed blocks.

1050 and 1070 Hamilton Road

Since 1050 and 1070 Hamilton Road are located outside the boundaries of the proposed Draft Plan of Subdivision, they will not be subject to draft plan conditions or included in the subdivision review process. Staff are of the opinion that it is necessary to ensure the development of 1040 Hamilton Road does not limit the development potential of 1050 and 1070 Hamilton Road, and vice versa, through comprehensive design. Additionally, staff require that access to 1070 Hamilton Road be provided from Street 'A' through 1050 Hamilton Road, requiring coordination between the two sites.

Direction to site plan has been included to address the relationship between 1050 and 1070 Hamilton Road, and the proposed Draft Plan of Subdivision of 1040 Hamilton Road. It is the opinion of staff that 1050 and 1070 Hamilton Road should be developed comprehensively, with coordinated access from Street 'A' for both sites, to allow for the efficient use of the land and resources, and the effective application of the proposed densities discussed in Section 4.2.

4.4 Traffic Impact Assessment

Concerns were raised by residents regarding the impact on traffic that the proposed development will have on the surrounding neighbourhood. A Traffic Impact Assessment was submitted as part of this application evaluating if the development proposal can be reasonably accommodated by the existing transportation network system, with no major impact to traffic. Through this report, it was demonstrated that the existing street network will be able to accommodate the proposal, with no significant impacts to traffic.

The report forecasts traffic volumes for a 2034 horizon year and assessed traffic operations within the vicinity of the site for existing and future traffic conditions. It was determined that under existing conditions, all movements at nearby intersections are operating acceptably during peak hours. It was concluded that under 2034 total traffic conditions, intersections in the area will continue to operate acceptably, with very little impact from the additional subdivision traffic. Through the subdivision process, the impacts of traffic will continue to be reviewed through design and engineering review.

Conclusion

The applicant has proposed a medium-density residential subdivision and has requested amendments to The London Plan and the Zoning By-law No. Z.-1 to facilitate the development of the former Fairmont Public School and also of the YMCA – Bob Hayward Branch and Youth House lands. The proposal includes an estimated 465 residential dwelling units, intended for the provision of affordable and market-based dwellings. Staff are recommending approval of the requested Official Plan and Zoning By-law Amendments, with special provisions to improve fit and compatibility with the surrounding neighbourhood.

The recommended action aligns with the Provincial Planning Statement, 2024, conforms to The London Plan, and supports the creation of a complete community by enabling a diverse range of residential housing options. This approach strategically locates new housing near complementary land uses, including commercial services, institutional and recreational facilities, and ensures convenient access to public transit and active transportation networks. The proposed development promotes efficient land use, enhances connectivity, and contributes to a vibrant, sustainable urban environment.

Prepared by:	Raven Bolivar Planner, Subdivision Planning
Reviewed by:	Michael Clark Senior Planner, Subdivision Planning
	Nicole Musicco Manager, Subdivision Planning
	Peter Kavcic Manager, Subdivision and Development Inspections
Recommended by:	Heather McNeely, MCIP, RPP Director, Planning and Development
Submitted by:	Scott Mathers, MPA, P.Eng. Deputy City Manager, Housing and Community Growth

Copy:

- Matt Feldberg, Director, Municipal Housing and Industrial Development
- Michael Pease, Manager, Housing Renewal and Development
- Leif Maitland, Senior Housing Development Coordinator
- Trevor Hitchon, Manager, Development Engineering (Subdivisions)
- Mike Corby, Manager, Planning (Site Plan)
- Brent Lambert, Manager, Development Engineering (Current Development)
- Travis Macbeth, Manager, Planning Policy (Growth Management)
- Huyen Le, Economic Research Analyst

Appendix A – Official Plan Amendment

Bill No. (number to be inserted by Clerk's Office)
2026

By-law No. C.P.-XXXX-

A by-law to amend the Official Plan, The
London Plan for the City of London, 2016
relating to 1040 Hamilton Road.

The Municipal Council of The Corporation of the City of London enacts as follows:

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan, The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This Amendment shall come into effect in accordance with subsection 17(27) or 17(27.1) of the *Planning Act, R.S.O. 1990*, c.P.13.

PASSED in Open Council on January 20, 2026, subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – January 20, 2026
Second Reading – January 20, 2026
Third Reading – January 20, 2026

AMENDMENT NO.
to the
OFFICIAL PLAN, THE LONDON PLAN, FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to revise Map 1 – Place Types and to add a policy to the Specific Policies for the Neighbourhoods Place Type and add the subject lands to Map 7 – Specific Policy Areas - of the City of London to permit stacked townhouses to a maximum height of 3 or 3.5-storeys and apartment buildings to a maximum height of 3, 3.5 or 5-storeys on a Neighbourhood Street, and apartment buildings to a maximum height of 8-storeys on a Civic Boulevard, outside of the Primary Transit Area.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1040 Hamilton Road in the City of London.

C. BASIS OF THE AMENDMENT

The subject lands are within the Neighbourhoods Place Type in The London Plan. Coinciding with this Official Plan Amendment is application for a Draft Plan of Subdivision for the development of a medium-density residential subdivision and park. The amendment to Map 1 – Place Types would allow for the proposed park block within the Green Space Place Type.

The site-specific amendment in the Neighbourhoods Place Type would allow for stacked townhouses to a maximum height of 3 or 3.5 storeys on a Neighbourhood Street, apartment buildings to a maximum height of 3, 3.5 or 5-storeys on a Neighbourhood Street and apartment buildings to a maximum height of 8-storeys on a Civic Boulevard outside the Primary Transit Area. The requested Official Plan Amendment is consistent with the PPS 2024, which directs planning authorities to provide for an appropriate range and mix of housing options and densities to meet the projected needs of current and future residents. The recommended amendment conforms to The London Plan, including but not limited to the evaluation criteria for Specific Policy Areas, and does not establish an argument for similar exceptions. The recommended amendment facilitates infill and intensification within an existing neighbourhood at an appropriate scale and intensity within the Built Area Boundary and Urban Growth Boundary. Staff are of the opinion that compatibility and fit can be further ensured through application of special provisions and direction to site plan through the consecutive Zoning By-law Amendment application.

D. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

1. Map 1 – Place Type, to The Official Plan for the City of London is amended by changing the Place Type of a portion of those lands located at 1040 Hamilton Road, as indicated on “Schedule 1” attached hereto from the Neighbourhoods Place Type to the Green Space Place Type, as indicated on “Schedule 2” attached hereto.
2. Specific Policies for the Neighbourhoods Place Type of Official Plan, The London Plan, for the City of London is amended by adding the following:

() 1040 Hamilton Road

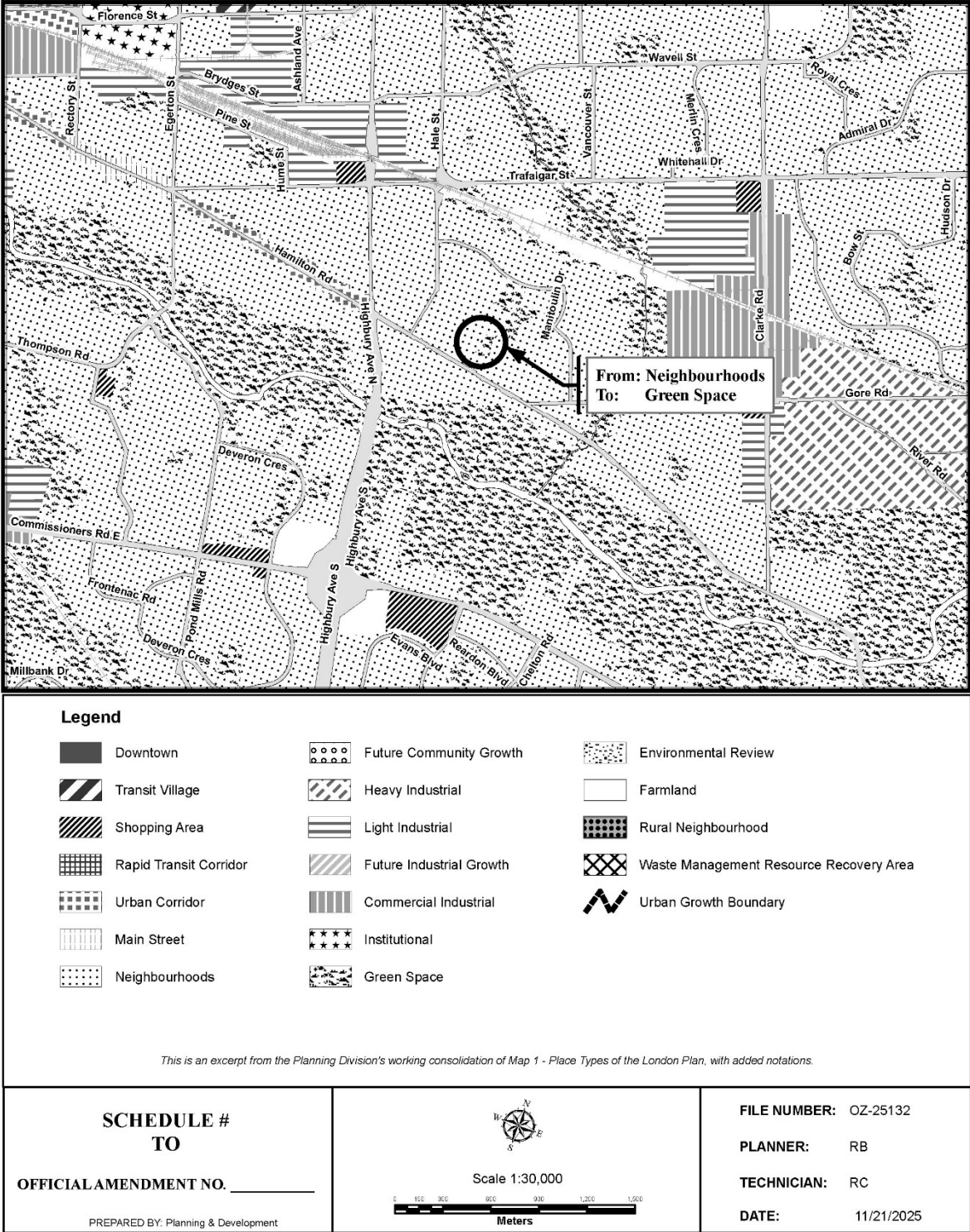
For the lands in the Neighbourhoods Place Type located at 1040 Hamilton Road, as shown on Map 7 - Specific Policy Areas, in relation to a Draft Plan of Subdivision (39T-25508), to permit stacked townhouses up to a maximum height of 3-storeys on a Neighbourhood Street on a portion of the property identified as Block 2; apartment buildings and stacked townhouses up to a maximum height of 3-storeys, or 3.5 storeys within 25

metres of the southern lot line, on a Neighbourhood Street on the portion of the property identified as Block 3; apartment buildings with a maximum height of 5-storeys on a Neighbourhood Street on a portion of the property identified as Block 4; and apartment buildings with a maximum height of 8-storeys on a portion of the property on a Civic Boulevard identified as Block 5.

3. Map 7 - Specific Policy Areas, to the Official Plan, The London Plan, for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 1040 Hamilton Road in the City of London, as indicated on "Schedule 3" attached hereto.

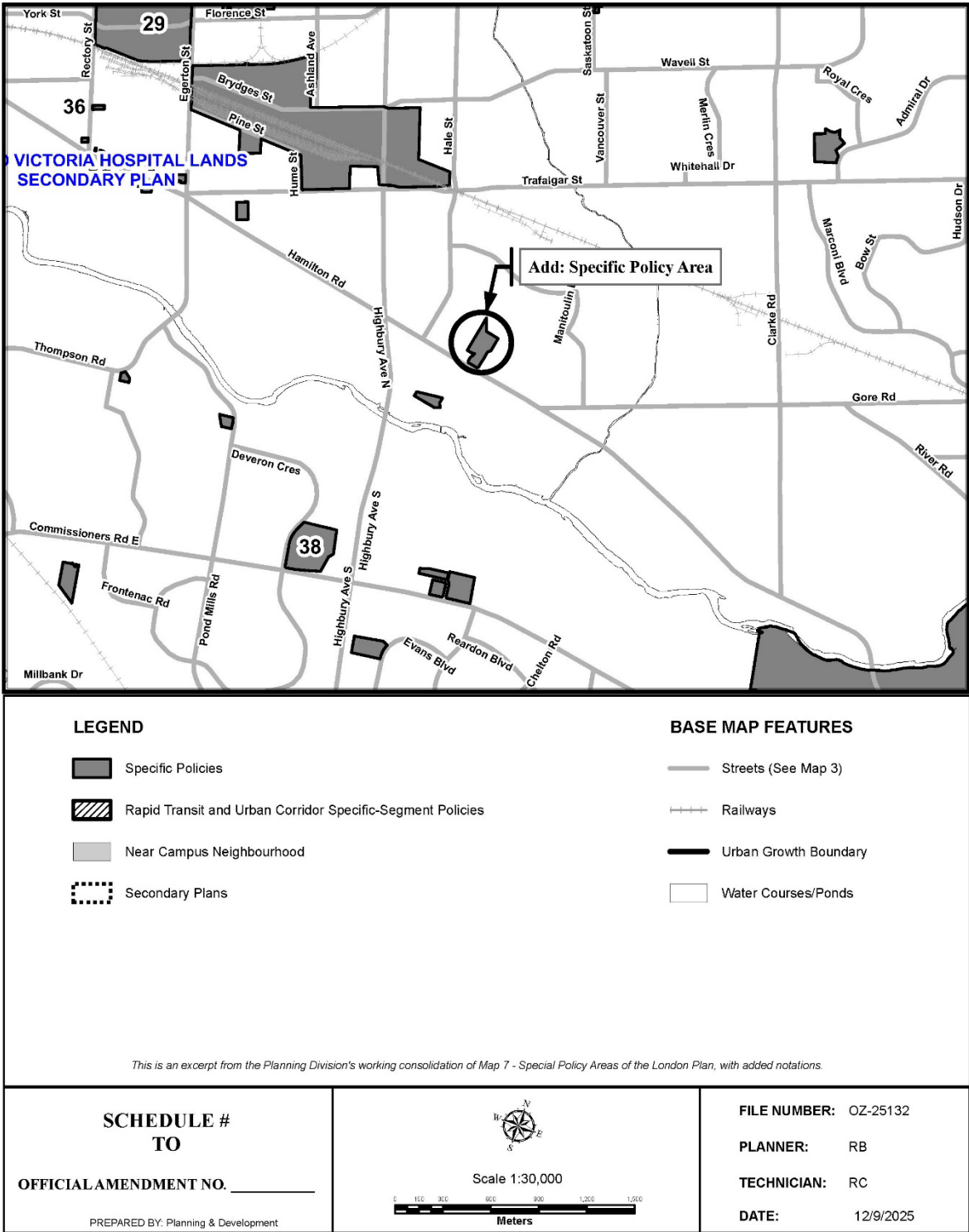
“Schedule 2”

AMENDMENT NO:



“Schedule 3”

AMENDMENT NO:



Appendix B – Zoning By-law Amendment

Bill No. (number to be inserted by Clerk's Office)
2026

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 1040
Hamilton Road.

WHEREAS upon approval of Official Plan Amendment Number specifically for 1040 Hamilton Road (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1040, 1050, and 1070 Hamilton Road as shown on the attached map **FROM** a Neighbourhood Facilities (NF1) Zone **TO** a Residential R4/R5 Special Provision (R4-6(*)/R5-6) Zone, a Residential R6 Special Provision (R6-5(**)) Zone, a Residential R6/R8 Special Provision (R6-5(*)/R8-4(*)) Zone, a Residential R9 Special Provision (R9-7(*)) Zone, a Residential R9 Special Provision (R9-7(**)) Zone, and an Open Space (OS1(3)) Zone.

2. Section Number 8.4 of the Residential R4 Zone is amended by adding the following Special Provisions:

R4-6() 1040 Hamilton Road (Block 2)

a. Regulations

1. Lot Frontage (minimum) – 6.7 metres

3. Section Number 9.4 of the Residential R5 Zone is amended by adding the following Special Provisions:

R5-6() 1040 Hamilton Road (Block 1)

a. Regulations

1. Front and Exterior Side Yard Depth (minimum) – 3.0 metres
2. Rear Yard Depth (minimum) – 1.5 metres
3. Height (maximum) – 13.0 metres
4. Density (maximum) – 100 units per hectare

4. Section Number 10.4 of the Residential R6 Zone is amended by adding the following Special Provisions:

R6-5() 1040 Hamilton Road (Block 3)

a. Regulations

1. Front and Exterior Yard Depth (minimum) – 3.0 metres
2. Rear and Interior Side Yard Depth (minimum) – 3.0 metres, or 10.0 metres where the Residential R6 Zone abuts lands zoned Residential R1
3. Height (maximum) – 12.0 metres, or 13.0 metres within 25.0 metres of the southern lot line
4. Density (maximum) – 80 units per hectare

5. Section Number 12.4 of the Residential R8 Zone is amended by adding the following Special Provisions:

R8-4() 1040 Hamilton Road (Block 1)

- a. Regulations
 - 1. Lot Frontage (minimum) – 10.0 metres
 - 2. Front and Exterior Side Yard Depth (minimum) – 3.0 metres
 - 3. Rear Yard Depth (minimum) – 1.5 metres
 - 4. Density (maximum) – 100 units per hectare
- 6. Section Number 13.4 of the Residential R9 Zone is amended by adding the following Special Provisions:

R9-7() 1040 Hamilton Road (Block 4)

- a. Regulations
 - 1. Front and Exterior Side Yard Depth (minimum) – 3.0 metres
 - 2. Interior Side Yard Depth (minimum) – 4.5 metres
 - 3. Height (maximum) – the lesser of 18.0 metres or 5-storeys
 - 4. Density (maximum) – 290 units per hectare

R9-7() 1040 Hamilton Road (Block 5)

- a. Regulations
 - 1. Front and Exterior Side Yard Depth (minimum) – 3.0 metres
 - 2. Height (maximum) – the lesser of 27.0 metres or 8-storeys
 - 3. Density (maximum) – 245 units per hectare

- 7. This Amendment shall come into effect in accordance with Section 34 of the *Planning Act, R.S.O. 1990*, c. P13, either upon the date of the passage of this by-law or as otherwise provided by the said section.

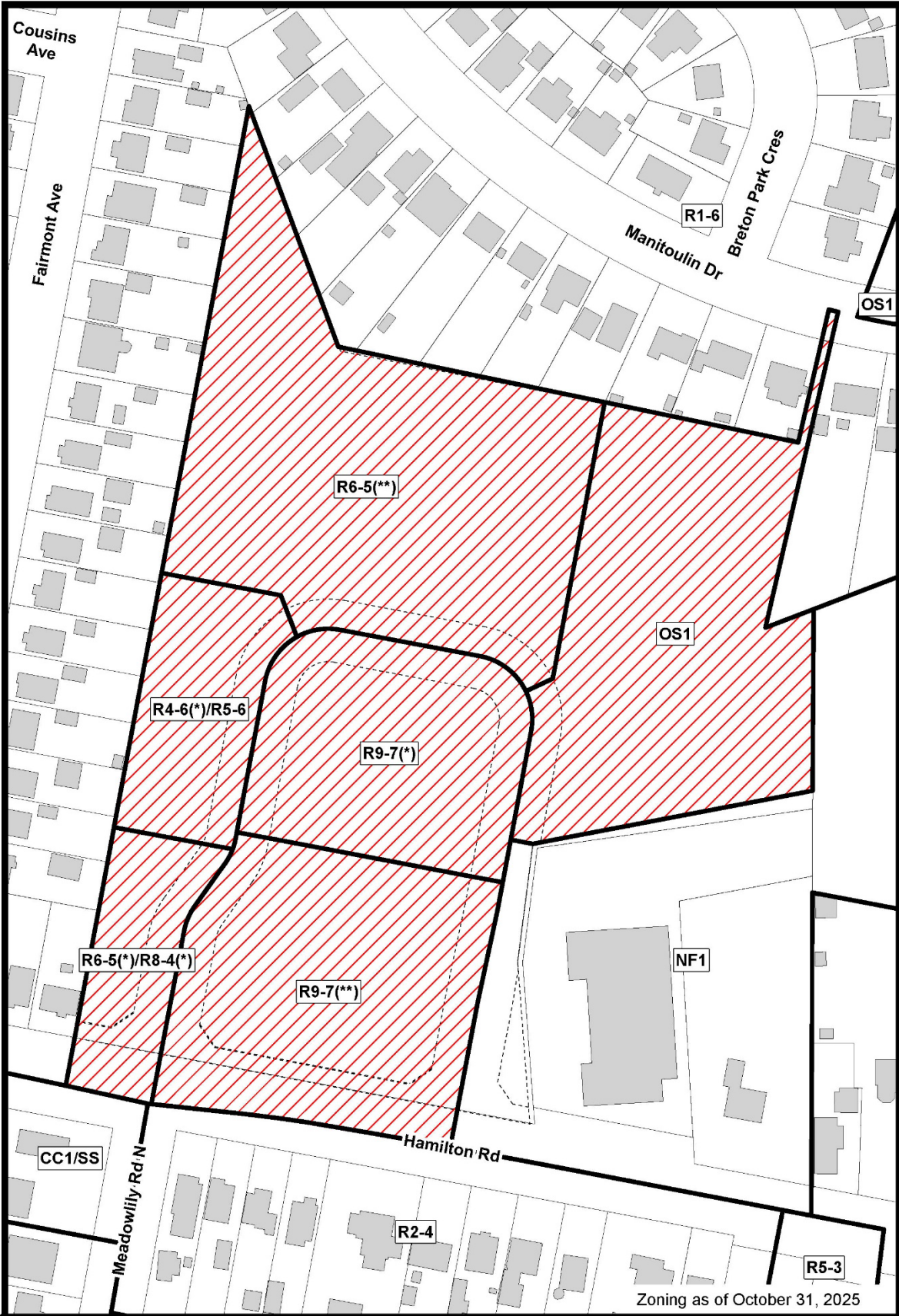
PASSED in Open Council on January 20, 2026, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – January 20, 2026
Second Reading – January 20, 2026
Third Reading – January 20, 2026

AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: OZ-25132
Planner: RB
Date Prepared: 2025/11/21
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:1,500

0 25 50 Meters



Appendix C – Zoning By-law Amendment

Bill No. (number to be inserted by Clerk's Office)
2026

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 1050 &
1070 Hamilton Road and 1040 Hamilton
Road – Block 6

WHEREAS this amendment to the Zoning By-law Z.-1 conforms to the Official Plan;

NOW THEREFORE the Municipal Council of The Corporation of the City of London
enacts as follows:

1. Schedule “A” to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1040 Hamilton Road – Block 6, and 1050 & 1070 Hamilton Road as shown on the attached map **FROM** a Neighbourhood Facilities (NF1) Zone **TO** a Residential R8 Special Provision (R8-4(**)) Zone.
2. Section Number 12.4 of the Residential R8 Zone is amended by adding the following Special Provisions:

R8-5() 1040 Hamilton (Block 6), 1050 Hamilton, and 1070 Hamilton
 - a. Regulations
 1. Front Yard Depth (minimum) – 3.0 metres
 2. Height (maximum) – the lesser of 18.0 metres or 5-storeys
 3. Density (maximum) – 120 units per hectare
3. This Amendment shall come into effect in accordance with Section 34 of the *Planning Act, R.S.O. 1990*, c. P13, either upon the date of the passage of this by-law or as otherwise provided by the said section.

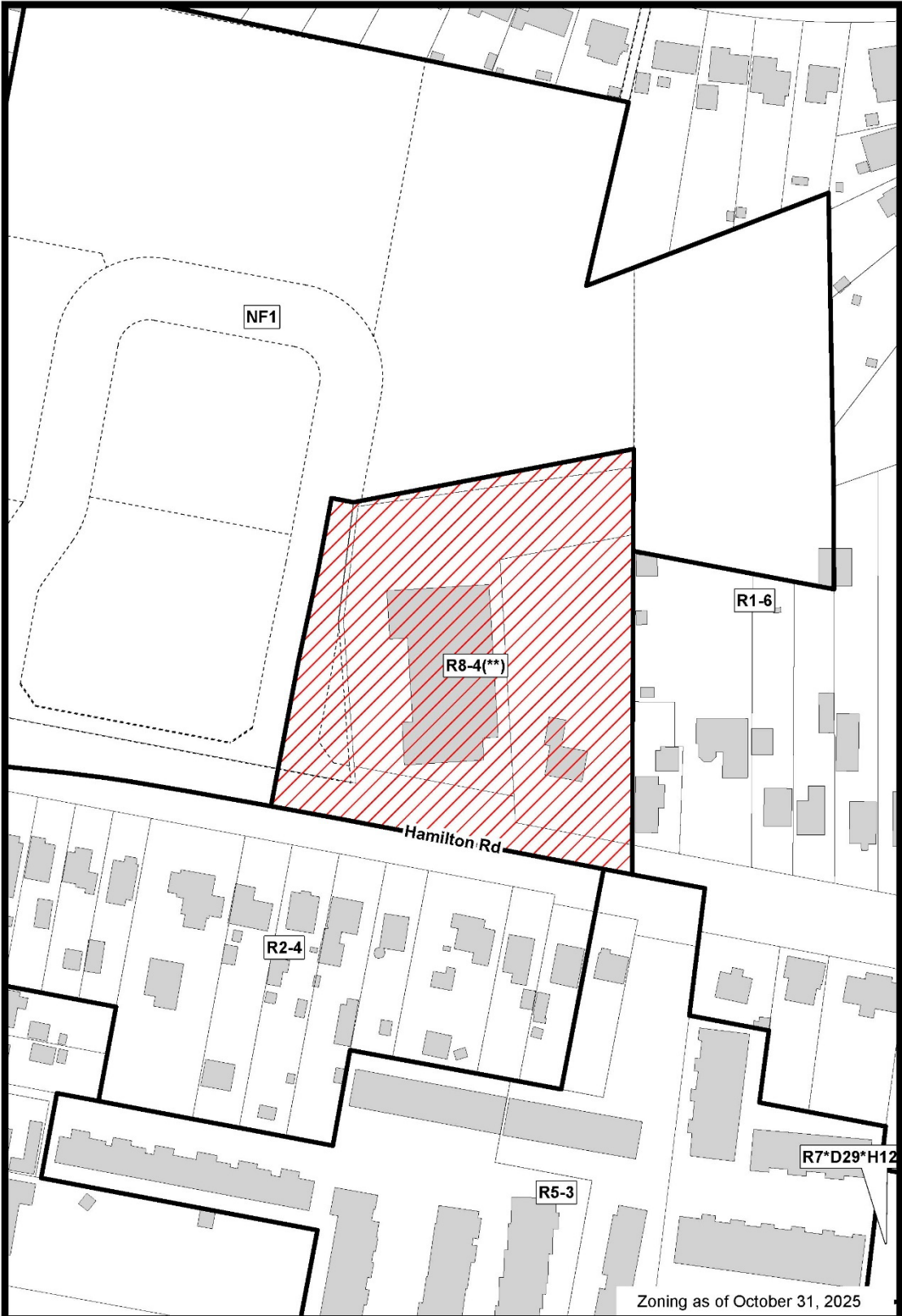
PASSED in Open Council on January 20, 2026, subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – January 20, 2026
Second Reading – January 20, 2026
Third Reading – January 20, 2026

AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: OZ-25132
Planner: RB
Date Prepared: 2025/11/21
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE



1:1,500

0 25 50 Meters



Appendix D – Additional Plans and Drawings

MONTEITH BROWN
PLANNING CONSULTANTS

DRAFT PLAN OF SUBDIVISION

RP 33R-21685 PARTS 1 TO 3 PART 1
CONCESSION B
PLAN 700 PART BLOCK 1 (GEOGRAPHIC)
TOWNSHIP OF LONDON CITY OF LONDON
COUNTY OF MIDDLESEX

OWNER'S CERTIFICATE
I, the undersigned, being the owner of the lands shown on the plan, do hereby certify that the boundaries of the lands shown on the plan are correct and that the plan is a true and correct copy of the original plan.

SURVYOR'S CERTIFICATE
I hereby certify that the boundaries of the lands shown on the plan are correct and that the plan is a true and correct copy of the original plan.

LAND USE SCHEDULE

LAND USE	HA	%
BLOCK 1 - MEDIUM DENSITY	0.121	3
BLOCK 2 - STREET TOWNHOMES	0.256	6
BLOCK 3 - MEDIUM DENSITY	1.180	28
BLOCK 4 - MEDIUM DENSITY	0.878	21
BLOCK 5 - FUTURE	0.871	1
BLOCK 6 - FUTURE	0.840	23
BLOCK 7 - FUTURE	0.791	19
BLOCK 8 - FUTURE	0.791	19
BLOCK 9 - FUTURE	0.791	19
BLOCK 10 - FUTURE	0.791	19
TOTAL AREA	4.190	100

RECORD OF REVISIONS & SUBMISSIONS

NO.	REVISION	DATE
1	AS SHOWN	10/10/2020
2	AS SHOWN	10/10/2020
3	AS SHOWN	10/10/2020
4	AS SHOWN	10/10/2020
5	AS SHOWN	10/10/2020
6	AS SHOWN	10/10/2020
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Proposed Draft Plan of Subdivision (Sept. 2025)

P R E L I M I N A R Y
CONCEPTUAL DEVELOPMENT
1040 & 1050 & 1070
HAMILTON RD
 AFFORDABLE HOUSING



LEGEND:
 - - - - - SUBJECT LANDS
 - - - - - LIMITS OF DRAFT PLAN

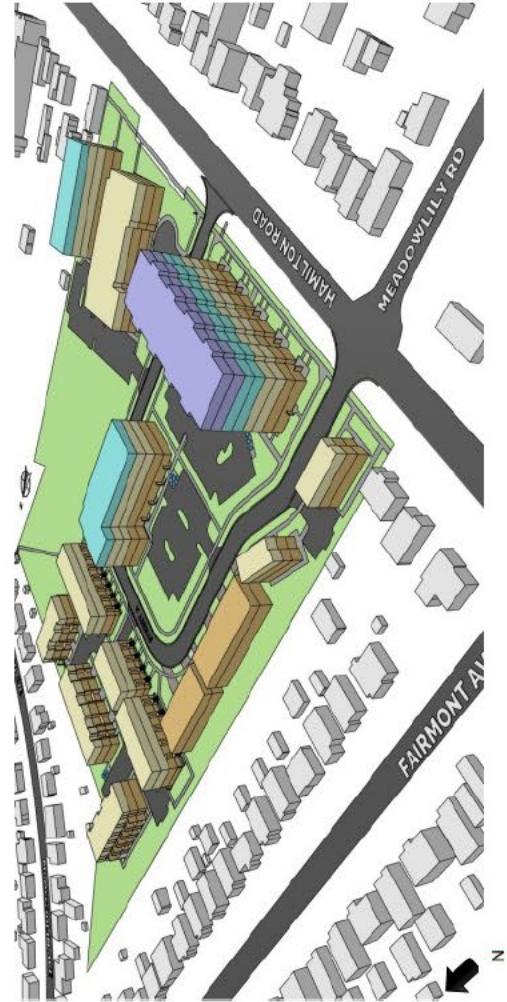
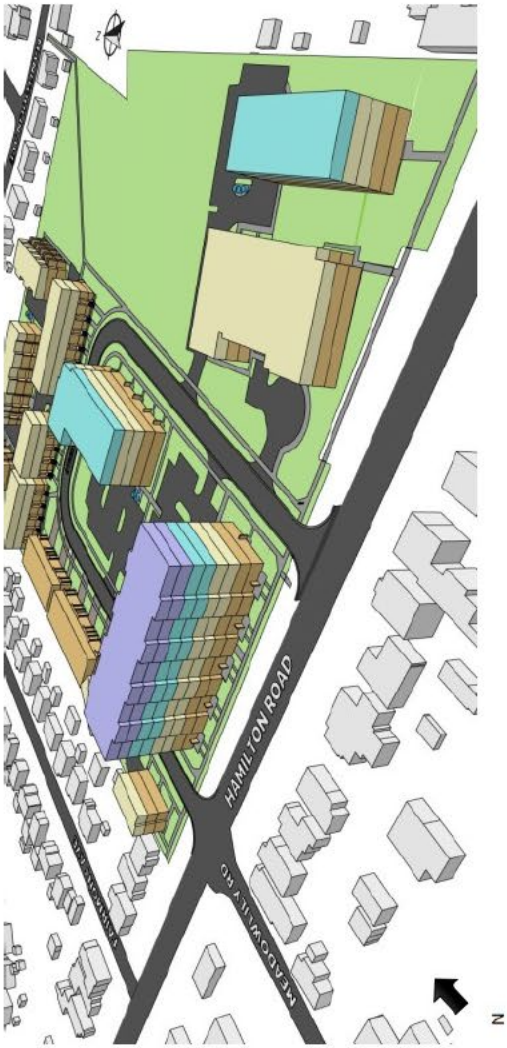
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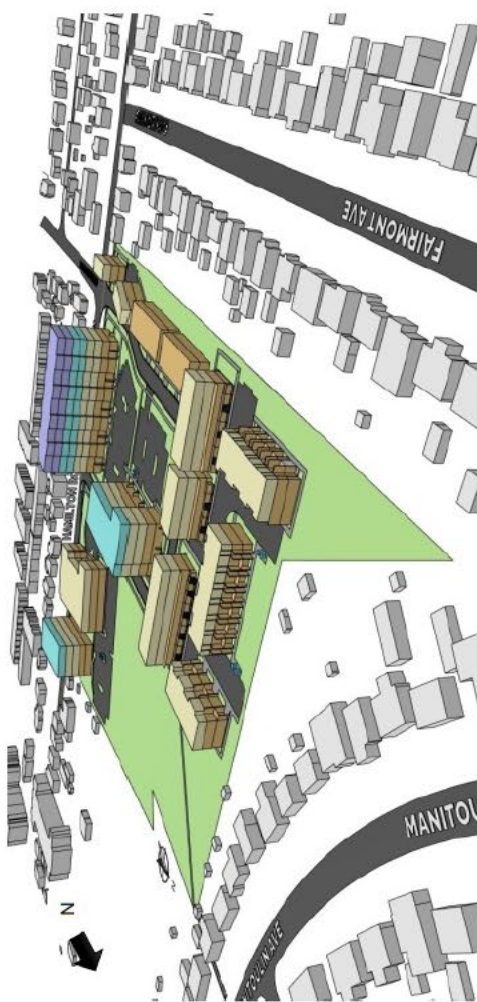
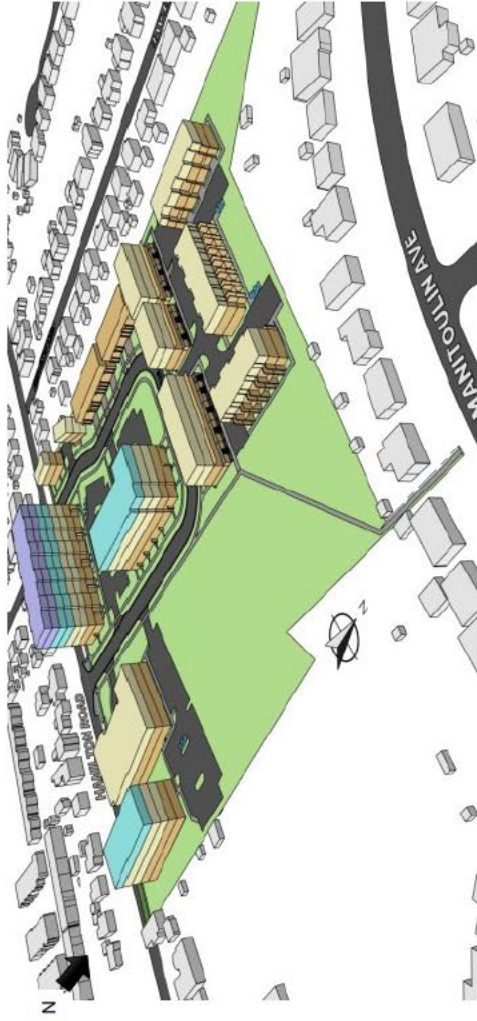
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MONTEITH BROWN
 ANIMATING CONCEPTS
 219 OXFORD STREET
 WEST, UNIT 302
 LONDON, ONTARIO
 N6H 1S5 519.685.1300
 WWW.MBPC.CA

Conceptual Draft Plan of Subdivision (Sept. 2025)



FLOORS 1-2
 FLOORS 3-4
 FLOORS 5-6
 FLOORS 7-8



MASSING DIAGRAMS
 1040, 1050 & 1070 HAMILTON ROAD
 AFFORDABLE HOUSING

**MONTEITH
BROWN**
 PLANNING CONSULTANTS

302-219 Oxford Street West
 London, ON N6H 1S5
 519.686.1300
mbpc@mbpc.ca

Conceptual Massing Model (Sept. 2025)

Appendix E – Internal and Agency Comments

INTERNAL COMMENTS

Urban Design

Please find below the Urban Design comments for the Draft Plan of Subdivision and Official Plan and Zoning By-Law Amendment at **1040, 1050 & 1070 Hamilton Road (39T-25508/OZ-25132)**:

The subject site is located within the Neighbourhoods Place Type, fronting onto a Civic Boulevard which contemplates a maximum building height of 6 storeys outside of the Primary Transit Area (PTA). If the proposed maximum height is deemed appropriate, Urban Design has the following comments:

Matters for the Draft Plan of Subdivision

1. **Provide crosswalks to create a continuous and safe pedestrian network throughout the subdivision.** Use contrasting materials (e.g., concrete, or painted strips) to highlight all crosswalks when crossing drive aisles to connect all blocks. TLP 255

Matters for Zoning

General special provisions (applicable to all blocks)

1. **Provide a minimum setback of 3m from the ultimate right-of-way of Hamilton Road and Street 'A'** to allow space for landscaping while encouraging street-orientation development. TLP 259, 269, 286, 288.
2. **Provide a minimum interior side yard and rear yard setback for each block as proposed as a special provision** to avoid potential negative impact on the low-rise residential uses to the north and west. TLP 253
3. **Orient built forms to the adjacent streets with active ground floor uses** (such as residential units, lobbies, amenity rooms etc.) **and locate principal entrance to face the public streets and provide direct walkway connection to the respective streets.** TLP 286, 288, 289_1, 291, 285
4. **Provide a maximum building height for each block as proposed as a special provision.**

Additional special provision for Block 4, 5 and 6

1. **Provide a minimum ground floor height of 4m as a special provision** to accommodate large windows and a high level of transparent glazing facing the public street to create a prominent base, enhance streetscape activity and support passive surveillance. TLP 289_1, 291, 228

Direction to Site Plan (for Block 5)

1. Design the 8 storey apartment building fronting Hamilton Road to express the three defined components: A human scale and active base, a cohesive, yet distinct mid and a top with finishing treatment. TLP 289, 291, 286, 285.
 - Consider a step-back of 1.5-3m from the edge of the building above the 2nd or 3rd storey to reduce the apparent height and achieve a human-scale relationship with the existing and planned context of the area along the public streets.
2. Ensure a high degree of pedestrian connectivity by maintaining the proposed mid-block connections and direct walkway connections from individual units to the public sidewalk along Hamilton Road. TLP 255, 268

Matters for Site Plan

1. The following site layout and building design features are supported and should be carried forward:
 - Orienting buildings towards Hamilton Road and Street 'A' by locating them close to the public streets, providing principal entrances on the street-facing façade with direct walkway connection to the public sidewalks.
 - Locating surface parking away from Hamilton Road frontage
 - Providing a continuous pedestrian network throughout the site
2. Provide an adequate all-season landscape buffer to screen all surface parking exposed to Street 'A' on all blocks. TLP 278
3. Garage setback and maximum width should ensure garages are not a dominant feature in the streetscape by occupying most of the building/unit façade. TLP 222A
4. Design the side elevation of any building fronting a public street or park block with enhanced massing and articulation such as principal entrances, canopies, and a similar quantity and quality of windows or glazing as provided on the front elevation to create an active and engaging street front and allow passive surveillance. TLP 290, 286, 228.
5. Ensure any garbage storage and pick-up area is located away from the view of the public realm. TLP 266
6. Submit a detailed site plan for each block along with a complete set of dimensioned elevations for all sides of the proposed buildings. Further Urban Design comments may be provided upon review of the submitted drawings.

Block 1

1. Provide an all-season landscape buffer along the north and west property line to avoid potential negative impacts on the proposed and existing adjacent residential uses. TLP 253

Block 2

1. The entrance porches with principal entrances facing Street 'A' is supported. Provide direct walkway connection from individual units to the public sidewalk for creating a safe and comfortable pedestrian environment. TLP 268

Block 3

No additional comments

Block 4 and 5

1. The proposed patios with individual units entrances and direct walkway connections to the public sidewalks or the internal pedestrian network is supported and should be carried forward.
2. The proposed mid-block pedestrian connections are supported and should be carried forward.
 - Extend the north-south connection further to the south, through the parking area to connect the apartment building in Block 5.
 - Use contrasting materials (e.g., concrete, or painted strips) to highlight all crosswalks when crossing drive aisles through the parking area
3. Ensure the proposed lay-bys are connected to the walkways to ensure safe access into the buildings.
4. For Block 5, provide a functional, adequately sized and easily accessible common outdoor amenity space.

- Consider reconfiguring the parking area to allow for a well-defined amenity space. TLP 295

Block 6

1. The principal entrance of the proposed 5 storey apartment building fronting Hamilton Road and the direct walkway connection to the public sidewalk is supported and should be carried forward.
 - Ensure there is a similar level of massing and articulation on the side elevation facing Hamilton Road in terms of windows or glazing, balconies etc. to create an active streetscape and allow passive surveillance. TLP 291, 289, 228

Heritage

Please note, a Stage 1-2 Archaeological Assessment is required for 1050 Hamilton Road, or an addendum to the submitted Stage 1-2 Archaeological Assessment to include 1050 Hamilton Road. The Ministry Acceptance Letter is required as well.

Landscape Architecture

As part of the Focused Design Studies, the Owner shall have a Tree Preservation Report and Plan prepared for lands within the proposed draft plan of subdivision. Tree preservation shall be established prior to grading/servicing design to accommodate maximum tree preservation.

The Tree Preservation Report and Plan shall focus on the preservation of quality specimen trees within Lots and Blocks and shall be completed in accordance with the current City of London Guidelines for the preparation of Tree Preservation Reports and Tree Preservation Plans to the satisfaction of the Director, Planning and Economic Development. The Owner shall incorporate the approved Tree Preservation Plan on the accepted grading plans.

At a minimum, a Tree Inventory shall include the following:

- Individual trees on the subject property equal to 10 centimetres in diameter or greater, measured at a height of 1.4 metres above ground.
- Individual trees on adjacent publicly owned lands within 6 metres of the subject property equal to 10 centimetres in diameter or greater, measured at a height of 1.4 metres above ground.
- Individual trees on adjacent privately owned lands within 3 metres of the subject property equal to 10 centimetres in diameter or greater, measured at a height of 1.4 metres above ground.
- The diameter of individual multi-stemmed trees shall be calculated by taking the square root of all squared stem diameters at a height of 1.4m above ground.
- All individual species at risk trees identified under the *Endangered Species Act* regardless of their size or location.
- Identification and discussion of probable tree impacts (root loss, structural failure, death, etc.), including proposed tree removals. Identification of boundary trees and off-site trees requiring consent to injure or destroy and any City tree requiring coordination with Forestry Operations for removal or injury.
- The trees along property lines must be inventoried with total station survey. GPS errors caused by overhead canopy are not acceptable to determine ownership.
- Data for each individual tree as identified above, in chart format (refer to Appendix A: Tree Inventory Chart Template), including:

- **Tree Identification Number** corresponding to the Tree Preservation Plan
- **Species Variety/Cultivar** (common and botanical name)
- **Tree Ownership** (subject property, public, neighbour (private) or boundary)
- **Size** (Diameter at breast height as measured 1.4 metres from the lowest undisturbed grade at the base of the tree)
- **Size of Canopy** (measured in metres from the trunk of the tree. If the canopy is irregular shape the minimum and maximum distances from the base of the tree shall be included).
- **Tree Condition Rating** (see Appendix C)
- **Health and Structure** (reflecting a visual assessment of the general health and vigour of the tree, including the trunk, root flare and canopy, for defects or weaknesses, damage, or signs of decay, symptoms of disease or structural defects, dieback such as cavity, hangar, dead limbs; the size and colour of the foliage are also considered)
- **Recommended Action** (retain, relocate or remove), including notes and recommendations for retained trees (e.g. treatments, vine removals, habitat tree, corrective pruning, etc.), and reason for removal or relocation, if proposed. City trees cannot be relocated.
- **Size of Tree Protection Zone (TPZ)** See Appendix B: Tree Protection Zone. Recommended TPZ may vary based on the Arborist recommendations. Replace with Critical Root Zone.

Parks

Parks Long Range Planning and Design has reviewed the submission for the above noted plan of subdivision and offers the following comments:

- Parks is supportive of the location and size of the proposed park block to be dedicated to the City.

Draft Comments

- In conjunction with the first Engineering submission, the Owner's qualified consultant shall show grading and servicing on and adjacent to the Park Block to the satisfaction of the City.
- The Park Block shall not be used for stockpiling of any kind.

Ecology

This e-mail is to confirm that there are currently **no** ecological planning issues related to this property and/or associated study requirements.

39T-25508 & OZ-25132 - Application for Draft Plan of Subdivision and ZBA – 1040, 1050, & 1070 Hamilton Road

To allow park space and multiple townhouse apartment buildings

Major Issues Identified

- None

Ecology – Complete Application Requirements

- None

Notes

- Avoid tree removal within the active bat roosting period (April 30 – September 1) to reduce potential interactions with Endangered bat species, to avoid contravention of the Endangered Species Act.

- Avoid vegetation removal within the active breeding bird period (April 1 – August 30) to avoid disturbing nesting birds and contravening the Migratory Bird Convention Act.

Development Engineering

Zoning By-law Amendment

Housing and Community Growth has the following Zoning Comments:

1. Road widening requirements:
 - a) 1040 Hamilton Rd: A road widening of 4.894m is required to attain 18.0m from centreline.
 - b) 1050 Hamilton Rd: The current limit of Hamilton Rd at this address exceeds the 18.0m from centreline requirement. Therefore, no further widening required.
 - c) 1070 Hamilton Rd: A road widening of 7.942m is required to attain 18.0m from centreline.
2. Please update the following reports to include YMCA lands (i.e., 1050 and 1070 Hamilton Road):
 - a) Geotechnical Investigation
 - b) Phase II ESA Report
 - c) Stage 1-2 Archaeological Assessment Report

Official Plan Amendment

Housing and Community Growth have no objection to the proposed Official Plan Amendment.

Required Revisions to the Draft Plan (See attached redline - 1040 Hamilton Road)

1. The Owner shall redline the Plan, to taper the right-of-way (ROW) widening on Street A (west leg) from 20m to 21.5m at its intersection with Hamilton Road, all to the specifications and satisfaction of the City. The storage length shall be 30m, taken from the end of the curb and gutter radii, and the return taper shall be 30m.

EXTERNAL COMMENTS

ExxonMobil

Please be informed, there is no Imperial infrastructure in the vicinity of this location, and there is no need for further engagement.

Hydro One

We are in receipt of your Application for Subdivision, 39T-25508 dated 2025-10-29. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.

Upper Thames River Conservation Authority (UTRCA)

The property located at 1040, 1050, and 1070 Hamilton Road, London is not affected by any regulations made pursuant to Section 28 of the Conservation Authorities Act. The UTRCA has no objections to this application, and we have no Section 28 approval requirements.

Appendix F – Public Engagement

PUBLIC COMMENTS

C. Murphy

As 14 year residents of [REDACTED] which backs onto the rear of the former Fairmont Public School, we would like to voice our concerns about the proposed redevelopment plans.

While we were sad to see the school demolished we understand the need to redevelop and support subsidized housing.

However we have many deep concerns about plans presented at the public meeting in June and in the recent follow-up email from The City of London.

This is a far too ambitious plan which is far too dense for the given area.

We wonder why there is not a mix of single family and townhouse units with one or two low-rise apartment buildings.

Here are some of the main concerns that I know are shared by ourselves, neighbours and many others in the neighbourhood:

1/ Traffic on Hamilton Road - already atrocious during peak times of the day. It is not uncommon for westbound traffic to be backed up well beyond Fairmont Ave making entry onto Fairmont difficult. Not to mention the traffic snarls at Hale/Hamilton Road/Highbury. Cars going both directions competing to get into the turning lanes to access businesses on both sides of the street as well as trying to access Highbury south to the 401.

There will soon be additional traffic at Meadowlily once that housing project is completed. And that being directly across the street to the Fairmont site. I cannot imagine what a mess it will become.

I know there is a roundabout coming but it is unlikely to alleviate the problem?

There will also be much more pedestrian traffic and that should be concerning.

2/ Loss of old trees and parkland - There seems to be no concern about the lack of park area for kids (loss of tobogganing hill) and the general public. Also a lack of concern about destroying ancient trees that are part of what makes London "The Forest City".

A better plan for the park area would be the back north end of the school yard. A line of these beautiful trees could be integrated into a lovely shaded park and play area.

It would also retain enjoyment of the backyards of those near the back of Fairmont and Manitoulin Ave.

We had to laugh at the speaker at the June meeting who cited parks in the area. One being the Pottersburg Park, which happens to be a dog park!!

There is a lot of development going on in the east end of the city including the huge community being built on the site of the former psychiatric hospital, among several other smaller projects.

Surely there is no need to cram so much into the Fairmont School property.

Anyway, this how we are feeling.

We hope our comments will be passed on and used as a reflection of the feelings of many residents in the area.

Regards,

Mike and Connie Murphy

H. Skippen

H. Skippen contacted the Councillor's office via phone on or before Thursday, November 6th. They expressed being a resident on Fairmont Avenue for 50 years and have the following concerns regarding the proposed development:

- Increased traffic; and
- Increased density; leading to
- Increased congestion and disruption in the neighbourhood.

J. Millar

I am writing in response to the draft plan for the subdivision at 1040, 1050, and 1070 Hamilton Road.

I would like to state that I am not opposed to development on these lands. I understand that the area is within the city limits—an appropriate place to build rather than expanding into valuable farmland—and I recognize the need for more affordable housing.

However, my concern is the proposed **high-density design** in an area where infrastructure has long been neglected. The roadways remain single-lane, and the promised improvements to the Highbury Avenue and Hamilton Road intersection have not been fulfilled since 2017. Likewise, the much-needed roundabout at Hamilton Road and Gore Road has still not been constructed. These upgrades should be completed before additional housing is approved.

With a plan for approximately **450 new families**, along with the city's recent approval of **93 additional homes** on Meadowlilly Road North at Norlon Avenue, I must ask: Where will all the children go to school? The school that once served this community was torn down, and the two elementary schools in the Fairmont subdivision are already over capacity.

There is also the question of recreation. The YMCA is being demolished, and if part of the redevelopment becomes affordable housing, how will residents—especially those without vehicles—access the East Lions Community Centre?

I strongly feel the city must take a **proactive** rather than reactive approach. This includes:

- Fixing and widening the existing roadways
- Completing the long-promised improvements at Highbury Avenue and Hamilton Road
- Building the roundabout at Hamilton Road and Gore Road
- Building the desperately needed roundabout at Hamilton Road and Commissioners Road, where new housing, local businesses, heavy traffic, and a history of frequent accidents clearly justify the upgrade

In closing, I believe the existing infrastructure issues should be resolved **before** adding new developments that will only compound them.

Respectfully,
Janet Millar

D. Ridgway

With respect to the subject planning application could consideration be given to locating the municipal part in the northwest portion of the property rather than the northeast.

This would be much better for the properties that back onto the northwest section. To have 3-3.5 storey stacked townhomes directly behind the properties on Manitoulin would have direct vision into their homes and offer no privacy. To relocate the park area to the northeast it would minimize the effect on the properties bordering the location. Much of the northeast area is wooded with no direct homes bordering.

This suggestion would most likely be more palatable to the existing home owners both along Manitoulin Drive and Fairmont Ave that border the property.

D. Ridgway/J. Cunningham

M. Dunn

In regards to 1040-1070 Hamilton Road Development(s):

Numerous news story's via CTV London over the last year have presented London 'Low income' supportive housing situations where tenants have been found to have been habituating in unsanitary, excessive drug-paraphernalia, and bodily waste in plain view > (in these particular news features)

- * What safeguards will the city planners be enacting to address these concerns, which surrounding neighborhood property owners unanimously seem to have on Breton Park and Manitoulin.
- * How many units of 'Affordable Housing' are being created? The range proposed within the information sheets issued to local residents, is quite wide.
- * What % of all units across, all development are going to be 'Affordable Housing'
- * For how long will the portion of 'Affordable Housing Units' remain 'Affordable' as council currently defines. Is this a long term plan or temporary, to keep these units low-income
- * How many parking spaces will be created on the developments for residents therein. IF, the plan (who can say for sure atm) is for hundreds of people to live in the new developments can Hamilton road bus' handle all these residents who will need the bus for work/school etc. Hamilton Road is one lane in each direction currently.
- * Will tenant limits per unit, be capped, monitored and enforced? Currently, there is at least 1 home in the neighborhood with 10 (or more) people who live/perm. stay at residence(s). My layman understanding of maximum occupancy legality for landlords is " 1 person per 9 square meters" ? and a bed/cot for every person. Safe living conditions are critical for a vast array of reasoning imo Health wise, Fire wise etc. Will the city and or developer be putting safeguards in place to enforce residency caps per dwelling?
- * The strongest specific sentiment of frustration and concern with these proposed development(s) is the height of the buildings and density. 5-8 levels feels devastating to the skyline and aesthetic of the homes/home-owners who's backyard(s) will be enclosed by the new buildings. Is there a means to address any semblance of privacy for homes with a backyard, which appear on the 'Rendering plan' to be a potential 5-8 story wall of windows and brick staring directly down into my neighbors yards and windows
- * As can be seen, there are ample large and healthy trees bordering the former YMCA and Fairmont School properties. These 'Forest City' backyards on Manitoulin and other side street homes specifically, hope have the mature trees and hill with 3 Oaks in the mapped 'planned amendment' to remain as is, if possible. The hill with large trees, provide beauty and refuge from sweltering heat via the shade from the trees.

* The one detail in my efforts to research the city website and provincial building code(s) which evade me, is what is the maximum number of floors above ground for this Zone (Hamilton Road 1040-1070) ??

All of these queries are pertinent to surrounding home owners who pay for vehicle and home insurance(s) which are heavily affected by postal-code based statistics of crime. Please be diligent, thorough and uncompromising in ensuring it remains a safe place. Respect that we are worried about our home/property values. Frankly, who wouldn't be with the biggest investment/asset most people make in life. The current neighborhood property owners deserve nothing less than assured safety and security of life and property, Please get this right. Our friends and family well being is at risk.

Let the record be clear, we don't oppose development of the land as a whole. However, we feel strongly in opposition to the large size (height) and density of (upper range) of units and buildings. It's far too much for that property in such a neighborhood and space. Please advise us of any and all proposed changes as we weigh our full spectrum of options related to the proposed development

Regards,

M. Dunn and Family

E. Coupal

To The Above Noted Recipients

Input on Planning Application for 1040, 1050 &1070 Hamilton Road

Density: It was noted at the original meeting that there would be approx. 400 units of mixed residential crammed into the above noted area. In the 30 plus years that I have lived in the area there have been 7 subdivisions both large and small built to the east of the above noted property with one still under construction near Hamilton & Commissioners. There are 4 condo complexes built in the area east of this site with the 4th one of 92 units under construction south of Hamilton Road at the corner of Meadowlily and Norlon Ave. There have also been 3 apartment buildings built just east of the property as well. **There has been nothing designated for senior residential in these plans.** South of the river on Meadowlily there is another planned subdivision and **after 3 years** there is still only the model home on the site, It was also noted that This is too much density for a small area, plus an 8 story apartment building butting up against Hamilton Road would be an eyesore as there are no other building that high in the area or the surrounding area. Also residents that back onto the property would not be impressed with 3 story units looking into their backyards. The proposed density seems to be a bit much.

Current Infrastructure: It was noted at the original meeting that they would tie into the existing services in the area with no upgrades to the roadways or infrastructure to allow for more growth. **In this area there are a number of underground springs** and the area where they have proposed an 8 story building tends to flood when it is raining. There has been no significant upgrades in the area in over 30 years. And sinkholes have occurred in the area just south of this property. It was also noted that there would only be a turning lane to enter and exit the property. On a good day depending on the time it can take up to 10 minutes to be able to turn left onto Hamilton Road due to constant traffic. This area is also at the bottom of a hill which can make it sometimes hard to see traffic for turning. There was also nothing in the plan showing where there would be fire hydrants for such a development and would the proposed roadway in the property have significant space for emergency vehicles.

Roadways: Hamilton Road from Hale to Commissioners has only seen a patchwork of repairs over the last 30 years and potholes are notorious. This stretch of Hamilton Road is also the main corridor for emergency vehicles from Fire/Police & Ambulance at all hours of the day or night and has significantly increased in the last 3 years. The

roads south of this property are only tar & gravel and there are only 2 watermain heading south of the property towards where they are building the 92 unit townhouse complex. Hamilton Road has also seen a significant increase in Commercial and Transport Trucks using this stretch of roadway in the last 5 years.

With this application there will be an increase in school buses as the other public school in the area is at capacity. There was no discussion on how public services such as garbage pickup etc. would be handled for this site. It was also noted that each unit would have **.5 parking spaces** which means anyone visiting the area would have to park along Hamilton Road as there is no visitor allotment in the plan.

I hope you take a good look into the area before final plans are made.

Regards

E. Coupal

and the neighbours of Meadowlily