



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Planning Division

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	August 11, 2015
SUBJECT/REPORT NO:	Application for Amendment to the Urban Hamilton Official Plan (UHOP) and Hamilton Zoning By-law No. 05-200 for Land Located at 630 Rymal Road East (Hamilton) (PED15091) (Ward 7)
WARD AFFECTED:	Ward 7
PREPARED BY:	Robert Clackett Planner (905) 546-2424 Ext. 7856 Steve Robichaud Director of Planning and Chief Planner
SUBMITTED BY:	Jason Thorne General Manager Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

- (a) That approval be given to **Urban Hamilton Official Plan Amendment Application UHOPA-14-016, by Shermal Development Inc., Owner,** for a change in designation from “Neighbourhoods” to “Institutional” in order to facilitate the development of a proposed secondary school on a portion of the lands located at 630 Rymal Road East (Hamilton), as shown on Appendix “A” to Report PED15091, on the following basis:
- (i) That the draft Official Plan Amendment (OPA), attached as Appendix “B” to Report PED15091, be adopted by City Council.
- (b) That approval be given to **Zoning By-law Amendment Application ZAC-14-033 by Shermal Developments Inc., Owner,** to remove the subject lands zoned “C” (Urban Protected Residential, etc.) District and “R-4” (Small Lot Single Family Dwelling) District in the City of Hamilton Zoning By-law No. 6593 and add the subject lands to the Hamilton Zoning By-law 05-200 and zone the lands as Community Institutional, Holding (I2, H57, H59) Zone for a portion of the lands

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known as 630 Rymal Road East as shown on Appendix “A” to Report PED15091, on the following basis:

- (i) That the draft By-law, attached as Appendix “C” to Report PED15091, which has been prepared in a form satisfactory to the City Solicitor, be enacted by Council; and,
 - (ii) That the proposed change in zoning is in conformity with the Urban Hamilton Official Plan upon finalization of Official Plan Amendment No. __.
- (c) That the Chappel East Neighbourhood Plan be amended by modifying the road network and redesignating the subject lands from “Single and Double” to “Civic and Institutional” upon finalization of the Official Plan and Zoning By-law Amendments as shown on Appendix “A” to Report PED15091.

EXECUTIVE SUMMARY

The purpose of the Official Plan Amendment application is to amend the Urban Hamilton Official Plan (UHOP) on a portion of the lands municipally known as 630 Rymal Road East from the “Neighbourhoods” designation to the “Institutional” designation in order to permit the development of a secondary school.

The purpose of the Zoning By-law Amendment application is to remove the subject lands zoned “C” (Urban Protected Residential, etc.) District and “R-4” (Small Lot Single Family Dwelling) District from the City of Hamilton Zoning By-law No. 6593 and add the subject lands to the Hamilton Zoning By-law 05-200 and zone as Community Institutional, Holding (I2, H57, H59) Zone to permit the development of a public secondary school.

It is noted that the subject lands will be placed in a Holding Zone (see Appendix “C”) until such time that the following has been demonstrated: that there are adequate stormwater management calculations; grading, servicing and sediment and erosion control objectives and constraints have been addressed; adequate drainage features have been provided onsite; traffic concerns have been mitigated; noise levels related to the proposed stadium have been assessed; and, once services are available for water and sanitary sewer connections to occur.

The proposal has merit and can be supported as it is consistent with the Provincial Policy Statement (PPS) and conforms to the Growth Plan for the Greater Golden Horseshoe. The proposal will allow for an efficient use of land by permitting the development of an institutional use which will serve the surrounding community.

Alternatives for Consideration – See Page 29

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: As required by the *Planning Act*, Council shall hold at least one Public Meeting to consider an application for an Amendment to the Official Plan and Zoning By-law.

HISTORICAL BACKGROUND

Proposal:

The subject property, municipally known as 630 Rymal Road East (Hamilton) is located west of Miles Road, at the intersection of Upper Sherman Avenue and Rymal Road East (see Location Map attached as Appendix “A”). The subject lands form part of a larger parcel of land and the proposed school will front onto the future southerly extension of Upper Sherman Avenue. The subject lands are currently vacant and are approximately 12 ha (30 ac) in lot area with 33 m (108 ft) of frontage along Rymal Road East, of which 8.4 ha are proposed to be rezoned to allow for the future secondary school.

The proposal is for a three-storey secondary school and two-storey gymnasium for the Hamilton-Wentworth District School Board (HWDSB). The site will also contain: a large private storm water management pond along the north side of the property; a soccer pitch and running track with stadium seating on two sides of the soccer pitch for approximately 600 people; a field house; and, parking for 405 vehicles to accommodate the proposed school, and potential expansion as well as seating for the stadium. There is also enough space on site for a 2,790 sq m (30,000 sq ft) future expansion, if needed.

In order to construct the school, the HWDSB will need to acquire from the City of Hamilton the property located at 662 Rymal Road East. This parcel will be used to complete the Upper Sherman Avenue extension. The HWDSB will be working with the adjacent land owners to provide for the extension of Upper Sherman Avenue.

Chronology:

January 7, 2014: Formal Consultation requirement waived.

September 24, 2014: Applications for UHOP Amendment (UHOPA-14-016) and Zoning By-law Amendment (ZAC-14-033) received with required studies and reports.

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November 7, 2014: Applications deemed to be complete.

November 7, 2014: Applications circulated to the relevant departments and agencies.

November 14, 2014: Notice of Complete Application and Preliminary Circulation mailed to 227 property owners within 120 m of the subject lands.

November 22, 2014: Public Notice Sign posted on the subject lands.

July 15, 2015: Public Notice Sign updated with Public Meeting date.

July 24, 2015: Circulation of Notice of Public Meeting to all landowners within 120 m of the subject lands.

Details of Submitted Application:

Location: 630 Rymal Road East, Hamilton

Owner / Applicant: Shermal Developments Inc. (Owner)
Hamilton Wentworth District School Board (HWDSB) (Applicant)

Agent: GSP Group Inc.

Property Description: Lot Frontage: 33.0 m
Lot Depth: 567.3 m
Total Lot Area: 12 ha (Entire Property)
8.4 ha (School Site)

EXISTING LAND USE AND ZONING

	<u>Existing Land Use</u>	<u>Existing Zoning</u>
<u>Subject Lands:</u>	Vacant	“C” (Urban Protected Residential, etc.) District “R-4” (Small Lot Single Family Dwelling) District “RT-20” (Townhouse-Maisonette) District (additional lands of the

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owner but not subject to the application)

Surrounding Lands:

North	Street Townhouse Dwellings	“RT-30/S-1623” (Street - Townhouse) District, Modified
	Automotive Service Centre	“AA” (Agricultural District) District
East	Vacant (Woodlot)	“AA” (Agricultural District) District
	Vacant (Woodlot), and Agricultural Land	“C” (Urban Protected Residential, etc.) District
South	Agricultural Land, Hydro Corridor	General Agricultural “A1” Zone
West	Agricultural Land	“AA” (Agricultural District) District
	Single Detached Dwellings	“C” (Urban Protected Residential, etc.) District

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Provincial Policy Statement, 2014

The applications have been reviewed with respect to the PPS policies and found that they contribute to the development of healthy, liveable, and safe communities as required by Policy 1.1.1.

Furthermore, the applications are consistent with Policy 1.1.1.b) and g):

- “1.1.1 Healthy, livable and safe communities are sustained by:
- b) Accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs;
 - g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.”

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The future secondary school will assist in the provision of an institutional use in a residential area which will serve the long term needs of the municipality.

Policy 1.1.3.1 requires that growth be focused within Settlement areas which include lands which have been designated in an Official Plan for development over the long term planning horizon. Furthermore, Policy 1.1.3.2 provides:

“1.1.3.2 Land use patterns within settlement areas shall be based on:

a) densities and a mix of land uses which:

1. effectively use land and resources;
2. are appropriate for, and effectively use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.”

The subject lands are located within a Settlement Area which has been designated in the UHOP for development and provides appropriate public service infrastructure for current and future developments in the City. As such, the proposal is consistent with Policies 1.1.3.1 and 1.1.3.2.

Policy 2.6.2 outlines that:

“2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.”

The subject lands have been determined to be located within an area of archaeological potential and a Stage 1 - 2 Archaeological Assessment was required.

As part of the previously approved applications for residential uses, the applicant submitted an archaeological assessment (P038-305-2008) to the Ministry of Tourism, Culture, and Sport. The Ministry confirmed that the matter of Provincial interest was addressed in a letter dated December 22, 2008.

Based on the foregoing, the applications are consistent with the policies of the PPS.

Growth Plan for the Greater Golden Horseshoe (Places to Grow)

Section 1.2.2 of the *Growth Plan for the Greater Golden Horseshoe, 2006* provides guiding principles to achieve the vision of the Growth Plan. These guiding principles seek to “build compact, vibrant and complete communities”. Furthermore, Policy 2.2.2.1 outlines how population and employment growth will be accommodated. Specifically,

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Policy 2.2.2.1 h) encourages cities and towns to develop as complete communities with a range and mix of land uses, employment opportunities and housing types, high quality public open spaces and easy access to local stores and services.

The applications will contribute to a complete community through the provision of a secondary school in a residential area.

As such, the proposal conforms to the policies of the Growth Plan for the Greater Golden Horseshoe.

Urban Hamilton Official Plan

The subject lands are identified as “Secondary Corridor” and “Neighbourhoods” on Schedule “E” – Urban Structure and designated as “Neighbourhoods” on Schedule “E-1” – Urban Land Use Designations in the UHOP. The following policies, amongst others, are applicable.

Neighbourhoods Designation

The Neighbourhoods designation are areas where people live, learn, play and socialize on a daily basis.

Policy E.3.2.3(c) permits local community facilities / services to locate on lands within the Neighbourhoods designation. The UHOP’s definition of community facilities includes schools. However, Policy E.3.2.5 of the UHOP sets the following area restriction:

“E.3.2.5 Individual supporting uses in the Neighbourhoods designation shall be no greater than 4 hectares in size.”

The subject property is 12 ha in size, while the school site within the subject property is 8.4 ha in size. As such, an amendment to the UHOP is required to allow the institutional use on a property that is larger than 4 ha in size. The applicant is requesting an Institutional designation to accommodate the future secondary school.

Institutional Designation

The applicant has requested that the subject lands be designated as Institutional in the UHOP. As such, the following policies, amongst others, apply:

“E.6.2.1 The Institutional designation applies to lands greater than 4 hectares in size designated Institutional on Schedule E-1 - Urban Land Use Designations. Lands used for institutional purposes less than 4 hectares shall be permitted within the Neighbourhoods designation subject to the provisions of this Plan; and,

- E.6.2.2 The following uses shall be permitted on lands designated Institutional on Schedule E-1 – Urban Land Use Designations:
- a) educational facilities, except commercial schools.”

As the school site is 8.4 ha in size the applicant is seeking a redesignation of the site to Institutional. Educational facilities (i.e. schools) are permitted uses in the Institutional designation.

When considering new institutional uses, there are specific criteria in the UHOP that need to be considered:

- “E.6.1.3 Ensure the integration and harmonious relationship between institutional areas and adjacent land use designations, particularly from a transportation and urban design perspective;

E.6.3.1 When considering development proposals for new institutional uses or expansions to existing institutional uses within existing Institutional designations, the following criteria shall be evaluated:

- a) availability of sufficient off-street parking to meet projected demand, to minimize spill-over parking on adjacent local streets;
- b) provision of adequate and appropriate landscaping and buffering to effectively screen parking, loading and service areas from adjacent residential uses;
- c) the scale of the proposed institutional use and its compatibility with the character of established development in the surrounding area;
- d) the capability of the site for providing convenient access to public transit with all buildings located within a reasonable walking distance; and,
- e) use of underground parking or parking structures.”

Compatibility

The proposed three-storey school and service areas will be designed to respect and integrate with the height, scale and character of neighbouring existing and future planned development. With respect to height and scale of the school building, while the existing residential development to the west is comprised of two-storey single detached dwellings, they are setback in excess of 125 m from the proposed school building envelope. This separation distance, combined with landscaping along the western property boundary will ensure the appropriate integration of the new school use into the

existing neighbourhood as there will be a high level of privacy provided due to the setbacks, also resulting in no overlook.

The parking area is situated in an area that has a minimal impact on the surrounding area as it is bordered by the hydro corridor on the south and west sides. As such, it is compatible with the existing uses.

With respect to future residential development on the north side of Wagner Drive, the proposed stormwater management pond and associated landscaping provides an appropriate spatial transition in use and visual separation between the two uses. The future residential development fronting the east side of the Upper Sherman Avenue extension is currently draft plan approved and zoned for single detached dwellings. Here again, a 38 m front yard setback from Upper Sherman Avenue, combined with appropriate landscaping will contribute to the compatible integration of this new high school facility into the neighbourhood. Overall, the proposed three-storey school will be compatible with both existing and future proposed residential development.

At the time of writing this report, the HWDSB did not have specific details related to how and when the service areas would be used. The HWDSB was also unsure of the audio (i.e. P.A. system) components that would be used for the proposed service areas. As such, an “H” Holding Provision will be required for the stadium component of the proposal in order to determine impact of the audio components of the track on the abutting residential area and establish appropriate mitigation measures for such impacts. In order for the “H” Holding Provision to be lifted, a comparative analysis of other track audio systems will be necessary to determine what a reasonable noise level will be and how it can be achieved.

Implementation of any appropriate noise mitigation measures and lighting of the site will be addressed through the detailed design stage of development through the Site Plan Control process through the evaluation of the required noise study and a detailed lighting plan.

In addition, Planning staff have had discussions with HWDSB who have advised that they would be willing to discuss mitigation and design concepts with the City and work in conjunction with the City and the 12 neighbours who abut the soccer pitch and track to review mitigation measures that could be used to minimize any noise and lighting impacts.

Off-Street Parking

As per the parking requirements of Hamilton Zoning By-law 05-200, a minimum of three parking spots are required per classroom; and a minimum of one spot is required for every seven seats of the stadium. A total of 69 classrooms have been proposed (includes any future expansion to the school) and two sections of stadium seating have

also been proposed (300 seats for each section); as such, a minimum of 293 parking spaces are required. Based on the concept plan (Appendix “E”), there are a total of 405 parking spaces proposed for this site, which also accounts for future expansion, as such, sufficient off-street parking will be provided to meet projected demand, ensuring no spill-over parking onto adjacent local streets will occur.

Landscaping and Buffering

The proposed parking area is located along the southern boundary of the site abutting hydro corridors to the south and west. Appropriate landscaping and buffering will be provided in accordance with the requirements of Hamilton Zoning By-law 05-200, which requires a visual barrier for a parking lot situated on a lot which abuts a Residential Zone. The only location which requires a visual barrier is on the western property line as the area is zoned “C” (Urban Protected Residential, etc.) District. A visual barrier can consist of the following: a wall, fence; a continuous planting of suitable trees or shrubs, earth berms; or, any combination of these. In order to ensure appropriate landscaping and buffering, staff will require enhanced landscaping to ensure screening of the parking areas and a noise study for the track / stadium seating.

Again, at the time in which this report was drafted, the HWDSB did not have specific details related to how and when the service areas would be used. As it relates to noise and lighting levels, it is important to note that all of these issues will be addressed through the detailed design stage of development through implementation of the results of the noise study and through a Landscape Plan at the Site Plan Control process. Planning staff have had discussions with HWDSB who have advised that they would be willing to discuss mitigation and design concepts with the City and the 12 neighbours who abut the soccer pitch and track.

Access to the Site

The Hamilton Street Railway (HSR) currently offers a bus route (24 – Upper Sherman Avenue) along Rymal Road and Upper Sherman Avenue, which is in proximity to the site. The closest bus stops are located approximately 225 m from the proposed school which is considered within a reasonable walking distance.

Sidewalks are currently absent along the north side of Rymal Road East between Upper Sherman Avenue and Sulmona Drive, and along the south side of Rymal Road East between Arrowhead Drive and Sulmona Drive. In an Information Report from Public Works staff (PW15056), it was noted that the placement of sidewalks in these areas remains challenging due to the existing grades, poor drainage, and property limitations. However, it was also noted that there are safety concerns related to the lack of sidewalks and that the construction of sidewalks in this area would allow for a safer pedestrian environment. Furthermore, Public Works staff stated that the construction of sidewalks between Upper Sherman Avenue and Eva Street / Miles Road on the north

side of Rymal Road East and between Eva Street / Miles Road and Sulmona Drive appears to be achievable which will therefore create a continuity of pedestrian facilities between Upper Wentworth Street and Upper Gage Avenue. The construction of these sidewalks, as well as the coordination of utilities, as well as engineering of the area will proceed in 2016 with the proposed works to be coordinated with the Upper Sherman Avenue urbanization. This will create a cost effective delivery of municipal assets and improved service levels for the area. The construction of the sidewalks and street lights along the Upper Sherman Avenue extension in front of the school, any potential sidewalks along Wagner Drive, and the upgrading of the signalized intersection at Rymal Road East and Upper Sherman Avenue will be implemented through the external works agreement that is part of the "H" Holding Provision and will be constructed before the school opens.

Archaeology

Policy B.3.4.2.1 g) states:

"B.3.4.2.1 g) Ensure the conservation and protection of cultural heritage resources in planning and development matters subject to the *Planning Act* either through appropriate planning and design measures or as conditions of development approvals."

Furthermore, Policy B.3.4.4.2 states that:

"B.3.4.4.2 In areas of archaeological potential identified on Appendix F-4 – Archaeological Potential, an archaeological assessment shall be required and submitted prior to or at the time of application submission for the following planning matters under the Planning Act:

- b) zoning by-law amendments unless the development proposed in the application in question or other applications on the same property does not involve any site alteration or soil disturbance".

As this is a greenfield development, and has been determined to be located within an area of archaeological potential a Stage 1 - 2 Archaeological Assessment was required. As part of previously approved applications, the applicant submitted an archaeological assessment (P038-305-2008) to the Ministry of Tourism, Culture, and Sport. The Ministry confirmed that the matter of Provincial interest was addressed in a letter dated December 22, 2008.

Urban Design

The UHOP contains specific policies related to Urban Design, which is directly concerned with shaping the physical form of the urban areas of the City and plays a vital role in upgrading and maintaining the City’s civic image, economic potential, and quality of life. The following urban design policies, amongst others, are applicable:

- “B.3.3.2.5 Places that are safe, accessible, connected and easy to navigate shall be created by using the following design applications, where appropriate:
- a) connecting buildings and spaces through an efficient, intuitive, and safe network of streets, roads, alleys, lanes, sidewalks, and pathways;
 - b) providing connections and access to all buildings and places for all users, regardless of age and physical ability;
 - d) integrating conveniently located public transit and cycling infrastructure with existing and new development.”

The proposed school site incorporates design features which promote a safe, accessible, connected and easy to navigate development. Sidewalks are proposed along the Upper Sherman Avenue extension as well as Wagner Drive and will connect directly to internal pathways leading to the building entrances. These entrances will be barrier-free and fully accessible. There is currently a Hamilton Street Railway (HSR) transit stop at Rymal Road East and Upper Sherman Avenue, which is located directly north of the site. Also, cycling infrastructure will be provided onsite enabling alternative modes of transportation.

Policy B.3.3.2.6 of the UHOP speaks to enhancing the character of the existing environment:

- “B.3.3.2.6 Where it has been determined through the policies of this Plan that compatibility with the surrounding areas is desirable, new development and redevelopment should enhance the character of the existing environment by:
- a) complementing and animating existing surroundings through building design and placement as well as through placement of pedestrian amenities.”

The proposed development will enhance the character of the existing environment and animate the streetscape by providing connectivity to existing transit routes that already service the site; sidewalks that will connect the subject lands to the surrounding

communities; and bicycle infrastructure, such as bicycle lanes and paths as well as bicycle parking that will encourage alternative modes of transportation.

“B.3.3.2.9 Urban design plays a significant role in the physical and mental health of our citizens. Community health and well-being shall be enhanced and supported through the following actions, where appropriate:

- a) creating high quality, safe streetscapes, parks, and open spaces that encourage physical activity and active transportation;
- b) ensuring an equitable distribution of accessible and stimulating amenity areas, including the development of places for passive and active recreation and use; and,
- c) encouraging development of complete and compact communities or neighbourhoods that contain a variety of land uses, transportation, recreational, and open space uses.”

The site is large enough to accommodate a sufficient amenity area which will be used for recreational uses. The sports field, which is part of the proposal, will allow for passive and active recreational activities to be facilitated. This development will include connectivity to bicycle paths, access to transit routes and access to sidewalks servicing the site and the surrounding community. The development of the proposed secondary school will contribute to the development of a complete community through the addition of a significant institutional use which will serve the greater community.

Built Form

“B.3.3.3.2 New development shall be designed to minimize impact on neighbouring buildings and public spaces by:

- a) creating transitions in scale to neighbouring buildings;
- b) ensuring adequate privacy and sunlight to neighbouring properties; and,
- c) minimizing the impacts of shadows and wind conditions.”

Transitions in scale are demonstrated as the three-storey school will be designed to respect and integrate with the height, scale and character of neighbouring development, which currently consists of two-storey single detached dwellings. Furthermore, the location of the three-storey school provides horizontal separation and transition from the existing and future development to the north, east and west, and the open spaces to the south and west that are associated with the hydro corridor.

The proposed school with its north / south orientation maintains access to sunlight to surrounding streets, sidewalks, private spaces, and neighbouring properties. As such, there are no negative sun / shadow impacts caused by the proposed three-storey building or any existing or planned development surrounding the site. Privacy and adequate sunlight to the rear yard amenity spaces associated with the residential dwellings fronting Turquoise Drive is maintained through spatial separation between the two uses and the provision of landscaping.

The three-storey scale and massing of the building will not result in any negative impacts with respect to shadows and wind conditions, as there is sufficient separation between neighbouring properties and the proposed development. Also, sun / shadow impacts are not typically an issue with low rise development (i.e. buildings that range from one to five storeys in height). This is due to the fact that the height, size, and arrangement of such buildings do not present significant shadow castings that will adversely impact the street and / or any one property during daylight hours. This is particularly the case when there is a 126.0 m setback to the westerly side lot line; a 69.0 m setback to the front lot line abutting Wagner Drive; a 38.0 m setback to the side lot line abutting Upper Sherman Avenue; and a setback greater than 100.0 m to the rear (south) lot line.

“B.3.3.3.3 New development shall be massed to respect existing and planned street proportions.”

The school will be located along the Upper Sherman Avenue extension and will be set back significantly from existing development along Turquoise Drive and Wagner Drive. Finally, the proposed school will be setback approximately 35 m from Upper Sherman Avenue and is in excess of 55 m from the future residential development fronting the east side of Upper Sherman Avenue. This will ensure that the building massing will respect the existing and planned street proportion of Upper Sherman Avenue as a collector road.

“B.3.3.3.5 Built form shall create comfortable pedestrian environments by:

- a) locating principal façades and primary building entrances parallel to and as close to the street as possible;
- b) including ample glazing on ground floors to create visibility to and from the public sidewalk;
- c) including a quality landscape edge along frontages where buildings are set back from the street; and,
- d) locating surface parking to the sides or rear of sites or buildings, where appropriate.”

The concept plan indicates that all principal façades and primary building entrances are located as close to the Upper Sherman Avenue extension as possible (see Appendix “E”). While the side yard setback, abutting the Upper Sherman extension is 38 m, this area provides a minimal amount of visitor and accessible parking spaces and sufficient landscaping between the school and the property line.

While the details of the proposed school have not been finalized, the amount of glazing will be determined and reviewed at the Site Plan Control stage in order to create visibility to and from the public sidewalk along Upper Sherman Avenue.

A quality landscaped edge will be provided along the Upper Sherman Avenue and Wagner Drive frontages and along the edge of the private stormwater management pond.

The location of the principal parking is considered to be appropriate as it is located beside and south of the building and surrounded by the Hydro Corridor to the south and west. The corridor will act as a buffer between the parking lot and abutting uses.

Chappel East Neighbourhood Plan

The Chappel East Neighbourhood Plan identifies the school site as “Single and Double” Residential with an extensive road network as outlined in Appendix “D”. As the proposed use is institutional in nature with no corresponding road network, it does not conform to the Neighbourhood Plan Designation and an amendment is required.

Policy F.1.2.8 of the UHOP notes:

“F.1.2.8 Any amendment to the Neighbourhood Plan must be evaluated using the provisions of Policies F.1.1.3 and F.1.1.4 and shall require a formal Council decision to enact the amendment.”

Policy F.1.1.3 indicates:

“F.1.1.3 Amendments to this Plan, including secondary plans, shall be required to create, modify or expand land use designations and policies which do not comply with this Plan.”

The proposed development will assist in making the area surrounding the subject lands a complete community as it will provide a major institutional use for the neighbourhood as lands have been identified as “Commercial” and “Attached Housing” surrounding the subject lands within the Neighbourhood Plan. As discussed previously in this Report, the subject lands are also in an appropriate location within the neighbourhood for an institutional use as they meet the UHOP’s locational criteria. Therefore, the change in use from “Single and Double” Residential to “Institutional” can be supported.

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As per Appendix “D”, an amendment to the Neighbourhood Plan mapping will be required for the change to the road network within the Neighbourhood Plan. Currently, the road network in the Neighbourhood Plan shows connections to the subdivisions to the west from Vineburg Avenue and Wagner Drive. While these two roads are proposed to connect to the Upper Sherman Avenue extension, the roads also terminate in a combination of three cul-de-sacs throughout the subject lands in the Neighbourhood Plan. The revised road network will facilitate the extension of Upper Sherman Avenue which will terminate in a cul-de-sac abutting the Hydro Corridor. On the east side of the planned extension of Upper Sherman Avenue there will be low density residential development. The subject lands will be connected to the residential development to the west via Wagner Drive. Planning staff feel that the removal of the southerly connection between Turquoise Drive and the Upper Sherman Avenue extension will not result in any traffic flow issues as the subject lands will no longer be used for their originally intended residential purposes, thereby resulting in a reduction in traffic demand which can sufficiently be addressed by the extension of Wagner Drive.

Furthermore, the existing Neighbourhood only has one school site identified. This particular site is an elementary school. The proposed secondary school will assist in completing the community through the provision of a school in which the elementary school students can carry on their education within the same community.

As per the foregoing information, staff are supportive of the amendment to the Neighbourhood Plan.

City of Hamilton Zoning By-law No. 6593

The subject lands for the proposed school are currently zoned “C” (Urban Protected Residential, etc.) District, and “R-4” (Small Lot Single Family Dwelling) District in the City of Hamilton Zoning By-law No. 6593. The “C” District permits single detached dwellings on lots with a minimum frontage of 12 m, a foster home, a residential care facility and a retirement home for up to six residents. Also, the “C” District permits certain uses not restricted, or a school and a range of other institutional uses including, amongst others: a library, art gallery, museum, and community centre. The “R-4” District permits single and semi detached dwellings as well as a residential care facility, foster home and retirement home. The only permitted institutional use is a day nursery.

The effect of this Zoning By-law Amendment will be to allow for the development of a secondary school which will require an amendment to rezone the subject lands to the Community Institutional (I2) Zone in Hamilton Zoning By-law 05-200. The additional unused lands zoned “RT-20” (Townhouse-Maisonette) District will remain as they are not needed for the school and can be developed for townhouse dwelling units at a future point in time.

RELEVANT CONSULTATION

The following Departments / Agencies had no comments or objections:

- Recreation Planning Division, Community and Emergency Services Department.

The Hamilton Conservation Authority (HCA) noted that they had previously reviewed the subject lands in conjunction with the Draft Approved residential subdivision, Shermal Estates (25T-94005) which anticipated a future extension of Upper Sherman Avenue from Rymal Road East to the southerly property limits at the hydro corridor. According to the Functional Servicing Report prepared by AECOM dated September, 2014 on behalf of the applicant, the proposed development includes the construction of a 0.61 ha stormwater management pond across the top (north end) of the site; a 23,000 sq m three-storey secondary school within the easterly half of the site; a sports field and track behind the school along the west side; a parking lot for 405 vehicles along the south side of the site; as well as the construction of the Upper Sherman Avenue extension commencing at Rymal Road East and ending at the southerly limit of the lot to provide access to the school site and new sanitary sewer installed within the road alignment providing sanitary service to the school building.

The HCA notes that while the subject property was previously traversed by several headwater tributaries of West Hannon Creek, these watercourses have since been altered due to farming practices and are now recognized by HCA staff as overland drainage features rather than regulated watercourses. However, as these drainage features still supply intermittent flow to the downstream watercourse and woodlot located on the Miles Estates Addition property (Draft Plan of Subdivision 25T-200810), the HCA will require that pre-development base flows be maintained. In addition, the stormwater management design for the proposed development must comply with the stormwater management requirements outlined in the Preliminary Drainage and Stormwater Management Servicing Report that was prepared by AECOM dated April 2013 in conjunction with the Hannon Creek West Tributary Master Servicing Study, whereby stormwater quantity control, Enhanced (Level 1) quality control and the implementation of sediment and erosion control measures are required. In this regard, the HCA will require the submission of a revised Functional Servicing Report and / or full Stormwater Management Report with supporting drawings, prepared by a qualified professional engineer that includes the following:

1. Detailed information about the internal and external drainage areas, major and minor flow outlet, and the site stormwater management system connection to the existing and / or proposed downstream drainage system;
2. The stormwater management pond calculations must demonstrate that an appropriate drawdown time is available with the facility;

3. Grading, servicing and sediment and erosion control objectives and constraints should be discussed and illustrated on the following drawings:
 - a) A Site Grading Plan demonstrating how the proposed works will blend with the adjacent areas and delineate the limits of disturbance;
 - b) A Site Servicing Plan must illustrate the proposed storm water network and facilities and the connection to the downstream system and provide information about the minor / major flow outlets and overland flow routes; and,
 - c) An Erosion and Sediment Control Plan should focus on any erosion and sediment control works preventing adverse sedimentation of the adjacent lands. Note that HCA staff supports sedimentation control for all catch basins in the form of silt sacks and the silt fencing as per “OSPD 219.130”. In addition, the Erosion and Sediment Control Guideline for Urban Construction, MNR, 2006 must be referred for appropriate vehicular traction control at the construction.

Finally, the HCA notes that a portion of the proposed Upper Sherman Avenue extension and the sewer installation, abutting No. 668 Rymal Road East, is located within an area affected by HCA’s *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation 161/06 under Ontario Regulation 97/04*, due to the proximity of the watercourse that traverses the Miles Estates Addition lands to the east. As such, a permit from HCA will be required for any new development, including construction and / or grading activities within the regulated area.

The City’s Development Engineering staff as well as the Hamilton Conservation Authority has requested that the above servicing issues be dealt with through the conditions of the “H” Holding Provision to ensure that adequate servicing can be provided for the site. This will be achieved through the provision of appropriate servicing reports, namely a Functional Servicing Report and Stormwater Management Report. A Holding Provision has been included in the implementing Zoning By-law Amendment, attached as Appendix “C”, to address these concerns.

Planning staff note that site grading plans, site servicing plans, and erosion and sediment control plans will be addressed at the Site Plan Control stage of development as these are standard conditions of site plan approval.

The Hamilton Street Railway (HSR) stated that they currently operate the Route No.24 - Upper Sherman Avenue and Route No.44 - Rymal Road buses which service the subject lands with no planned changes in service. Street orientation and pedestrian entrances are important aspects of access to transportation and as such, direct, short walking distances between dwellings and transit service are preferable. The HSR

supports the inclusion of walkways and sufficient lighting, which are seen as high quality pedestrian amenities. Finally, the HSR indicated that the design of parking spaces from the required 293 standard parking spaces and four barrier free spaces to the proposed 405 parking spaces is not transit supportive.

Pedestrian entrances, walkways, and lighting will be addressed at the Site Plan Control stage of development. Planning staff advise that the provision of 405 parking spaces takes into consideration a potential for future expansion of the school.

Hamilton Municipal Parking Services (HMPS), Planning and Economic Development Department noted that they have no concerns with the proposal, as long as it does not preclude the applicant from providing all required parking onsite. Furthermore, all parking spaces must be sized appropriately, without encumbrances, to ensure they can comfortably be used for parking a vehicle.

The Chronic Disease Prevention Section, Healthy Living Division, Public Health Services Department said that the site design for the proposed school site has many aspects that encourage walking, cycling, and transit use. Making it easier to choose active and sustainable school transportation (ASST) has a positive influence on physical activity, safety, and air quality, and ultimately positive health and quality of life. Also, research indicates that there is a link between the built environment and individual and population health; walking to school is a universal form of transportation and physical activity; promoting and improving the convenience of walking, cycling, and public transport and limiting the availability of workplace car parking increases the likelihood of the uptake and maintenance of active commuting; and, schools designed for walking and cycling to and from school have measurably better outdoor air quality.

With respect to parking, they state, that the school site design provides 405 parking spots, which reinforces car dependency thereby increasing sedentary time, reducing safety, and diminishing the environment. They suggest that a maximum number of parking spots (i.e. 293 the minimum number required) is set; also that the design considers stacked parking or underground parking to minimize the amount of paved surface area; the use of permeable surface material; and the consideration of implementing Transportation Demand Management strategies including but not limited to: incentives for carpooling - premium parking spaces for carpool vehicles; transit information and reduced transit pass; and a use of the Smart Commute program.

This site will be serviced by two HSR routes: Route No.24 - Upper Sherman Avenue and Route No.44 - Rymal along Rymal Road and Upper Sherman Avenue. Also, pedestrian and bicycle paths will be established onsite to connect the subject lands to neighbouring developments. Also, the Upper Sherman extension will be built with sidewalks on both sides of the road as well as bicycle lanes. There will also be bicycle parking as well as carpool drop off lots onsite.

The Public Health Services Department has also asked that the HWDSB work with the City to develop a School Travel Plan that enhances opportunities and addresses challenges to Active and Sustainable School Transportation (ASST) through research and data collection. This would include: map walking, cycling, and transit routes; raising the awareness and provision of education about alternative transportation choices; and the provision of onsite signage, and an ask for city signage that supports a safer pedestrian / cyclist environment, including: parking lot directional flow signage; reduced speed limit and flashing 40 km / hour signage; and, school zone signage.

Finally, with respect to landscaping, the Public Health Services Department has requested that the design of the development consider planting fruit-bearing trees and shrubbery (i.e., vegetation that could be harvested as part of a community garden initiative); as well as the consideration of planting more trees on the west side of the sports field to provide UVR protection, cooling, and a wind-break.

Planning staff advise that Transportation Demand Management (TDM) components will be addressed at the Site Plan Control stage of development, as will the necessary signage, and the landscaping considerations.

Forestry and Horticulture Section, Public Works Department advised that there are no municipal tree assets of significance located on the road allowance of the proposed site and therefore a Tree Management Plan will not be required. They did however request the completion of a Landscape Planting Plan to be prepared and signed by a certified Landscape Architect. This Plan will have to be submitted for review by the Forestry and Horticulture Section of the City's Public Works Department.

Planning Staff note that landscaping of the site will be addressed at the Site Plan Control stage.

Transportation Planning, Strategic Planning Division, Public Works Department noted that a future road widening for Rymal Road will be required to allow for a total right-of-way width of 36.576 m. The road right-of-way dimensions will be addressed through a future real estate transaction between the City and the applicant, as well as a future severance application. To achieve this, the applicant is proposing to acquire, from the City of Hamilton, the property located at 662 Rymal Road East. This parcel will be used to complete the Upper Sherman Avenue extension with a portion of the subject lands.

Transportation Planning staff have also stated that the City of Hamilton has approved the Hamilton Pedestrian Mobility Plan and the proposal needs to consider the needs of pedestrians with disabilities as well as built environmental standards. Sidewalks along both sides of the right-of-way and through the site are required to be 1.5 m wide. The proposal should consider the provision of trees in the boulevard.

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The Upper Sherman extension will be built with sidewalks on both sides of the road as well as bicycle lanes; this will be addressed through the external works agreement required in the “H” Holding Provision. There will also be bicycle parking as well as carpool drop off lots onsite.

In addition, Traffic staff requested the completion of a Transportation Demand Management Options Report; this report will be a requirement of Site Plan Approval.

Landscape Architectural Services, Strategic Planning Division, Public Works Department advised that they will request cash-in-lieu of parkland. This transaction will occur at the Building Permit stage.

Mobility Programs and Special Projects, Strategic Planning Division, Public Works Department noted that the development is along the S-line which is a future Rapid Transit project detailed in the Metrolinx Regional Transportation Plan. As the subject lands are located adjacent to the proposed S-line rapid transit corridor, the development should contribute to a positive pedestrian environment and be consistent with the urban design policies detailed in the UHOP.

They also advise that the proposed development proposal should follow the approved Transit Oriented Development (TOD) guidelines, given the location, additional uses and / or increased density would be beneficial, especially given the proximity to the Rapid Transit S-Line. The existing Hamilton Street Railway (HSR) transit stop at Rymal Road East and Upper Sherman Avenue is located directly north of the site. Also, cycling infrastructure will be provided onsite enabling alternative modes of transportation. Furthermore, extensive conversations have been had between Planning staff, the applicant and Traffic staff from Public Works, related to Transit and Road related infrastructure needs. The required road Right of Way width will be able to sufficiently accommodate sidewalks, transit stops, bike lanes and other transit related infrastructure. These aspects will be further implemented through the external works agreement and the Site Plan Control process.

The pedestrian connections should be enhanced without having to cross a parking lot. Site amenities, including such items as benches and awnings would also enhance the pedestrian environment. These features will be reviewed at the detailed design stage through Site Plan Control.

Corridor Management, Public Works Department noted that as a condition of zoning approval, the Traffic Impact Study submitted by the Applicant, prepared by LEA Consulting Ltd., must be approved by the Director of Engineering Services, Public Works. This study identifies the design elements of the new four legged intersection at Rymal Road East and Upper Sherman Avenue. The study has also considered elements of the municipal pedestrian infrastructure that have not been constructed, and

calculates trip generation from the school and adjacent residential proposed development to be utilized for design purposes for the intersection reconstruction.

Corridor Management staff are recommending that a construction plan be prepared between the City and the HWDSB to ensure that appropriate pedestrian sidewalk facilities are available for the opening of this secondary school as there is not a continuous pedestrian facility existing along Rymal Road East both west and east of Upper Sherman Avenue. There are also missing sections of pedestrian facilities on Upper Sherman Avenue. The construction of pedestrian sidewalks will also require new installation or upgrading of street light infrastructure. All of the above traffic issues will be dealt with through the Traffic Impact Statement which is a condition of the “H” Holding Provision. The required construction plan and detailed design elements will be addressed through the external works agreement and the Site Plan Control stage.

PUBLIC CONSULTATION

In accordance with the provisions of the *Planning Act* and the Council-approved Public Participation Policy, Notice of Complete Application and Preliminary Circulation was sent to 227 property owners within 120 m of the subject lands on November 14, 2014, and a Public Notice sign was posted on the property on November 22, 2014. As of the time of the preparation of the staff report one item of correspondence had been received from the public and is attached to this Report as Appendix “G” and summarized in the Analysis and Rationale for Recommendation section of this Report. The Notice of Public Meeting was given in accordance with the provisions of the *Planning Act* on July 24, 2015.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

1. The proposed has merit and can be supported for the following reasons:
 - (i) It is consistent with the PPS, and contributes to the development of a healthy, liveable, and safe community;
 - (ii) It conforms to the Growth Plan for the Greater Golden Horseshoe, which encourages the development of a compact, vibrant and complete community;
 - (iii) It implements the policy direction related to lands designated “Institutional” in the UHOP; and,
 - (iv) It is compatible with the surrounding land uses.
2. The purpose of the Official Plan Amendment application is to change the Official Plan designation of the subject lands from “Neighbourhoods” to “Institutional” in

order to facilitate the development of a proposed secondary school on a portion of the lands located at 630 Rymal Road East (Hamilton).

Areas designated Neighbourhoods are areas where people live, learn, play and socialize on a daily basis. This designation permits local community facilities / services to locate on lands within the Neighbourhoods designation. The UHOP's definition of community facilities includes schools. However, the UHOP restricts the area of such supporting uses in the Neighbourhoods designation to a maximum of 4 ha in size.

The subject property is 12 ha in size, while the school site within the subject property is 8.4 ha in size. As such, an amendment to the UHOP is required to allow the institutional use on a property that is larger than 4 ha in size.

The proposed school is a use permitted within the Institutional designation as this designation applies to lands greater than 4 ha in size designated Institutional on Schedule E-1 - Urban Land Use Designations. Lands used for institutional purposes less than 4 ha shall be permitted within the Neighbourhoods designation subject to the provisions of this Plan.

The proposed three-storey school and service areas will be designed to respect and integrate with the height, scale and character of neighbouring existing and future planned development. Furthermore, a setback in excess of 125 m from the proposed school building envelope to the abutting residential development will provide for a compatible integration of the school use into the neighbourhood. Also, through a noise study, required as part of the "H" Holding Provision, related to the stadium, a detailed design review and in partnership with the HWDSB, the soccer pitch, running track, and associated seating will be designed in such a way that they will have a minimal impact on the neighbouring residential area to the west. A total of 69 classrooms have been proposed, and include any future expansion to the school. Also, two blocks of stadium seating (300 seats each block) have also been proposed. As such, a minimum of 293 parking spaces are required. Based on the concept plan (Appendix "E"), there are a total of 405 parking spaces proposed for this site, which also account for future expansion of the school, as such a sufficient number of parking spaces have been planned for and will be provided. Finally, in order to ensure appropriate landscaping and buffering, staff will require enhanced landscaping to ensure screening of the parking areas and track / stadium seating.

In light of the foregoing, Planning staff are supportive of the UHOP Amendment.

3. The Chappel East Neighbourhood Plan identifies the school site as "Single and Double" Residential with an extensive road network. As the proposed use is

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institutional in nature with no corresponding road network, it does not conform to the Neighbourhood Plan Designation and an amendment is required.

An amendment to the Neighbourhood Plan mapping will be required for the change to the road network within the Chappel East Neighbourhood Plan as well as redesignating the proposed institutional use, from “Single and Double” to “Civic and Institutional”. As outlined in the Policy Implications section, staff are supportive of this amendment.

4. The purpose of the Zoning By-law Amendment application is to remove the subject lands which are zoned “C” (Urban Protected Residential, etc.) District and “R-4” (Small Lot Single Family Dwelling) District in the City of Hamilton Zoning By-law No. 6593 and add them to the Hamilton Zoning By-law No. 05-200 to be zoned Community Institutional, Holding (I2) Zone to permit the development of a secondary school.

The proposed school development will conform to all of the requirements of the Community Institutional, Holding (I2) Zone.

As such, staff are satisfied that the proposal complies with the intent of the institutional policies set out in the UHOP and are supportive of the Zoning By-law Amendment.

5. The owner will be required to dedicate sufficient land, approximately 3.0 m, along the entire frontage of the property onto Rymal Road East to the City of Hamilton to establish the “as-widened” property line of 18.288 m from the original centreline of construction of Rymal Road East. In accordance with the UHOP the designated width of Rymal Road East is 36.576 m. Also, as a condition of future approval, sufficient land will have to be dedicated to the City of Hamilton for the future extension of Upper Sherman Avenue southward to the limits of the subject institutional lands. Based on discussions with the City’s Corridor Management Group (Traffic) a 30.48 m road allowance will be satisfactory; however, the final actual amount of road width required will be determined at the severance stage of development.
6. A suitable storm and sanitary outlet is not currently available to service the subject lands and the City’s Infrastructure Planning Section does not currently support the functional design submitted by the Owner’s Consultant showing the lands being serviced for sanitary from Rymal Road East. Infrastructure Planning however, has been in discussion with the applicant and their Engineering Consultant who is currently planning for the future residential and institutional development, and notes that these services will have to be extended from the existing outlet, approximately 450 m east of Miles Road, at the termination of Turni Boulevard, and be extended through private lands to Miles Road, at which point the suitable outlet can be established.

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A watermain is available fronting the subject lands on Rymal Road East; however, would require extension in order to service the subject lands.

Extension and provision for municipal services, including roads, will be conducted through an external works agreement, which will be registered on title to the subject lands, as the institutional lands are to be severed off from the residential lands and developed separately. This will be a requirement of the proposed “H” Holding Provision and development of the lands cannot proceed until the suitable outlets have been designed and constructed.

In order to ensure orderly development of this parcel, an “H” Holding Provision will be applied to the site until such time that the necessary road access to the site is established (lands dedicated to the City of Hamilton where required), along with any necessary servicing easements provided in favour of the City.

As it relates to sanitary sewer servicing, no capacity provision has been made in the Rymal Road East separated system currently terminating beside 216 Arrowhead Drive and flowing westerly for collection of wastewater from the proposed secondary school according to PRISM drawing 01-S-29_08R. Staff have no records to support the collection of wastewater from the property by the system on Rymal Road East terminating at the east side of Upper Sherman Avenue and flowing easterly.

The applicant is required to provide a wastewater generation assessment using Part 8 of the latest edition of the Code and Guide for Sewage Systems to establish an equivalent population density for our records.

With respect to minor storm sewer servicing, no capacity provision has been made in the Rymal Road East separated system currently terminating beside 216 Arrowhead Drive and flowing westerly for collection of storm water from the proposed school site according to PRISM drawing 01-S-29_08R. Staff have no records to support the collection of storm water from the property by the system on Rymal Road East terminating at the east side of Upper Sherman Avenue and flowing easterly.

A storm drainage area plan with appropriate runoff coefficients will be required to supplement the site servicing and grading plans.

With regards to water servicing, the subject lands have access to water servicing from the 400 mm municipal water main on Rymal Road East and for information, static pressures at street line are around 78-80 psi. A condition of the “H” Holding Provision will be for the proponent to provide a professionally-prepared Functional Servicing Report, which will address, among other things: anticipated ICI water demands, including peak demand calculated using the fixture unit

approach; using a water usage (daily average) of 80 L per student per day (i.e. 240 L / student over eight-hour period of operation, or as the case may be) or higher is recommended; and required fire flow (RFF) calculated per “Water Supply for Public Fire Protection” 1999, Fire Underwriters Survey (FUS), and supplemented where appropriate by the NFPA 13. Details on the construction type, occupancy, separation distances and exposure charges etc., shall be clearly identified. Also, a water main hydraulic analysis may be required to support future applications.

Finally, the proponent should ensure that the Fire Department is satisfied with accessibility and the provisions for firefighting; this is to be addressed in the required Functional Servicing Report as part of the conditions for the “H” Holding removal.

The above servicing issues will be dealt with through the conditions of the “H” Holding Provision (see Schedule “C”) for the requirement of adequate services onsite, and subject to conditions through a future Site Plan Control application.

7. The proposed development requires an “H” Holding Provision to be lifted prior to development proceeding. The Holding has been based on the technical clearances required as it relates to engineering constraints, traffic and noise issues.

The City’s Corridor Management staff requires a construction plan be prepared between the City and the HWDSB to ensure that appropriate pedestrian sidewalk facilities are available for the opening of this secondary school as there is not a continuous pedestrian facility existing along Rymal Road East both west and east of Upper Sherman Avenue. This construction will also require new installation or upgrading of street light infrastructure. This plan will be part of the external works agreement and the Traffic Impact Statement which are both components of the “H” Holding provision.

Due to the status of the drainage features onsite, current stormwater management calculations, grading, servicing and sediment and erosion control objectives and constraints, as well as various traffic issues, it is recommended that a Holding Provision be placed on the subject property until it has been demonstrated that there are adequate services available for water and sanitary sewer connections.

An “H” Holding Provision will be required for the stadium component of the proposal in order to determine impact of the audio components of the track on the abutting residential area and establish appropriate mitigation measures for such impacts. In order for the “H” Holding Provision to be lifted, a comparative

analysis of other track audio systems will be necessary to determine what a reasonable noise level will be and how it can be achieved.

8. In order to redevelop the secondary school as proposed, Upper Sherman Avenue will need to be extended southerly from Rymal Road East and Wagner Drive and will need to be extended from the west to intersect with the new Upper Sherman Avenue extension.

Currently, Upper Sherman Avenue terminates at Rymal Road East north of the site. Upper Sherman Avenue north of Rymal Road East is identified as an arterial road with a designated right-of-way width of 30 m; however, south of Rymal Road East, the function of Upper Sherman Avenue is proposed to change to a major collector road with a proposed right-of-way width of 26 m.

The School Board does not own the lands on the south side of Rymal Road East where the Upper Sherman Avenue extension would begin in order to properly align with the intersection. Accordingly, in order to extend Upper Sherman Avenue south of Rymal Road East, some land assembly is required. Specifically, all of the lands known municipally as 662 Rymal Road East and parts of 654 and 668 Rymal Road East are required to provide sufficient lands for the Upper Sherman Avenue extension and provide principal access to the site.

662 Rymal Road East was purchased by the City in 1976 for the purposes of extending Upper Sherman Avenue. The property immediately to the east is municipally known as 668 Rymal Road East. Part of this property (approximately 251 sq m) is required for the road extension and must be severed from 668 Rymal Road. In addition, a portion of the property (125 sq m) immediately to the west municipally known as 654 Rymal Road East may be required for the road extension and must be severed from 654 Rymal Road East. All of these parts will need to be merged in title and dedicated to the City for municipal road purposes.

The City is currently in the process of selling 662 Rymal Road East to the applicant in order to accommodate the required right-of-way widths. The applicant is also in the process of formalizing a severance application in order to accommodate this development.

Also, sidewalks are currently absent along the north side of Rymal Road East between Upper Sherman Avenue and Sulmona Drive, and along the south side of Rymal Road East between Arrowhead Drive and Sulmona Drive. In an Information Report from Public Works (PW15056), it was noted that the placement of sidewalks in these areas remains challenging due to the existing grades, poor drainage, and property limitations. However, it was also noted that there are safety concerns related to the lack of sidewalks and that the construction of sidewalks in this area would allow for a safer pedestrian

environment. Furthermore, Public Works staff stated that the construction of sidewalks between Upper Sherman Avenue and Eva Street / Miles Road on the north side of Rymal Road East and between Eva Street / Miles Road and Sulmona Drive appears to be achievable which will therefore create a continuity of pedestrian facilities between Upper Wentworth Street and Upper Gage Avenue. The construction of these sidewalks, as well as the coordination of utilities, as well as engineering of the area will proceed in 2016 with the proposed works to be coordinated with the Upper Sherman Avenue urbanization. This will create a cost effective delivery of municipal assets and improved service levels for the area.

As discussed previously in this Report, the construction of the sidewalks along Rymal Road East, as well as the coordination of utilities, and the engineering of the area will proceed in 2016 with the proposed works to be coordinated with the Upper Sherman Avenue urbanization. This will create a cost effective delivery of municipal assets and improved service levels for the area. The construction of the sidewalks along the Upper Sherman Avenue extension in front of the school as well as any potential sidewalks along Wagner Drive will be implemented through the external works agreements that is part of the "H" Holding Provision and will be constructed before the school opens.

9. In order to develop the secondary school as proposed, Upper Sherman Avenue will need to be extended southerly from Rymal Road East and Wagner Drive will need to be extended from the west to intersect with the Upper Sherman Avenue extension. As such, a severance application will be required.

To achieve the extension of Upper Sherman Avenue, the applicant is proposing to acquire from the City of Hamilton the property located at 662 Rymal Road East. This parcel will be used to complete the Upper Sherman Avenue extension.

There are specific policies in the UHOP for severances related to institutional uses, specifically, Policy F.1.14.3.3 states that Consents for new lot creation for both the severed and retained lands for mixed uses, commercial, institutional, or open space in the Neighbourhoods designation shall be permitted provided the following conditions are met:

- a) the lots comply with the policies of this Plan including secondary plans, where one exists;
- b) The lots are in conformity with the Zoning By-law or a minor variance is approved;

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- c) the lots are fully serviced by municipal water and wastewater systems; and,
- d) the lots have frontage on a public road.”

Upon approval of the proposed Official Plan Amendment and Zoning By-law Amendment, as well as the removal of the proposed Holding Provision for servicing the proposed severance would conform to the policies noted above.

- 10. The plan of subdivision in which the subject lands are located is known as Shermal Estates (25T-94005). In order to recognize the proposed changes to the road network and land uses, a revision to the plan of subdivision will be required.
- 11. To date, one item of correspondence was received from the public identifying concerns with the following (attached as Appendix “G”):

Road Networks / Connectivity:

The submission made is in support of Wagner Drive connecting the proposed school site to the existing residential development to the west.

ALTERNATIVES FOR CONSIDERATION

Should the proposed Official Plan Amendment and Zoning By-law Amendment application be denied, the property can continue to be developed for residential uses in accordance with the provisions of the “C” (Urban Protected Residential, etc.) District, and “R-4” (Small Lot Single Family Dwelling) District in the City of Hamilton Zoning By-law No. 6593.

ALIGNMENT TO THE 2012 – 2015 STRATEGIC PLAN

Strategic Priority #1

A Prosperous & Healthy Community

WE enhance our image, economy and well-being by demonstrating that Hamilton is a great place to live, work, play and learn.

Strategic Priority #2

Valued & Sustainable Services

WE deliver high quality services that meet citizen needs and expectations, in a cost effective and responsible manner.

Strategic Priority #3

Leadership & Governance

WE work together to ensure we are a government that is respectful towards each other and that the community has confidence and trust in.

Strategic Objective

- 3.1 Engage in a range of inter-governmental relations (IGR) work that will advance partnerships and projects that benefit the City of Hamilton.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A”:	Location Map
Appendix “B”:	Urban Hamilton Official Plan Amendment
Appendix “C”:	Draft Zoning By-law Amendment
Appendix “D”:	Chapel East Neighbourhood Plan, Map 7503
Appendix “E”:	Conceptual Site Plan
Appendix “F”:	Building Massing Models
Appendix “G”:	Public Submissions

:RC/th